HILLSBORO CITY COUNCIL

Preliminary Agenda
Tuesday, December 2, 2008

6 PM — **Work Session**
Hillsboro Civic Center Conference Rooms 113B&C — **150 E. Main Street**

7 PM — **Regular Session**
Hillsboro Civic Center Auditorium — **150 E. Main Street**

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Please silence all electronic devices. Thank you.

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- Qualified sign language interpreters for persons with speech or hearing impairments.
- Qualified bilingual interpreters.

To obtain services, please call 503-681-6100

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When addressing the Council, please use the witness table (center front of the room). All testimony is electronically recorded. Public participation is encouraged. If you wish to speak, please raise your hand or walk to the witness table as the Mayor calls the item, or, on any item not on the agenda, as the Mayor calls for "Communications and Non-Agenda Items." If you are speaking on an item not on the regular agenda, please fill out the card on the table in the back of the room and give to the City Recorder. You are not required to give your address when speaking to the City Council, only your name.

Ordinances and Resolutions marked with an asterisk will not be read in full unless requested by a member of the City Council. Copies were distributed to Council and posted for at least seven calendar days, and are available on the north side of the auditorium.

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*** SEE ATTACHED AGENDA ***
Posted – November 26, 2008

WORK SESSION – 6 PM – CONFERENCE ROOM C113B

A. City Strategic Planning Project Update – presented by Administration Project Manager Chris Hartye, and MIG, Inc. consultants Carolyn Verheyen, Laurie Matthews and Aaron Abrams

REGULAR SESSION – 7 PM – AUDITORIUM

PLEDGE OF ALLEGIANCE – Mayor Tom Hughes

CALL TO ORDER - Roll Call

1. CONSENT AGENDA: (The items on the Consent Agenda are normally considered in a single motion. Any item may be removed for separate consideration upon request by any member of the Council.)

A. Accept a dedication deed of additional public right-of-way at the southern end of SW 268th Avenue from the Port of Portland to provide for access, public street and public utilities on a recently constructed cul-de-sac, and authorize the Mayor and City Recorder to execute the documents. (Transportation Committee recommendation)

B. Approve an intergovernmental agreement and expenditure of approximately $4,250,000 in arterial Traffic Impact Fees to partner with Washington County in completing a segment of NW Cornelius Pass Road, and authorize the Mayor and City Recorder to execute the documents. (Subject to City Attorney approval) (Transportation Committee recommendation)

C. Approve a cooperative maintenance agreement with TriMet for the Westside light rail project and bus improvements, and authorize the City Manager to execute the documents. (Finance Committee recommendation)

D. Consider a resolution adopting City Council rules. (This item was discussed in work session on November 18, 2008.) **Resolution No. *_____ is available.**

E. Endorsement of annual application for a DMV Business Certificate for Hillsboro Auto Wrecking, 2845 NW Glencoe Road. (Staff recommends approval)

F. Schedule a public hearing on island annexation in the City of Hillsboro for December 16, 2008, 7 PM, Civic Center Auditorium.

G. Schedule a special meeting, if needed, for continuance of the December 16 public hearing on island annexation for Thursday, December 18, 2008, 7 PM, Civic Center Auditorium.

2. PRESENTATIONS AND APPOINTMENTS:

A. Hillsboro School District presentation on West Union Elementary by fourth grader Lily Currin.

B. Proclamation: Human Rights Day – December 10, 2008. Presented to the Human Rights Council of Washington County.

C. Liberty High School inauguration trip fundraising and announcement by Social Studies teacher Brian Buckner and Liberty High School students.

D. Recognition of Risk Management employees Tanya Woodson and Michael Sorensen for receiving the 2008 American Society of Safety Engineers/Center on Research of Occupational and Environmental Toxicology Award of Distinction for the first Oregon Safety Professional Worksite Award.

E. Presentation of Employee Service Awards:

20 years

Karl Borg	Water Department
Richard Fletcher	Police Department
Henry Reimann	Police Department

F. Appointment:

Metropolitan Area Communications Commission (MACC)
Tim Goodman, Primary Representative
Erik Jensen, Alternate

3. PUBLIC HEARINGS:

A. CP MISC 2-04 (MOD 3): Consider an ordinance amending the Hillsboro Municipal Code as amended, Chapter 15.20 signs, regarding larger scale wall signs in the Commercial / Industrial and Industrial Park and Research Park Sign Districts. **Ordinance No. *_____ is available.**

B. CDP 1-06 (MOD 1): Orenco Woods Crossing: Consider an appeal of the Planning Commission decision denying a requested modification to the southeast portion of the Concept Development Plan (CDP) for Orenco Woods Crossing; a phased residential development on a site approximately 55 acres in size zoned SCR-V Station Community Residential – Village, with multiple Comprehensive Plan Designations of RL Low Density Residential, RM Medium Density Residential, OS Open Space and FP Flood Plain.

4. UNFINISHED BUSINESS:

A. None.

5. NEW BUSINESS:

A. Consider Transportation Committee recommendation to approve a resolution supporting cost-effective, innovative ways to manage public parks in Hillsboro. **Resolution No. *____ is available.**

B. Consider Parks and Recreation Commission recommendation to approve a purchase and sales agreement for $750,000 for the acquisition of property along Dairy Creek, and authorize the Mayor and City Recorder to execute the documents. (The City's local share is $300,000)

C. Consider Parks and Recreation Commission recommendation to award a professional services contract to WRG Design, Inc. for $35,720 for design services for the Bicentennial Park Renovation Project.

D. HCP 6-08: Density, Design and Open Space One Year Amendments (DDOS) Consider Planning Commission recommendation to adopt an ordinance amending Comprehensive Plan Ordinance No. 2793 as amended, in multiple sections, regarding one year updates to previously approved density, design, and open space (DDOS) amendments. **Ordinance No. *____ is available.**

E. ZOA 3-08: Density, Design and Open Space One Year Amendments to Zoning Ordinance Volume 1 (DDOS) Consider Planning Commission recommendation to adopt an ordinance approving amendments to Zoning Ordinance No. 1945 as amended, in multiple sections of Volume 1, regarding one year updates to previously approved density, design, and open space (DDOS) amendments. **Ordinance No. *____ is available.**

F. ZOA 3-08: Density, Design and Open Space One Year Amendments to Zoning Ordinance Volume 2 (DDOS) Consider Planning Commission recommendation to adopt an ordinance approving amendments to Zoning Ordinance No. 1945 as amended, in multiple sections of Volume 2, regarding one year updates to previously approved density, design, and open space (DDOS) amendments. **Ordinance No. *____ is available.**

G. SOA 2-08: Density, Design and Open Space One Year Amendments (DDOS) Consider Planning Commission recommendation to adopt an ordinance approving amendments to Subdivision Ordinance No. 2808 as amended, in multiple sections, regarding one year updates to previously approved density, design, and open space (DDOS) amendments. **Ordinance No. *____ is available.**

H. Consider approval of Historic Landmarks Advisory Committee (HLAC) 2008-09 Work Plan. (This item was discussed in work session on October 21, 2008.)

I. Consider Hillsboro Arts and Culture Council and Parks and Recreation Commission recommendations to adopt the Hillsboro Public Art Master Plan. (This item was discussed in work session on November 4, 2008.)

J. Consider endorsement of liquor license applications: *(These requests have been reviewed by the Police Department and no objections have been filed.)*

Limited On-Premises Sales – *Allows the sale of malt beverages, wine and cider for consumption on the licensed premises, and the sale of kegs of malt beverages for off premises consumption.*

Full On-Premises Sales – *Allows the sale and service of distilled spirits, malt beverages and wine for consumption on the licensed premises.*

1. Premier Services Group, 873 NE 34th Ave., Original Application – Full on-premises sales
2. Shonna's, 1823A SE TV Hwy, Change in Privilege – Limited on-premises sales

3. Taste of Asia, 264 E Main St., Change in Privilege – Full on-premises sales

K. Consider convening in Executive Session under ORS 192.660(2)(i) to review and evaluate the job performance of the City Manager (to be convened following the regular session in Conference Room C121).

L. Consider action related to Executive Session, if needed.

6. <u>COMMUNICATION AND NON-AGENDA ITEMS</u>: (Persons wishing to speak on matters not on the agenda may be recognized at this time. *Please fill out the card on the table in the back of the room and give to the City Recorder.* You are not required to give your address when speaking to the City Council, only your name. Presentations are limited to three minutes, with a maximum total of 15 minutes for this agenda item. More time, if needed, may be provided upon completion of the regular agenda.)

7. <u>ADVICE/INFORMATION ITEMS</u>:

A. <u>November 4, 2008 Certified Election Results</u>:

Mayor – At Large Position

Jerry Willey	20,909
Write-in	717
Over Votes	0
Under Votes	13,074

Council – Ward 1, Position B

Nenice Andrews	19,095
Write-in	321
Over Votes	4
Under Votes	15,285

Council – Ward 2, Position B

Olga Acuna	18,778
Write-in	355
Over Votes	3
Under Votes	15,569

Council – Ward 3, Position B

Michael Castillo	12,470
Kimberly Culbertson	8,469
Write-in	145
Over Votes	80
Under Votes	13,541

Ballot Measure 34-151- Hillsboro Parks and Recreation General Obligation Bond

Yes	13,396
No	18,163
Over Votes	12
Under Votes	3,134

B. Hillsboro Holly Days Tree-lighting, December 6, 5 PM, Civic Center Plaza.

C. Joint City Council/Hillsboro Chamber of Commerce Board work session, December 11, 2008, 8 AM, Hillsboro Chamber of Commerce, 5193 NE Elam Young Parkway, Suite A.

D. Special City Council meeting for the final decision on the appeal of the Orenco Woods Crossing Concept Development Plan Modification application, December 15, 2008, 7 PM, Civic Center Auditorium.

D. Christmas Holiday – December 25. City offices closed.

E. New Years Day Holiday – January 1. City offices closed.

ANNUAL COMMUNITY EVENTS:

F. Hillsboro Farmers' Market Winter Market, every Saturday, November 1 through December 13, 9 AM to 2 PM, downtown Hillsboro.

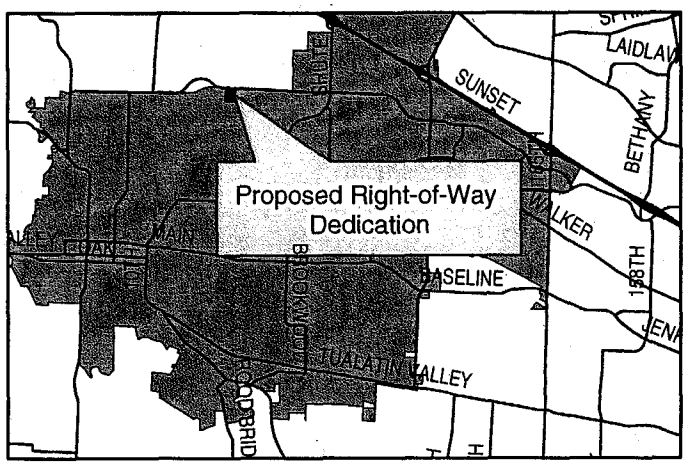
8. WORK SESSION ITEM (Item A will be discussed in work session preceding regular session in Conference Room C113B at 6 PM; Item B will be discussed following regular session in Conference Room C113B).

A. City Strategic Planning Project Update – presented by Administration Project Manager Chris Hartye, and MIG, Inc. consultants Carolyn Verheyen, Laurie Matthews and Aaron Abrams

B. Island Annexation Project Update – presented by Planning Supervisor Alwin Turiel and Barney and Worth consultant Clark Worth

1A

CITY OF HILLSBORO



December 2, 2008

TO: Transportation Committee

FROM: Michael Filicky, City Surveyor

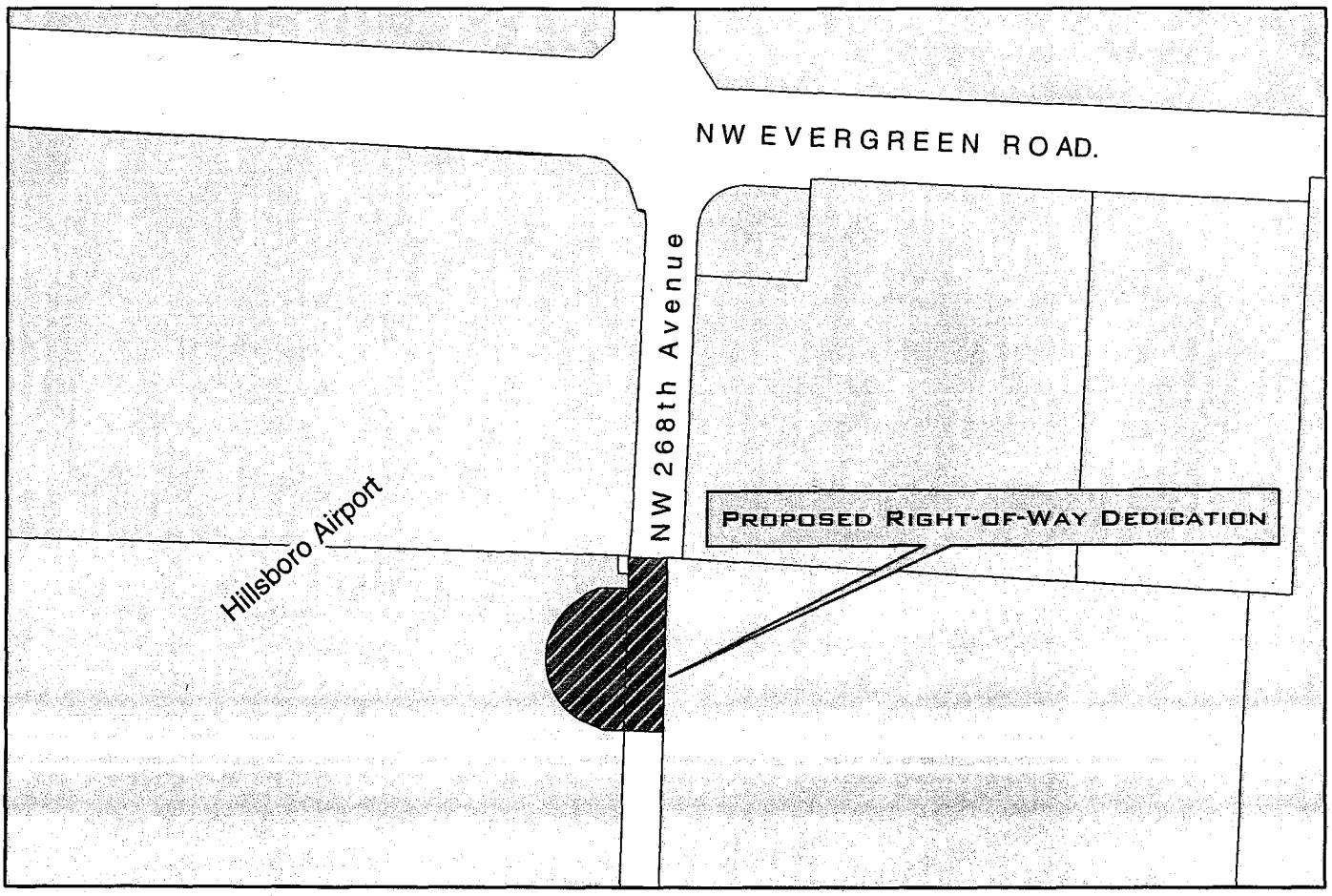
RE: Consider authorizing Mayor and City Recorder to accept a Deed for Right-of-Way Purposes from the Port of Portland. The dedication is located at the southern end of SW 268th Avenue, approximately 440 feet south from the intersection with NW Evergreen Road.

As a condition of Vacation Ordinance #5319, the Port of Portland is required to provide for access, public street and public utilities on a recently constructed cul-de-sac at the south end of NW 268th Avenue. One portion of the easement is across Port of Portland property, while the other is across a portion of SW 268th Avenue, which will become Port property once the vacation is perfected. The Deed for Right -of-Way Purposes is to be recorded immediately after the Vacation Ordinance.

N

NTS

Transportation Committee recommends acceptance and execution the Deed for Right-of-Way Purposes.



AFTER RECORDING RETURN TO:
City of Hillsboro
Public Works Director
155 East Main Street
Hillsboro OR 97124

TAX STATEMENTS SHALL BE SENT TO:
NO CHANGE
2008-214

DEED FOR RIGHT-OF-WAY PURPOSES

KNOW ALL PERSONS BY THESE PRESENTS, that **THE PORT OF PORTLAND**, a port district of the State of Oregon, hereinafter called the *Grantor*, in consideration of granting a road vacation for portions of the roadway at NW 268th and NW Airport Rd., which is the whole consideration, does hereby grant to the **CITY OF HILLSBORO**, a municipal corporation of the State of Oregon, *Grantee*, for the use of the public as a public way forever, an easement for right-of-way and utility purposes over that certain real property situated in the City of Hillsboro, County of Washington and State of Oregon, shown on the attached Exhibit "A" and Exhibit "A-1" and being more particularly described in the attached Exhibit "B."

This dedication is granted subject to all liens, easements and encumbrances of record as of the date hereof.

Grantor specifically reserves for itself, the tenants and users of the Hillsboro Airport, and for the public, a right of flight for the passage of aircraft in the airspace above the surface of the property, together with the right to cause in said airspace such noise, vibration, fumes, debris, and other interferences as may be inherent in the present and future operation of aircraft.

Grantor makes no warranty, guaranty or representation concerning the physical condition of the easement described in the attached Exhibit "B," nor its suitability for any of Grantee's intended purposes. Grantor shall not be responsible for any loss, damage or costs which may be incurred by Grantee by reason of any condition of any of said areas. Grantee shall maintain, repair and replace any improvements constructed in the dedicated right-of-way areas, in accordance with its regular overall road maintenance program. Grantor shall have absolutely no obligations for maintenance of any of the areas described herein.

To the extent allowed under Oregon law, Grantee agrees to indemnify, hold harmless and defend Grantor, its commissioners, directors, officers, and employees from and against and to reimburse Grantor for all claims, actions, damages, injuries, costs, loss, or expenses incidental to the investigation and defense thereof, arising out of (i) the acts or omissions of, or use or occupancy of the right-of-way areas, by Grantee, its agents, contractors, or employees and (ii) the construction, repair, maintenance, or use of any improvements constructed by or on behalf of Grantee in the right-of-way areas.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS.

To Have and to Hold, the above described real property unto the City of Hillsboro for the public forever for the uses and purposes hereinabove mentioned.

IN WITNESS WHEREOF, the Grantor above named, by and through its Executive Director has caused this instrument to be duly signed hereto.

Dated this 21st day of October, 2008.

GRANTOR
THE PORT OF PORTLAND

By: _____
Executive Director

STATE OF OREGON)
)
County of Multnomah)

This instrument was acknowledged before me this 21st day of October, 2008, by STEVEN H. SCHREIBER ~~as~~ FOR BILL WYATT, Executive Director of the Port of Portland.

OFFICIAL SEAL
CINZIA CORIO-HOLMAN
NOTARY PUBLIC-OREGON
COMMISSION NO. 419576
MY COMMISSION EXPIRES AUG. 29, 2011

Cinzia Corio-Holman
Notary Public for Oregon
My commission expires: August 29, 2011

This conveyance is approved as to form and content and accepted by the City of Hillsboro, a municipal corporation of the State of Oregon.

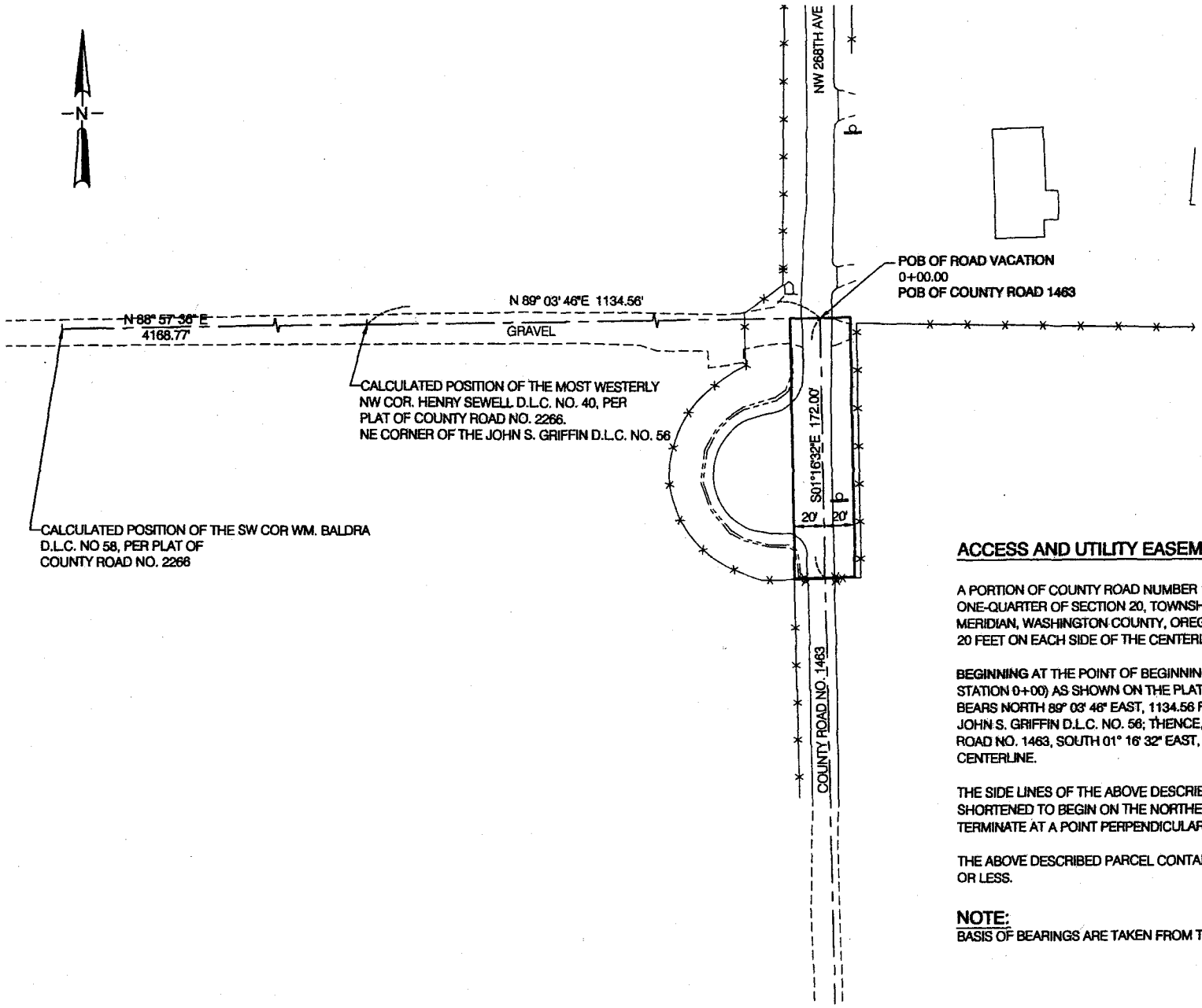
By: _____

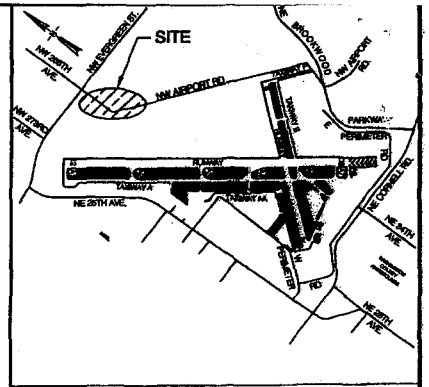
Acknowledgment of Grantee

STATE OF OREGON)
)
COUNTY OF WASHINGTON)

This instrument was acknowledged before me on _____, 2008, by _____ of the City of Hillsboro, a municipal corporation of the State of Oregon.

_____
Notary Public for Oregon
My commission expires: _____





VICINITY MAP
SCALE: N.T.S.

ACCESS AND UTILITY EASEMENT LEGAL DESCRIPTION:

A PORTION OF COUNTY ROAD NUMBER 1463, SITUATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 20, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON. SAID PORTION OF COUNTY ROAD LYING 20 FEET ON EACH SIDE OF THE CENTERLINE, WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF BEGINNING FOR COUNTY ROAD NO. 1463 (ROAD STATION 0+00) AS SHOWN ON THE PLAT OF COUNTY ROAD NO. 2266, SAID POINT BEARS NORTH 89° 03' 46" EAST, 1134.56 FEET FROM THE NORTHEAST CORNER OF THE JOHN S. GRIFFIN D.L.C. NO. 56; THENCE, ALONG THE CENTERLINE OF SAID COUNTY ROAD NO. 1463, SOUTH 01° 16' 32" EAST, 172.00 FEET TO THE TERMINUS OF SAID CENTERLINE.

THE SIDE LINES OF THE ABOVE DESCRIBED CENTERLINE ARE TO BE EXTENDED OR SHORTENED TO BEGIN ON THE NORTHERN END OF COUNTY ROAD NO. 1463 AND TERMINATE AT A POINT PERPENDICULAR TO THE TERMINUS OF SAID CENTERLINE.

THE ABOVE DESCRIBED PARCEL CONTAINS 6880 SQUARE FEET (0.158 ACRES) MORE OR LESS.

NOTE:

BASIS OF BEARINGS ARE TAKEN FROM THE PLAT OF COUNTY ROAD NO. 2266.

NO.	DATE	BY	REVISIONS	CK'D	APPV'D

PORT OF PORTLAND
PORTLAND, OREGON

2004D034 — DESIGN NUMBER
100221 — PROJECT NUMBER

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 16, 1986
DOYLE L. ANDERSON
2567
SIGNED: 8-3-05
RENEWAL: 12-31-05

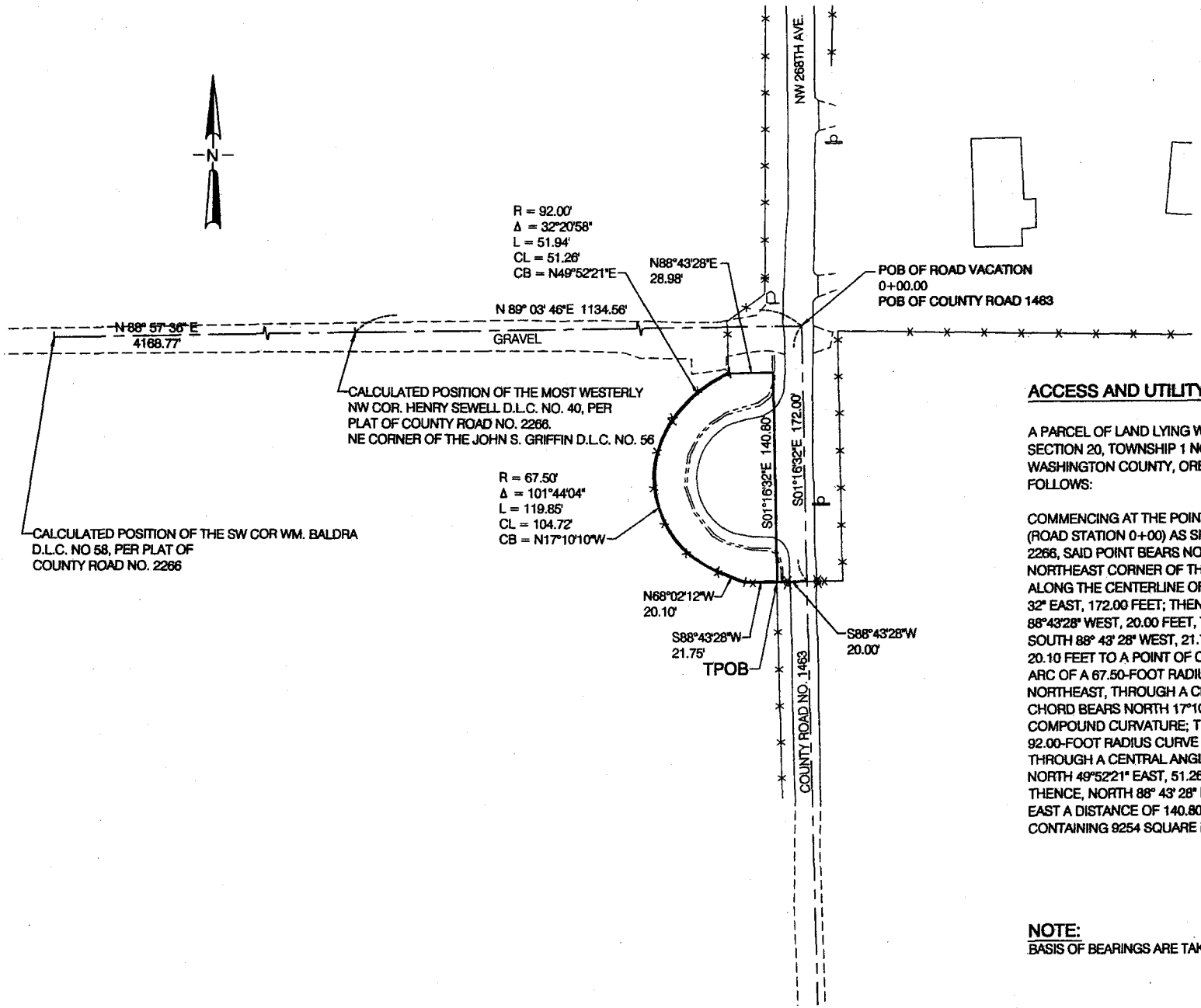
DESIGNED BY P. SHIELDS
DRAWN BY P. SHIELDS
CHECKED BY D. ANDERSON
DATE JUL 2005
SCALE 1" = 50'

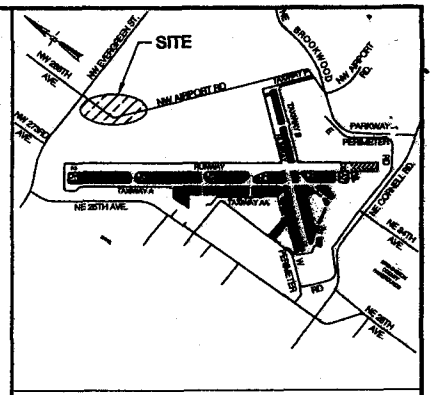
HILLSBORO AIRPORT

EXHIBIT PLAT
268TH AVENUE ACCESS AND UTILITY EASEMENT
TO CITY OF HILLSBORO

SUBMITTED BY FRANK BARRERO, PROJECT ENGINEER
TYPE EP
DRAWING NO. HIO 2005-9 1/2 (SU-1)

Exhibit A





VICINITY MAP
SCALE: N.T.S.

ACCESS AND UTILITY EASEMENT LEGAL DESCRIPTION:

A PARCEL OF LAND LYING WITHIN THE SOUTHEAST ONE-QUARTER OF SECTION 20, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE POINT OF BEGINNING FOR COUNTY ROAD NO. 1463 (ROAD STATION 0+00) AS SHOWN ON THE PLAT OF COUNTY ROAD NO. 2266, SAID POINT BEARS NORTH 89° 03' 46" EAST, 1134.56 FEET FROM THE NORTHEAST CORNER OF THE JOHN S. GRIFFIN D.L.C. NO. 56; THENCE, ALONG THE CENTERLINE OF SAID COUNTY ROAD NO. 1463, SOUTH 01° 16' 32" EAST, 172.00 FEET; THENCE, LEAVING SAID CENTERLINE, SOUTH 88°43'28" WEST, 20.00 FEET, TO THE **TRUE POINT OF BEGINNING**; THENCE, SOUTH 88° 43' 28" WEST, 21.75 FEET; THENCE, NORTH 68° 02' 12" WEST, 20.10 FEET TO A POINT OF CURVATURE; THENCE 119.85 FEET ALONG THE ARC OF A 67.50-FOOT RADIUS CURVE TO THE RIGHT, CONCAVE TO THE NORTHEAST, THROUGH A CENTRAL ANGLE OF 101°44'04" (THE LONG CHORD BEARS NORTH 17°10'10" WEST, 104.72 FEET) TO A POINT OF COMPOUND CURVATURE; THENCE 51.94 FEET ALONG THE ARC OF A 92.00-FOOT RADIUS CURVE TO THE RIGHT, CONCAVE TO THE SOUTHEAST, THROUGH A CENTRAL ANGLE OF 32°20'58" (THE LONG CHORD BEARS NORTH 49°52'21" EAST, 51.26 FEET) TO A POINT OF NON-TANGENCY; THENCE, NORTH 88° 43' 28" EAST, 28.98 FEET; THENCE SOUTH 01° 16' 32" EAST A DISTANCE OF 140.80 FEET TO THE **TRUE POINT OF BEGINNING** CONTAINING 9254 SQUARE FEET (0.212 ACRES) MORE OR LESS.

NOTE:

BASIS OF BEARINGS ARE TAKEN FROM THE PLAT OF COUNTY ROAD NO. 2266.

NO.	DATE	BY	REVISIONS	CK'D	APPV'D

PORT OF PORTLAND
PORTLAND, OREGON

2004D034 — DESIGN NUMBER
100221 — PROJECT NUMBER

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 19, 1990
DOYLE L. ANDERSON
2567
SIGNED: 8-3-05
RENEWAL: 12-31-05

DESIGNED BY P. SHIELDS
DRAWN BY P. SHIELDS
CHECKED BY D. ANDERSON
DATE JUL 2005
SCALE 1" = 50'

HILLSBORO AIRPORT

EXHIBIT PLAT
268TH AVENUE ACCESS AND UTILITY EASEMENT
TO CITY OF HILLSBORO

SUBMITTED BY FRANK BARRERO, PROJECT ENGINEER
TYPE EP
DRAWING NO. HIO 2005-9 2/2 (SU-2)

Exhibit A 1

EXHIBIT B

EASEMENT AREA LEGAL DESCRIPTIONS

ACCESS AND UTILITY EASEMENT #1 TO CITY OF HILLSBORO

A PORTION OF COUNTY ROAD NUMBER 1463, SITUATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 20, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON. SAID PORTION OF COUNTY ROAD LYING 20 FEET ON EACH SIDE OF THE CENTERLINE, WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF BEGINNING FOR COUNTY ROAD NO. 1463 (ROAD STATION 0+00) AS SHOWN ON THE PLAT OF COUNTY ROAD NO. 2266, SAID POINT BEARS NORTH 89° 03' 46" EAST, 1134.56 FEET FROM THE NORTHEAST CORNER OF THE JOHN S. GRIFFIN D.L.C. NO. 56; THENCE, ALONG THE CENTERLINE OF SAID COUNTY ROAD NO. 1463, SOUTH 01° 16' 32" EAST, 172.00 FEET TO THE TERMINUS OF SAID CENTERLINE.

THE SIDE LINES OF THE ABOVE DESCRIBED CENTERLINE ARE TO BE EXTENDED OR SHORTENED TO BEGIN ON THE NORTHERN END OF COUNTY ROAD NO. 1463 AND TERMINATE AT A POINT PERPENDICULAR TO THE TERMINUS OF SAID CENTERLINE.

THE ABOVE DESCRIBED PARCEL CONTAINS 6880 SQUARE FEET (0.158 ACRES) MORE OR LESS.

ACCESS AND UTILITY EASEMENT #2 TO CITY OF HILLSBORO

A PARCEL OF LAND LYING WITHIN THE SOUTHEAST ONE-QUARTER OF SECTION 20, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE POINT OF BEGINNING FOR COUNTY ROAD NO. 1463 (ROAD STATION 0+00) AS SHOWN ON THE PLAT OF COUNTY ROAD NO. 2266, SAID POINT BEARS NORTH 89° 03' 46" EAST, 1134.56 FEET FROM THE NORTHEAST CORNER OF THE JOHN S. GRIFFIN D.L.C. NO. 56; THENCE, ALONG THE CENTERLINE OF SAID COUNTY ROAD NO. 1463, SOUTH 01° 16' 32" EAST, 172.00 FEET; THENCE, LEAVING SAID CENTERLINE, SOUTH 88°43'28" WEST, 20.00 FEET, TO THE **TRUE POINT OF BEGINNING**; THENCE, SOUTH 88° 43' 28" WEST, 21.75 FEET; THENCE, NORTH 68° 02' 12" WEST, 20.10 FEET TO A POINT OF CURVATURE; THENCE 119.85 FEET ALONG THE ARC OF A 67.50-FOOT RADIUS CURVE TO THE RIGHT, CONCAVE TO THE NORTHEAST, THROUGH A CENTRAL ANGLE OF 101°44'04" (THE LONG CHORD BEARS NORTH 17°10'10" WEST, 104.72 FEET) TO A POINT OF COMPOUND CURVATURE; THENCE 51.94 FEET ALONG THE ARC OF A 92.00-FOOT RADIUS CURVE TO THE RIGHT, CONCAVE TO THE SOUTHEAST, THROUGH A CENTRAL ANGLE OF 32°20'58" (THE LONG CHORD BEARS NORTH 49°52'21" EAST, 51.26 FEET) TO A POINT OF NON-TANGENCY; THENCE, NORTH 88° 43' 28" EAST, 28.98 FEET; THENCE SOUTH 01° 16' 32" EAST A DISTANCE OF 140.80 FEET TO THE **TRUE POINT OF BEGINNING** CONTAINING 9254 SQUARE FEET (0.212 ACRES) MORE OR LESS.

1B

CITY OF HILLSBORO

Planning Department

150 E. Main Street, 4th Floor
Hillsboro, Oregon 97123-3999
Phone: 503/681-6400 FAX: 503/681-6431

STAFF REPORT

November 26, 2008

TO: City Council

FROM: Don Odermott, PE
Transportation Planning Engineer

RE: Intergovernmental Agreement for Improvements
NW Cornelius Pass Road: Baseline Road to Light Rail

BACKGROUND:

The Transportation System Plans of the City of Hillsboro and Washington County specify NW Cornelius Pass Road for a future 5-lane arterial improvement between Baseline Road and NW Cornell Road. A significant number of individual projects have either been recently completed or are currently moving to construction. This has afforded the opportunity to consider partnering with Washington County utilizing a portion of the City's Traffic Impact Fee arterial funds to complete improvements to a significant segment of NW Cornelius Pass Road, specifically addressing the current capacity bottleneck which exists at the intersection of NW Cornelius Pass Road and NW Quatama Road.

Washington County has programmed funding from the MSTIP-3C program to reconstruct the NW Cornelius Pass Road bridge over Beaverton Creek (refer to attached 11 x 17 exhibit) at $6,000,000 with preliminary design work under way and construction anticipated to start in the Summer of 2010. Recently, two developments have been approved by the City of Hillsboro located along the western side of NW Cornelius Pass Road, between NW Quatama Road and Beaverton Creek. Washington County has secured finanacial contributions from both projects for their obligated improvements to widen NW Cornelius Pass Road adjacent their respective frontages. A third development, the Orenco Woods Subdivision, proposes to begin construction during the Summer of 2009 to widen the western portion of NW Cornelius Pass Road between NW Quatama Road and the Light Rail, and widen NW Quatama Road to provide 3-lane capacity at the existing traffic signal. Finally, north of the Light Rail, West Hills Development has completed a significant amount of eastern side road widening along NW Cornelius Pass Road, in addition to the NW Wilkins Street extension, which is nearing activation of its new traffic signal.

City and County staff have met to discuss a proposal to jointly fund the remainder of road improvements necessary to address the bottleneck at NW Quatama Road. Intermittent travel delays at times can reach 6 to 8 minutes for traffic on NW Cornelius Pass Road passing through this intersection. The attached exhibit illustrates with hatching the areas proposed for improvement through this City-County-private funding. The project would complete the 5-lane improvements to NW Cornelius Pass Road from NW Samantha Lane to approximately 400 feet north of NW Quatama, and would extend the second southbound lane of NW Cornelius Pass

Road south to complete the western frontage to Baseline Road. A gap in the northbound direction, retaining the existing single-lane northbound segment, is proposed adjacent the future retail site located south of NW Samantha Lane. Staff anticipates this segment being completed with future adjacent retail site development. The extension of the 5-lane improvement 400 feet north of NW Quatama would significantly improve capacity at this intersection, while leaving for either a future phase of MSTIP funded road improvements or a similar partnership with adjacent private development, completion of the 5-lane improvements extending north to NW Aloclek.

The County has proposed to match the City of Hillsboro with equal $4,000,000 arterial TIF contributions to complete the above described improvements. Through the recent Orenco Woods development process, City staff has identified a future need for an additional southbound right turn lane on NW Cornelius Pass Road at NW Quatama Road, tied not uniquely to the proposed commercial use, but rather to the future extension of NW Quatama Road to Baseline Road (per the City TSP). If the proposed commercial use is approved (it was recently denied at Planning Commission but is under appeal to the City Council), the required right of way would be dedicated by the project. In the event the denial is upheld, the City would need to purchase the right of way, in addition to funding the recommended right turn lane construction. It is anticipated this turn lane will increase the City's share by approximately $250,000. This improvement, which was identified after the Board of County Commissioners acted in support of this joint funding proposal, would be funded solely by the City of Hillsboro.

Due to the timing of the Orenco Woods land use proceedings and its direct association with this proposal, City and County staff presented this joint funding expenditure, subject to City Council approval, to the Washington County Coordinatiing Committee and received unanimous support. A copy of the WCCC memorandum is attached.

In summary, City staff has proposed a contribution of approximately $4,250,000 from the City's arterial Traffic Impact Fee funds to partner with Washington County in completing the above described improvements. The Transportation Committee unanimously supported forwarding a recommendation of approval to the City Council at its meeting on November 25, 2008. With City Council approval, City staff would prepare an Intergovernmental Agreement with Washington County to contract with the County for the completion of design, construction, and construction management services, and to obligate each agency to its share of the project's funding. The Agreement would be approved by the City Attorney as to form prior to forwarding to the Mayor and City Recorder for execution of the documents.

REQUESTED ACTION:

1. Approve an intergovernmental agreement and expenditure of approximately $4,250,000 in arterial Traffic Impact Fees to partner with Washington County in completing a segment of NW Cornelius Pass Road, and authorize the Mayor and City Recorder to execute the documents (subject to City Attorney approval). (Transportation Committee recommendation)

Attachments: 11 x 17 Map of Improvements
WCCC Request Letter with Funding Summary

WASHINGTON COUNTY

CITY OF HILLSBORO

October 20, 2006

TO: Washington County Coordinating Committee

FROM: Gary Stockhoff, Manager Capital Project Management
Don Odermott, Transportation Planning Engineer, City of Hillsboro

SUBJECT: **PROPOSED EXPENDITURE OF TRAFFIC IMPACT FEES**

The City of Hillsboro and Washington County hereby request your review and approval of the following expenditure of Traffic Impact Fees at the following location:

	LOCATION	REQUESTED TIF	ESTIMATED PROJECT COST
City	Cornelius Pass Rd (Baseline – Quatama)	$4,250,000	$4,250,000
County	Cornelius Pass Rd (Baseline – Quatama)	$4,000,000	$5,000,000
Private	Cornelius Pass Rd (Baseline – Quatama)		$2,177,000
County	Cornelius Pass Rd (Beaverton Creek Bridge)		$6,000,000
	Total Project Cost	$8,250,000	$17,427,000

This funding will be used to widen Cornelius Pass Road to 4 and 5 lane sections between Baseline Road and the Light Rail right-of-way, modify the existing traffic signal at the Cornelius Pass/Quatama intersection, and add sidewalks and bike lanes. MSTIP 3C will fund the replacement of the bridge at Beaverton Creek. Additional improvement costs will be, or have been, contributed by the Orenco Woods Crossing, Beaver Creek Manor, and Carlysle Gardens developments.

The estimated costs shown are for budget purposes and will be refined during the design process.

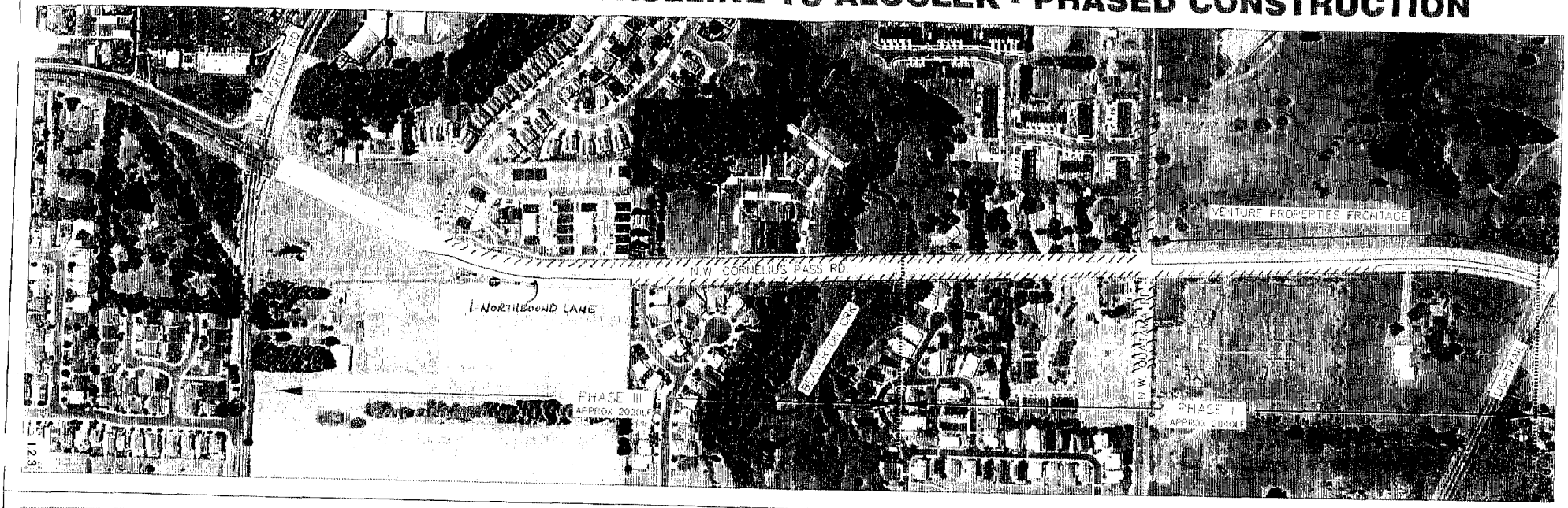
If you have any questions, please contact me at 503-846-7820 or Russ Knoebel at 503-846-7861

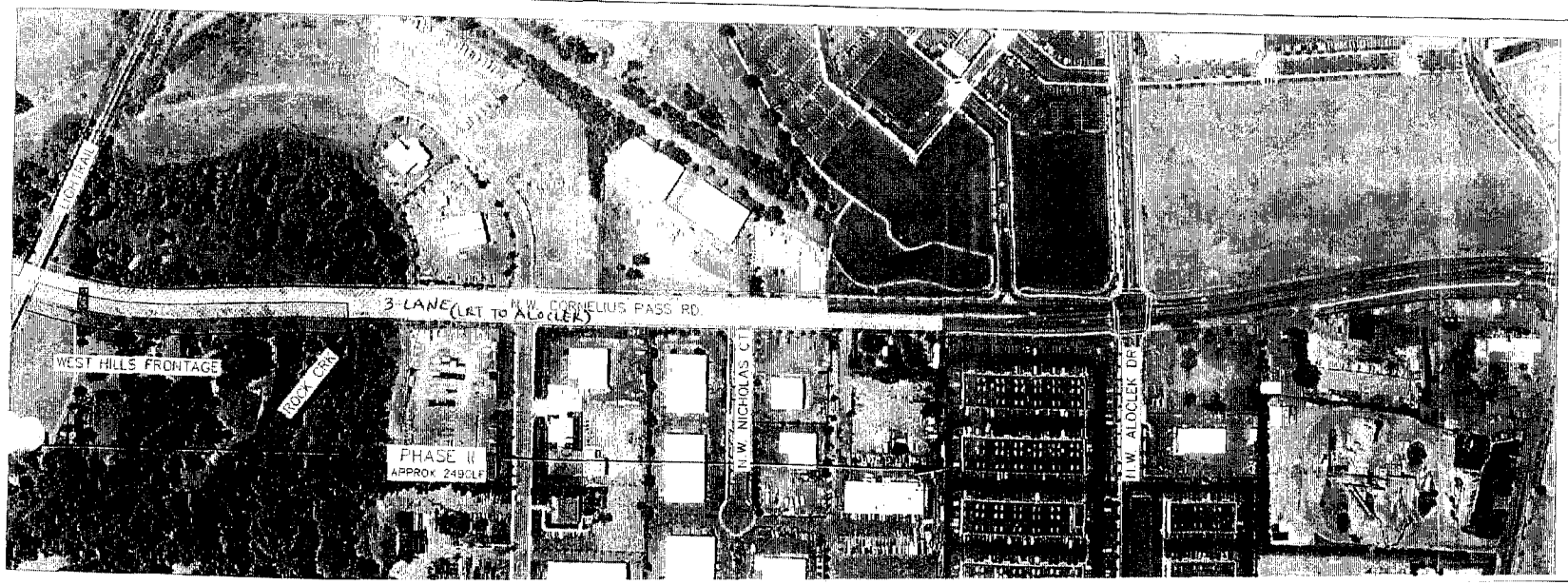
c: Greg Miller
Russ Knoebel

F:\My Documents\Traffic Engineering\Road Improvement Projects\Cornelius Pass - Aloclek to Baseline\Corn-pass WCCC Joint TIF REQUEST .doc

Department of Land Use & Transportation – Capital Project Management Division
1400 SW Walnut Street, MS 18, Hillsboro, OR 97123-5625
phone 503.846.7800 fax: 503.846.7810

N.W. CORNELIUS PASS RD. - BASELINE TO ALOCLEK - PHASED CONSTRUCTION





EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

ANTICIPATED HALF STREET FRONTAGE IMPROVEMENT BY OTHERS

SCALE
1' = 300'

W R G
DESIGN INC.

1C

CITY OF HILLSBORO

Planning Department

150 E. Main Street, 4th Floor
Hillsboro, Oregon 97123-3999
Phone: 503/681-6400 FAX: 503/681-6431

STAFF REPORT

November 17, 2008

TO: City Council

FROM: Don Odermott, PE
Transportation Planning Engineer

RE: Cooperative Maintenance Agreement
Between the City of Hillsboro and TriMet for
The Westside Light Rail Project and Bus Improvements

BACKGROUND:

On September 8, 1998, Westside Light Rail service opened extending Light Rail service to the City of Hillsboro from downtown Portland. On December 31, 1999, the City of Hillsboro closed its Light Rail Project Office and subsequently reallocated remaining staff to other departments and assigned tasks. Prior to that date, TriMet had reassigned its remaining staff to the Yellow Line project, extending Light Rail on Interstate Avenue. There were three outstanding tasks which remained uncompleted due to the staff reductions at TriMet, which eliminated the staff resources tasked with preparing the graphics necessary to support the following tasks:

1. Cooperative Maintenance Agreement
2. Blanket Easement Agreement
3. Provision of Unsecured Required Easements

In the early summer of 2008, City staff reached agreement with TriMet staff to utilize a portion of Station Community development funds held by the City to retain the services of a consultant to prepare the required graphics necessary to support the previously drafted Agreements, and to update the list of Unsecured Required Easements. The City retained Gil Rodriguez, previously retired from the City of Hillsboro, who had served as the lead inspector for the City on the Light Rail project due to his unique detailed knowledge of the complex project.

Drawings are completed for the Cooperative Maintenance Agreement, and are nearing completion for those required to support the Blanket Easement Agreement. Staff has updated the list of Unsecured Required Easements and has conveyed the list and illustrative drawings to TriMet for their use in the securing the outstanding required easements. Staff anticipates taking the Blanket Easement Agreement to the Finance Committee and City Council in December for final approval.

Don Odermott, the City's former Light Rail Project Engineer, in conjunction with Roy Gibson, the City Engineer and Public Works Director, and with the support of Mr. Rodriguez guided the preparation of the supporting graphics which depict the roles and responsibilities associated with maintenance of the 6.2 mile Light Rail infrastructure and associated improvements put into service in 1998. The previously drafted narrative agreement was reviewed and minor modifications incorporated to reflect conditions 10 years after its initial drafting, including a new review by the City Attorney. The narrative articulates the specific roles and responsibilities, and cost obligations, of the agencies, and the drawings illustrate the location of those responsibilities and are intended as a supportive tool for maintenance personnel from both agencies.

This Agreement is also being considered for approval by the TriMet Board of Directors. It is anticipated that future amendments may be necessary in the future as adjacent roadway, utility, and transit improvements occur. Those amendments will be incorporated into the narrative and drawings, and approval requested by both the Hillsboro City Council and the TriMet Board of Directors.

On November 12th, the Finance Committee voted unanimously to forward a recommendation for approval of this request to the Hillsboro City Council.

REQUESTED ACTIONS:
Staff requests that the following be considered for approval by the City Council:

1. **Consider approval of the Cooperative Maintenance Agreement Between the City of Hillsboro and TriMet for the Westside Light Rail Project and Bus Improvements, and authorize the City Manager to execute the documents.**

COOPERATIVE MAINTENANCE AGREEMENT BETWEEN THE CITY OF HILLSBORO AND TRIMET FOR THE WESTSIDE LIGHT RAIL PROJECT AND BUS IMPROVEMENTS

THIS COOPERATIVE MAINTENANCE AGREEMENT is entered into by and between the Tri-County Metropolitan Transportation District of Oregon, a public transit district acting by and through its Board of Directors (hereinafter referred to as "TriMet") and the City of Hillsboro, a city government acting by and through its Council (hereinafter referred to as "the City").

RECITALS

WHEREAS, the Westside Light Rail Project (hereinafter "Project") is being constructed by TriMet to enhance the transportation system in the Westside Corridor from downtown Portland to downtown Hillsboro in accordance with the requirements of the Full Funding Grant Agreement executed by TriMet and the Federal Transit Administration (hereinafter "FTA"); and

WHEREAS, TriMet and the City executed a Design Services Agreement dated March 15, 1995 and Modification Number 1 to that Agreement dated June 26, 1996 (hereinafter "DSA"), to provide for construction of the Project and related improvements for a portion of the Project located within the boundaries of the City; and

WHEREAS, to satisfy the continuing control requirements of FTA as set forth in 49 U.S.C. 1602(a)(2)(ii), the City Council on August 2, 1994 adopted the model Continuing Control Agreement for the Westside Light Rail Project between the City and TriMet, granting TriMet authorization for a public right-of-way crossing as needed for construction, operation, and maintenance of the Project; and

WHEREAS, to maximize ridership on the light rail system and provide enhanced transit services to the citizens of the Region, TriMet has included certain bus improvements as part of the Westside Project.

NOW, THEREFORE, the Parties hereto desire to further define the maintenance responsibilities for portions of the Project constructed or installed west of the eastern right-of-way line of 185th Avenue, and for associated bus facilities. Except as specifically addressed herein, this Agreement does not apply to roadways under the jurisdiction of Washington County; including 185th Avenue, 205th Avenue south of the LRT grade-crossing, Brookwood Parkway, Cornelius Pass Road, or 1st and 10th Avenues in downtown Hillsboro.

ARTICLE I - DEFINITIONS

For purposes of this Agreement, the following terms shall mean:

A. Betterments: Work performed by TriMet or its Contractors at the request and expense of the City which are not required for the safe and effective operation of the Light Rail Transit system.

B. Bus Improvements: Bus facilities, including pavement, shelters, signs, furniture, and trash receptacles at bus facilities where LRT/bus transfer takes place.

C. Emergency: Refers to any event or condition that:

1. Jeopardizes the health, safety, or welfare of the public or any employee of TriMet, the City or any other public agency;

2. May cause light rail operations, light rail vehicles or transit passengers to interfere with or jeopardize the official duties being carried out by fire fighters, law enforcement officials, emergency medical technicians or other public safety agency;
3. Poses an imminent threat to:
   a. damage light rail;
   b. damage any public or private property, infrastructure, roadway or utilities proximate to light rail; or
   c. an activity associated with the division of responsibilities set forth in Article II, below, which may impact continued operation of light rail, any proximate infrastructure, roadway or utilities, the Project or Project feature, or which may require repair or replacement of light rail, infrastructure, utility or roadway improvements, facilities, systems, features, or installations; or
4. Impedes the safe and effective operation of light rail, utilities, roadway or Project improvements, facilities, systems, features, or installations located adjacent to, above, or beneath the Project.

D. Establishment Period: Refers to the Two (2) Year period between the time landscaping plantings were accepted by TriMet as being substantially complete and the end of the contractor warranty period.

E. Inspection: Refers to visual examination and testing of materials and conditions to insure the longevity, safe operation, and functional integrity of light rail, public or private utilities, roadways, infrastructure or other elements or features constructed by the Project.

F. Irrigation Maintenance: Includes: filter service; repair or replacement of damaged or defective sprinkler heads, pipes, valves, controllers, drip lines or emitters, and other components; seasonal drainage of the irrigation system; clearance of vegetation; and programming of watering cycles.

G. Landscape Maintenance: Refers to those measures essential to maintaining the aesthetic appearance of a landscaped area and the health of the trees, grasses and plants therein; including, but not limited to: mowing; weed removal and control; trimming and pruning; insect and disease control; replacing dead, diseased and damaged trees and plants; replacing annual plants and flowers at the end of their cycle; fertilizing trees and shrubs; refreshing bark dusted areas; and debris removal.

H. Landscaping: All areas planted as part of light rail or the Project.

I. Light Rail: Refers to the Project, including, but not limited to, improvements, facilities, systems, project features, equipment, installations, public and private utilities and conduits, walls, fences, roadways, streets, sidewalks, lighting systems, crossings, landscaping, artwork, and other elements constructed or installed in support of, or due to the construction of, the Project.

J. Light Rail Transit ("LRT"): Refers to a specific mode of transportation whereby public transit service is provided by a steel-wheel-on-steel-rail-based system. For purposes of this Agreement, the term is general in nature; referring to the generic LRT system, and shall not be construed to mean any specific portion, element, or feature of the Westside LRT construction project which may be subject to more specific provisions of this Cooperative Maintenance Agreement or be used to unduly limit the scope or circumvent the specific provisions of this Agreement.

K. Maintenance: Refers to any activity or repair necessary to maintain light rail and Project elements and features in good operating condition, including any activity associated with the division of responsibilities set forth below in Article II or in Exhibit 1 of this document as related to ordinary upkeep, litter removal, repair of physical damage due to any cause, and preserving the aesthetic appearance of light rail elements and Project features as designed and installed by the Project. Except where the parties to this Agreement may otherwise choose by mutual agreement to remove and not replace some Project features, maintenance shall also include replacement or reconstruction of light rail and Project elements and/or features if repairs are unlikely to restore an element or feature to its original design or specification. In extraordinary circumstances, maintenance shall also include measures to effect the intent of the original design or specifications of the Project where public health or safety, or avoidance of extraordinarily high or excessive maintenance costs associated with the installation is at issue; including, but not limited to: installation of missed components, reconstruction and/or redesign of prematurely failing elements or features, and modifications to installed elements or features which, after extended use, prove to be inadequate or unsafe for the intended function.

L. Open Track: Refers to that portion of the Project between the area just east of 10th Avenue to the east right-of-way line of 185th Avenue. This section is distinguished by tie-and-ballast trackway and soundwalls. Also known as Line Section 9 ("LS-9"). For purposes of this Agreement the Open Track section also includes that portion of the Project known as Line Section 8 ("LS-8") west of the eastern right-of-way line of 185th Avenue within the City Limits and jurisdiction of the City.

M. Paved Track: Refers to that portion of the Project between the LRT terminus at Adams Avenue to the Open Track section just east of 10th Avenue. This section is distinguished by a trackway embedded in stamped colored concrete, street sections parallel to the trackway, trackway header curbs mountable by vehicular traffic, traffic signal controlled intersections, ornamental joint-use catenary & streetlight poles, special urban design and landscape treatments, and significant LRT station structures.

N. Project: Refers to the light rail transit improvements known as the Westside Light Rail Project and bus transit improvements constructed or installed as a part of or incidental to the Project. Does not include bus enhancements outside the Project ROW.

O. Project Features: Refers to:

1. trackway, trackway crossings and crossing signal equipment;
2. trackway noise and vibration mitigation and cathodic isolation (a.k.a., "stray current protection") and detection systems;
3. traction electrification, catenary system; electrical bonding and grounding systems;
4. LRT and traffic signal system facilities, conduits and ductbanks;
5. private utility ductbanks and conduits;
6. bridges and their components;
7. box and pipe culverts;
8. ditches, underdrains, wall drains, landscape drains, and bridge downspouts and drains;
9. walls, ballast curbs, header curbs, fences, soundwall emergency access doors, and other structures;
10. buildings, LRT station platforms, adjacent bus stops and their furnishings;

11. artwork;
12. drainage systems, water quality facilities, and wetland enhancements, improvements, and stabilization and protection measures;
13. erosion control facilities and measures;
14. public utility systems and facilities;
15. landscaping and landscaping irrigation systems;
16. park-and-ride lots;
17. streets, roads, emergency and maintenance accessways and roads, walkways, sidewalks, traffic and pedestrian signage and pavement markings;
18. lighting systems;
19. conduit for security camera and platform emergency telephone systems; and
20. other light rail elements.

P. Project or Light Rail Right-of-Way ("ROW"): Property acquired for the construction, installation and/or operation of light rail, utilities, and public streets and roadways; including, but not limited to, light rail systems, buildings, facilities, and light rail vehicles. At Open Track LRT grade crossings of public roads and streets, and within the public right-of-way of Washington Street the term is meant to be descriptive of the area occupied by the LRT trackway and Project features, but does not imply ownership by TriMet.

Typically, light rail ROW in the Open Track area is defined by retaining walls, sound walls, curbing, ornamental planting areas, and fences or sidewalks parallel to, above, and below the light rail or Project trackway. At Open Track grade crossings, light rail ROW extends nine (9) feet from the centerline of each trackway and includes street pavement between tracks. Within the Paved Track area, the light rail ROW consists of the area between the outside edge of the each header curb, and includes the following elements within said area: crossovers, vaults, ducts special trackwork, drainage facilities and street pavement between the header curbs. For purposes of this Agreement, light rail ROW also includes the following facilities associated with light rail operations: catenary poles, train signal cabinets, park-and-ride lots, bus transfer stations and related roadways, driveways, sidewalks and property adjacent to park-and-ride lots and bus transfer stations, and easements and land purchased or used by TriMet for Project purposes.

Q. Wetland Areas: Areas planted with wetland and riparian plant species ("enhanced wetland areas"), as specified in Army Corps of Engineers Permit No. 93-00231 and Oregon Division of State Lands Permit No. 9352, as part of the Project. Also includes unenhanced wetland areas within the Project ROW west of 206th Avenue, under bridges and adjacent to culverts constructed by the Project, and within and adjacent to Turner Creek at the site of the Main Street Bridge construction and staging areas.

ARTICLE II - DIVISION OF MAINTENANCE RESPONSIBILITIES

A. General Maintenance Provisions and Agreements

1. Where repairs or actions are called for under the terms of this Agreement, TriMet and the City agree the responsible party shall undertake to make such repairs or take such action as follows:

   a. activities to effect emergency repairs shall commence immediately upon notification and repairs shall be completed forthwith;

b. any repair necessary to prevent possible injury to the general public shall commence as soon as practicable after notification and shall be completed or the hazardous condition abated forthwith;

c. removal of graffiti shall be completed in accordance with this Agreement; and

d. general and preventative maintenance shall be carried out on a schedule designed to:

(1) ensure compliance with any contractor and/or manufacturer warranty;

(2) maintain the effectiveness and efficiency of the various operating systems;

(3) continue to meet the design specifications of installed elements and features;

(4) provide an attractive outward appearance to transit patrons and the general public; and

(5) meet the standards, specifications, descriptions and definitions of maintenance as contained in this Agreement.

2. Where this Agreement calls for the transfer of maintenance responsibility from one party to another, the transferring party shall notify the receiving party 45 days prior to the proposed date of transfer to allow for a smooth transition of responsibilities, for an inspection of the element, system or feature to be transferred, and for sufficient time for the transferring agency to effect any repairs, maintenance or reconstruction necessary to ensure that the element, system or feature is transferred in a well maintained and good condition and has been constructed or installed according to specifications.

3. TriMet is responsible for obtaining any maintenance easement (including maintenance provisions within slope easements) from adjacent property owners which may be required to carry out the responsibilities and activities called for in this Agreement and identified in Exhibits 1 and/or 2 of this Agreement.

4. TriMet shall notify all of its contractors employed to carry out responsibilities or activities described herein that they are to obtain and maintain all necessary licenses, permits, inspections, business licenses, insurance and bonds required by the local jurisdiction(s) in which the work is to be done.

5. Except in the case of LRT Systems elements exempt from the Uniform Building and Specialty Codes or otherwise exempted by the City Engineer and/or Building Code Official, where replacement, or reconstruction of any project element or feature is required, the work shall meet the terms and conditions of any applicable Building and/or Engineering permits.

6. Upon execution of this Agreement and at least annually thereafter the Project Managers for the City and TriMet shall identify particular individuals within specific departments who will be responsible for being the primary contact for one or more aspects of the maintenance program detailed in this document.

7. The Project Managers and respective staffs shall meet at least annually to review maintenance operations, discuss problem areas and share suggestions to improve the program. In order to accommodate any maintenance program changes resulting from the annual review in the budgets of the respective Parties for the next Fiscal Year, the review shall be called by the City's Project Manager not sooner than November 1st nor later than December 15th of each year.

8. Notwithstanding the annual review called for in paragraph 7, above, if a deficiency exists in the implementation of any maintenance procedure or responsibility set forth in this Agreement which cannot be corrected by the respective line staff members identified in paragraph 6, above, the aggrieved party shall be responsible for calling a meeting of Project Managers to resolve the issue.

B. TriMet's Maintenance Responsibilities Within and Adjacent To Project ROW:

1. Notwithstanding any other terms and conditions of this Agreement, until the City issues written acceptance of streets, sidewalks, intersections, traffic control systems, signage and pavement markings, cathodic detection and protection systems, walls, utility and ductbank systems, streetlights, landscaping, irrigation systems, water quality facilities, wetland mitigation sites, drainage improvements, erosion control facilities, "betterments" constructed by the Project at the request of the City, or any other system or Project feature constructed or installed by the Project with the intention they be conveyed to the City, such systems and features shall be maintained and repaired by TriMet. Until the City has issued such written acceptance, TriMet shall also retain the legal liability associated with the public use of such facilities. Further, the terms and conditions of this Agreement contained below shall apply only to those portions of the Project for which a written notice of acceptance has been issued by the City or for which, by the terms of this Agreement, TriMet has maintenance responsibility. Execution of this Agreement does not constitute the required written acceptance by the City.

2. In general, TriMet's maintenance responsibilities extend to all light rail elements and Project features and to any damage repair of those elements and features unless specifically called out elsewhere in this Agreement and/or Exhibit 1 and/or as illustrated in Exhibit 2[1], which Exhibits are attached hereto and made a part of this Agreement.

3. Omission from Exhibit 1 or Exhibit 2 of a Project feature or light rail element meeting the general characteristics of subsection 2, above, or as detailed below does not negate a party's responsibility to maintain such feature or light rail element consistent with the provisions of this Agreement provided assignment of the responsibility to that party is consistent with the general division of maintenance responsibility contained in this Agreement and the adopted Exhibits.

4. Lighting installed by the Project shall be maintained by the responsible party as designed by the Project and in accordance with Exhibits 1 and 2.

5. Graffiti, graffiti-like etchings, and other outward signs of offensive or gang-related vandalism on or within any light rail or Project element or feature shall be removed and repaired so as to match and blend with the adjacent original material or treatment within 72 hours of notice to TriMet by the City. Broken or cracked glass or panels shall be repaired or replaced in-kind as soon as practicable. Damaged artwork shall be repaired or replaced as soon as practicable; however, problematic artwork may be removed if mutually agreed between TriMet and the City.

C. Maintenance of Bridges, Walls, and Structures:

1. TriMet shall maintain the light rail bridge located at Turner Creek/Main Street. TriMet's bridge maintenance responsibilities shall include, but not be limited to: inspections,

[1] Exhibit 2 maps and drawings are for illustrative purposes only and shall not be construed as binding if in conflict with this Agreement or Exhibit 1.

monitoring for and repair of stray current effects caused by its light rail operations; structural repairs; any repairs due to accidents, fires, floods, earthquakes or age; adjustments to footings/expansion gaps; fence and railing repairs; slope stability and erosion control facilities and measures; bridge drainage facilities; removal of graffiti found on any part of the bridge and periodic reapplication of anti-graffiti coating so as to maintain its effectiveness; and repair or replacement of attached signs. TriMet shall also be responsible for maintaining bridge protection and vehicular warning systems (guard rails, reflectors, etc.). The City shall maintain the electrical infrastructure in accordance with Article II.C.4 below.

2. TriMet shall maintain sound walls, footings, pilasters, special pilaster/wall fasteners, and any land between the soundwall and adjoining private property (a.k.a. "wall yard") at these locations: between SE 12th Avenue and E. Main Street, between the Main Street bridge and NE 28th Avenue, between NE 28th Avenue and NE Brookwood Parkway, just east of Hawthorn Hollow bridge, just east of NW 229th Avenue, and between Bronson Creek and SW 185th Avenue. TriMet also shall maintain retaining walls constructed by the Project, including but not limited to those at Rock Creek tributary, Bronson Creek and Beaverton Creek tributary. TriMet's sound wall and retaining wall maintenance responsibilities shall include monitoring for and repair of stray current effects caused by its light rail operations; any repairs due to accidents, fires, floods, earthquakes, windstorms or age; adjustments to footings/expansion gaps, pilaster/wall fastening system other structural repairs; and graffiti removal and periodic reapplication of anti-graffiti coating to maintain its effectiveness. For sound walls, TriMet's anti-graffiti program shall be limited to the trackway side of the wall; except where such wall is located within or accessible from abutting public or Project ROW, in which case the City shall notify and TriMet shall be responsible for maintaining both sides of the wall as indicated in Exhibits 1 & 2. In any other case, the private property owner shall be responsible for graffiti removal on the side of the sound wall facing the private property.

3. TriMet shall maintain all box, ditches and pipe culverts conveying creek crossings which are constructed or installed within Project ROW.

4. The City shall be responsible for maintaining the electrical service and connections to the top of the arch of the Main Street bridge. The City shall also be responsible for installing, maintaining and dismounting any special event or holiday lighting, or flag placed atop the arch, and shall be responsible for damage or failure directly caused by such installations. City shall be responsible for maintaining equipment pads used in maintenance of the arch-mounted lighting. Such installations and maintenance shall be coordinated with the TriMet Light Rail Manager of Maintenance of Way (or designee).

5. Except as provided herein, any inspections of bridges or any other light rail structures or facilities by City inspectors shall be coordinated with the TriMet Light Rail Manager of Maintenance of Way (or designee).

D. <u>Maintenance of Drainage and Water Quality Facilities, and Erosion Control Measures</u>:

1. TriMet shall inspect and maintain all: trackway corridor drainage inlets, underdrains, downspouts, bridgedeck drains, outfalls, facilities and ditches; footing drainage for trackway retaining walls and culverts at Rock Creek tributary, Bronson Creek, and Beaverton Creek tributary; and soundwall footing, yard and area drains. The drainage systems shall be maintained so to easily convey flow and prevent erosion and soil destabilization. The drain holes cored in soundwall panels and soundwall under-drains

shall be maintained from the track-side by TriMet so as to prevent ponding within the wall yard or on the private side of the soundwall and to convey flow on the trackside of the wall into the appropriate drainage system. TriMet shall not be responsible for clearing soundwall drainage systems blocked by the actions of the private property owner, such as but not limited to, lawn debris piled against the wall or grade changes on the private property. TriMet shall also inspect and maintain water quality and detention facilities at or serving the Fair Complex park-and-ride lot, Orenco park-and-ride lot, Quatama park-and-ride lot, and Willow Creek park-and-ride lot.

2. TriMet shall maintain all bridge-deck downspouts and bridge erosion control channels within Project ROW so as to prevent runoff from TriMet's bridges and trackway ditches from eroding creek banks and from causing silt and debris to be deposited in the creek.

3. TriMet shall maintain the gabions and outfall of the storm sewer at the north edge of the Willow Creek park-and-ride, shall be responsible for establishing and maintaining a flow channel west to the Beaverton Creek tributary, shall prevent the outfall and flow from eroding adjacent private property, and shall be responsible for any claims from adjacent property owners for damage caused by flows from such outfall.

4. TriMet acknowledges special erosion control and maintenance requirements resulting from construction of the Project, especially on cuts, fills, slopes and banks created or impacted by Project construction; shall maintain erosion control plantings and other measures throughout the Open Track section of the Project; and shall take all necessary maintenance measures so as to prevent erosion and soil destabilization in such areas; as identified in Exhibits 1 and 2.

E. <u>Maintenance of Landscaping</u>:

1. TriMet shall inspect and maintain all landscaping and irrigation within the Project ROW; including, but not limited to lawn, trees, plantings, and erosion control grass and plantings: within and adjacent to all station areas and park-and-ride lots; along street frontages within or adjacent to Project ROW at the Fair Complex, Orenco, Quatama, and Willow Creek Stations and Park-and-Ride Lots; along the walkway connecting the Willow Creek Station to SW Baseline Road, along the trackway face of sound wall segments between SW 10th and NW 185th Avenues; at creek crossing construction sites at Turner, Dawson, Orenco (Hawthorn Hollow), Rock, and Bronson Creeks, and the tributaries to Rock and Beaverton Creeks; at the Medicinal Herbal Garden at the Tuality Station; along the trackway between 10th and 12th Avenues; and at the Bronson Creek wetland mitigation site and other wetland sites specified below.

2. During the establishment period TriMet shall maintain landscaping planted along Washington Street between Adams and 12th Avenues and along streets intersecting Washington Street from Adams to 12th Avenues. During this period the City shall be responsible for identifying and accepting any trees or landscaping material replaced due to damage, disease or death of such plantings.

3. Following the establishment period, maintenance responsibility for landscape plantings in planting strips along City streets as described in subsection 2, above, shall revert to the adjacent property owner. Where the adjacent property owner is TriMet, or where such plantings are adjacent to a station, TriMet shall retain maintenance responsibility. However, the City may choose to maintain such landscaping except where TriMet is the

adjacent property owner, in which case TriMet shall continue to maintain the landscaping.

F. Maintenance of Wetland and Riparian Areas:

TriMet shall maintain wetland and riparian areas in accordance with approved state and federal permit provisions and as directed by those agencies. Upon expiration of those permits, TriMet shall continue to maintain these areas unless the agency formally transfers that responsibility to the adjacent property owner or to another public agency.

G. Maintenance of Irrigation Systems:

1. Through the establishment period TriMet shall maintain all irrigation systems installed within the Open Track area; including, but not limited to, those within station platform areas, kiss-and-ride and bus access driveways, park-and-ride lots, bus transfer stations, within the Bronson Creek wetland mitigation site, at all plantings along the trackway side of the sound and retaining walls, and within the landscape areas to be perpetually maintained by TriMet as described in Article II(E)(1) above.

2. TriMet shall maintain all irrigation systems in the Paved Track area, as described in Article II(E)(2) above, during the establishment period. After completion of the establishment period and upon joint inspection by the City and TriMet and an agreed upon finding that the irrigation system is in good condition and proper working order, and except for irrigation areas described in Article II, E.1 above, the following conditions shall apply:

   a. Other than irrigation within and adjacent to the station areas, the City shall be responsible for maintaining the irrigation systems within the Paved Track area.

   b. Where separation of water charges is not practical, TriMet shall continue to be financially responsible for water service to the irrigation system maintained by the City. However, TriMet may discontinue the water service if the irrigation system fails, irreparably wastes water, or if requested to do so by the City.

   c. The City shall, at no cost to TriMet, continue to be financially responsible for electrical service to irrigation system controllers in those locations where such controllers are connected to City-owned traffic controllers, streetlights or other facilities so long as the irrigation system is used and useful to the agency responsible for the landscape maintenance in the Paved Track area of the Project. TriMet shall, at no cost to the City, continue to be financially responsible for electrical service to irrigation system controllers in those locations where such controllers are connected to TriMet facilities so long as the irrigation system is used and useful to the agency responsible for the landscape maintenance in the Paved Track area of the Project.

   d. If the inspection called for in this subsection indicates that the irrigation system is not in good condition or proper working order, TriMet shall continue to maintain the irrigation system or portion thereof, including payment of the applicable water charges, or portion thereof, until such time repairs are made and the City agrees the system is in acceptable condition and proper working order.. At which time, the City shall assume responsibility for irrigation system maintenance and water service charges.

H. Maintenance of Roads and Walkways:

1. TriMet shall be responsible for maintenance of Project ROW, including, but not limited to, all bus improvements, driveways, access roads, platforms, walkways, and other internal pavement surfaces that serve the following areas: Hatfield Government Center Station (including the kiss-and-ride driveway); Hillsboro Central Station (including bus access driveways); Fair Complex Station (including the kiss-and-ride driveway, park-and-ride lot, private street portion of 34th Avenue), walkways adjacent to Hawthorn Farm Station; Orenco Station (including the park-and-ride lot); Quatama Station (including the park-and-ride lot); and Willow Creek Station (including the kiss-and-ride/bus access driveway and park-and-ride lot). In addition, at the Orenco Station, TriMet, or the private property owner, shall maintain the kiss and ride loop road, adjacent sidewalks and streetlighting system until such time that the roadways, sidewalks and streetlighting system are reconstructed to meet then current City standards and specifications, and are dedicated to and accepted by the City.

2. As shown in Exhibits 1 and 2, TriMet shall be responsible for maintenance, including trash pick-up and removal, and custodial cleaning, at park-and-ride lots, and within station platform and LRT Station bus stop areas, including the adjacent sidewalks and areas between, and including, warning strips flanking the trackway along Washington Street.

3. TriMet shall be responsible for treating ice and snow at the station platforms and immediately adjacent sidewalks, park-and-ride lots, bus and kiss-and-ride driveways and immediately adjacent sidewalks; and bus stops.

4. Within the paved track portion of the Project, TriMet shall be responsible for all maintenance of pavement between and including header curbs and adjacent expansion joints, the trackway, the trackway structural slab, ducts and vaults as more particularly identified in Exhibits 1 and 2. Within the open track portion of the Project, TriMet shall be responsible for those elements as specified in the crossing order by the ODOT Rail Section for each individual crossing.

5. Where a repair or cut in a PCC street or intersection, sidewalk, trackway in-fill area or header curb, is made, the Party responsible for the work shall, unless otherwise approved by the City Engineer, replace whole panels (portions between original expansion, sawcut or tooled joints) of any affected section so as to match the adjacent scoring, stamping and color. TriMet agrees to memorialize the mix formulas and to purchase and maintain the appropriate sets of concrete stamps matching those used in the original construction and to use said formula and stamps when making any repair or replacement therein so as to match the color, pattern and texture of the original trackway in-fill red concrete and the black concrete located in intersection segments..

6. TriMet shall annually, or more frequently if needed, clean the colored concrete portion of the trackway within the Paved Track area of the Project.

7. TriMet and the City shall jointly manage use of the fire emergency crossing at NW 229th Avenue (Orenco). TriMet shall maintain the crossing panels and gate in the adjacent fence until such time the crossing fence and gate may be removed and replaced with a train-actuated pedestrian and bicycle crossing gate. If the pedestrian/bike gate is installed, the adjacent fence from 231st Avenue to 228th Avenue may be replaced with a 4-foot high fence of the same design and construction used in the Hawthorn Farm and

Orenco station area. The timing and cost associated with these changes are subject to a separate agreement between TriMet and the City.

I. Systems Facilities Maintenance:

1. Light Rail Systems:

a. TriMet shall maintain systems facilities, which include, but are not limited to: the light rail trackway; light rail vehicle control signals and signal detection systems; traction electrification systems, substations; power and joint-use poles, foundations and anchors; communication and fare collection systems; train-to-wayside communication cabinets, LRT signal heads, pictorial train warning signs on Washington Street; and all associated systems conduit, duct banks, address and control boxes, crossing gates, and warning lights. TriMet shall also maintain any trespass, warning, or other posted signs that pertain to light rail transit operation. TriMet shall maintain an adequate supply of spare poles. The City shall maintain an adequate supply of joint use pole cladding for installation by TriMet in the event of irreparable damage to the pole cladding.

b. TriMet agrees to maintain catenary, joint-use and streetlight-only pole anchor bases, bolts and nuts as identified in Exhibits 1 & 2, and accepts liability for any failure of such poles and pole assemblies.

c. TriMet shall be responsible for maintaining the stray current isolation and monitoring systems applicable to its light rail operations. Future testing for stray current and of the cathodic protection/isolation and monitoring systems shall be conducted at least annually during the wet season of the year. Such tests shall be conducted by a professional testing firm contracted by TriMet to identify in advance any stray current and/or cathodic protection problems which may potentially arise in the system. Test results and their interpretation shall be shared and discussed with the City and its consultants. In the Paved Track area and in any area adjacent to a parallel underground utility or within one hundred feet (100') along the line of a perpendicular crossing underground utility, any significant deviation from the installation standard of one hundred (100) ohms (θ) of resistance per one-thousand feet (1,000') of double track shall call for further investigation as to the source and effect of identified stray current. Using results and recommendations of the professional testing consultant, TriMet shall take appropriate remedial action to return system performance to acceptable levels of operation, protection and monitoring capability. TriMet shall bear all costs for such testing and repairs to the cathodic protection system. In the event repairs to the City's utility system are necessary due to the effects of stray current from LRT operations and/or in the event that additional cathodic protection measures are necessary to prevent damage to the City's system which are above and beyond those protective measures TriMet installed as part of the Westside LRT Project, TriMet agrees to pay for such repairs and necessary measures and also agrees that any transit service accommodation resulting from such repairs or installations shall not be eligible for cost reimbursement under the terms of Section II.M, below. The City shall be given notice of and may participate in TriMet's testing program. The City may also conduct, at its own expense, a stray current testing program, including the use of monitoring and testing stations installed by TriMet. If the City finds stray current in excess of the standard above, or a failure or deficiency in the testing/monitoring stations or related connections and

equipment, TriMet shall initiate its own professional investigation and shall take corrective action as warranted.

d. Any future trackway repairs in the Paved Track portion of the Project shall ensure the integrity of the noise and vibration "rail boot" system. The mitigation effectiveness of the system shall be tested along with any testing called for in subsection II(I)(1)(c) and after any repair(s) to the embed rail or related system which may affect the effectiveness of the rail boot. In those instances TriMet shall provide the City with certification that the system continues to meet the noise and vibration mitigation criteria established in the Environmental Impact Statement for the Hillsboro Extension.

2. Non Light Rail Systems:

a. Except as noted herein or within the Exhibits, maintenance of non light rail systems located within the Project ROW, which systems may be under, over, or parallel to the Project ROW, shall be the responsibility of the system owner. As provided in Section II(K), access to Systems in the Project ROW shall be coordinated with the TriMet Light Rail Manager of Maintenance of Way who shall issue a track access permit for routine or scheduled maintenance work. The requirement for a track access permit does not extend to work being conducted within or from the vehicular travel lanes adjacent to the trackway in Washington Street provided such work activity is outside the mountable curb of the trackway. However, the work crew leader shall notify the LRT Operations Control Center of such work. In addition, when issuing permits for such work by private contractors and public utilities companies, the City shall require those undertaking such work to do likewise. TriMet shall provide training for appropriate City personnel as to applicable safety and protocol procedures for working within or near the trackway.

b. The City shall be responsible for maintaining, repairing and cleaning streetlight poles and luminaries along Washington Street, Edgeway Street and other public streets adjacent to the Project ROW. The City shall also be responsible for maintaining outlets for and installation and operation of street lighting and festival lighting atop joint-use and streetlight poles and within treewells along Washington Street; including any lights and decorations as well as any related brackets, attachments and fasteners. TriMet shall be responsible for maintaining joint use poles within Project ROW; the streetlight electrical power wiring and conduit system within joint-use poles, and the conduit and wiring within joint-use poles serving the festival lighting outlets; for all Oregon Department Of Transportation ("ODOT") Rail Safety Division mandated crossing illumination poles and luminaries; all lighting within station, platform, park-and-ride lot, and kiss-and-ride areas; and for the poles and luminaries for the streetlighting system within the TriMet private street portions of 34th Avenue and those adjacent to the TriMet private street kiss-and-ride loop at Orenco Station.

c. TriMet shall contract with the City to maintain all traffic signal equipment along Washington Street and set signal phasing as established or approved by the City until such time as MUTCD signal warrants would otherwise require installation of a signal at a particular intersection without regard to LRT activity. When MUTCD warrants are met at a given intersection, maintenance responsibility for signal equipment at that intersection shall shift to the City. During each annual meeting

referenced in Article II,A.7 above, the Project Managers shall discuss the MUTCD warrant status.

d. TriMet shall be responsible for any costs associated with the addition, deletion or modification to traffic control devices directly resulting from operations of light rail vehicles on public rights-of-way in the paved track area of the Project; including but not limited to: signage, pavement markings, signal and signal interconnect equipment, vehicle and train detection equipment, fire preemption signals and equipment. The process for making any such change may be contained in one or more separate *Intergovernmental Agreement(s)* which may include the City, TriMet and other public agencies.

e. Municipal utilities (storm and sanitary sewer lines, water lines and valves, manholes and storm water drainage ditches) within or adjacent to the trackway which are accessible only from the trackway or constructed so as to require equipment to cross the trackway where an at-grade crossing has not been installed shall be maintained as follows:

(1) TriMet shall provide hi-rail and other equipment and/or materials, and shall make all necessary arrangements so as to allow City maintenance personnel and City-owned equipment to access all such municipal utilities within the trackway in order to conduct regular inspection, maintenance, routine flushing and emergency cleanout and repair thereof. If modifications to City-owned equipment or additional equipment is necessary in order to maintain municipal utilities from the trackway, TriMet shall reimburse the City for such additional expenses provided that the City gives TriMet reasonable advance notice of such expenses. TriMet and the City may mutually agree that it would be more cost effective to contract part or all of such work to a third party that operates specialized equipment for these purposes; in which case, the City shall manage the work of such contractor and TriMet shall reimburse the City for the cost of such service.

(2) TriMet shall maintain a notification system and have such equipment, personnel and/or contractor available on a 24-hour basis and shall respond to these sites in emergency callout situations within two (2) hours of notification. City staff will be available to assist TriMet crews and shall be allowed access to the Project ROW during emergency callout situations. TriMet shall be solely responsible for any and all claim settlements resulting from failure to respond to an emergency situation after receiving timely notification.

f. TriMet recognizes that if it sells, rents or leases capacity in any of its telecommunication systems or facilities within the City, or uses such systems for purposes other than the actual operation or security of the transit system, TriMet and any operator of TriMet's telecommunication system or facility may be subject to franchise requirements of the City for telecommunications providers as required by applicable laws and ordinances.

J. <u>Bicycle Locker Maintenance</u>:

TriMet shall be responsible for maintenance of bicycle lockers, which includes visual inspection, removal of graffiti, painting and application of anti-graffiti coatings as necessary to maintain appearance and effectiveness, and repair and replacement of lockers as

necessary. TriMet, or its designated vendor, is also responsible for administering the Bicycle Locker Program within the City.

K. Access to TriMet and City Property:

Except as provided in this Section and in the event of an emergency as defined herein and further clarified in Section II(L), access to the Project ROW, including City structures and property, shall be coordinated with TriMet's Light Rail Manager of Maintenance of Way to help ensure the safety of personnel and operation of light rail trains whenever routine or scheduled City maintenance or inspection activities may cause City personnel or others to be working within the area between the header curbs (raised portion of the roadway) of the Paved Track area, or when such maintenance activities may cause traffic to be diverted around maintenance equipment onto the raised portion of the roadway, or when working in the Open Track portion of the Project within nine feet (9') of the centerline of the nearest trackway to the work in question.

L. Emergency Procedures:

1. In the event of an emergency, as determined by either the City or the TriMet Light Rail Manager of Maintenance of Way, the party shall notify the appropriate representative as noted below in this section and shall coordinate a concerted solution to the emergency situation based on the emergency.

2. Any emergency which has escalated to a level that is being handled by an Incident Commander or by the emergency Operations Center Commander, shall be coordinated with those respective commanders who shall in turn coordinate with Light Rail Operations Control Center. TriMet shall have the responsibility of providing any trackway flagging that is deemed necessary in the event that light rail operations are interrupted due to the emergency and the City or respective Commanders shall have responsibility for providing any necessary traffic or roadway barricades, flags, or cones.

3. Where an accident or operational emergency exists in a City water or sewer system or private utility system that poses an immediate threat to life, health, property or the structural integrity of the LRT trackway or adjacent roadways, and where the repair of such emergency situation requires repairs under or within the Light Rail ROW as defined above in Article I.D, above, the City shall coordinate access and work with the Rail Operations Control Center at the number listed below or at such number as TriMet shall provide in writing to the City. The City is authorized to proceed with the emergency repairs to a point which temporarily abates the emergency situation and the parties shall develop a plan and schedule for final repairs.

4. In the event of an emergency as described above, the appropriate emergency contacts are:

   For the City:

   - Fire, Police or Medical emergency: 911
   - If calling from outside Washington County to report a fire, police or medical emergency within Washington County: (503) 629-0111

   Municipal Utility or Roadway Emergency:

   - During normal City weekday business hours (8:00 AM.- 5:00 PM.): Public Works Department: (503) 615-6509
   - After weekday hours, weekends or holidays: Central Dispatch: (503) 629-0111

For TriMet:

Emergency Notification:

- Ruby Junction LRT Operations Control Center: (503) 661-4274
- On-call rail Supervisor's Pager: (503) 301-2567

Non-emergency:

- Manager, Maintenance of Way: (503) 661-8118 or
- Assistant Manager, Maintenance of Way: (503) 661-8106

M. Financial Reimbursement for Extraordinary Conditions:

1. Each Party agrees to make every reasonable effort to accommodate the other in the accomplishment of maintenance activities contemplated by this Agreement. In extraordinary, non-emergency situations, reimbursement may be negotiated by the City and the TriMet Light Rail Manager of Maintenance of Way to offset any extraordinary costs or premiums incurred by a party due to the activities or default of the other party.

2. Any notice required or permitted under this Agreement related to normal or routine maintenance activities shall be in writing and deemed effective if deposited in the United States mail as certified or registered mail, deposited with a commercial courier service for next-day delivery, hand delivered, or transmitted by facsimile with a successful confirmation. Notice to the other Party of emergency repairs or other emergencies as herein defined shall be made via telephone or radio communication at the time of the emergency incident and shall be confirmed in writing after the emergency situation is abated.

N. Project Managers:

The Project Managers for routine correspondence and notices with regard to the obligations set forth in this Agreement shall be:

- If to TriMet:

  Manager, Maintenance of Way
  Ruby Junction Rail Operations Center
  2222 NW Eleven-Mile Avenue
  Gresham, OR 97030
  (503) 661-8118

- If to the City:

  Director of Public Works
  150 E. Main Street
  Hillsboro, OR 97123
  (503) 681-6147

ARTICLE III- GENERAL PROVISIONS

A. Liability:

To the extent allowed by law within the limits of the Oregon Tort Claims Act, if applicable, TriMet shall indemnify and hold the City and its elected officials, employees, volunteers, contractors and agents harmless from any and all liability, claim, loss, cost, or expense arising out of negligent actions or inaction by TriMet which relate to this Agreement and

indemnify and defend the City from any construction liens or claims filed by TriMet's contractors or subcontractors related to the subject work. To the extent allowed by law within the limits of the Oregon Tort Claims Act, if applicable, the City shall indemnify and hold TriMet, its directors, officers, employees, and contractors harmless from any and all liability, claim, loss, cost, or expense arising out of negligent actions or inaction by the City under this Agreement and indemnify and defend TriMet from any construction liens that may be filed by the City's contractors or subcontractors related to the subject work.

B. Duration of Agreement:

This Agreement shall be in full force and effect upon signatures of both Parties to this Agreement, until terminated by the mutual agreement of the Parties.

C. Remedies:

In the event a Party fails to perform the obligations described in this Agreement during an emergency situation, as defined and described herein, after receiving emergency notice thereof, the Party declaring the emergency may immediately undertake to perform the duties of the defaulting Party in order to protect the health, safety and welfare of the public, and/or prevent or limit catastrophic damage to public or private property. The Parties agree that the defaulting party in this circumstance shall compensate the other for any and all costs of effecting the work in their stead. The cost recovery portion of this provision shall not apply where the Party declaring the emergency commenced the work solely for their own convenience before expiration of any deadline or time period specified in this Agreement.

D. Laws of Oregon:

This Agreement shall be governed by the laws of the State of Oregon as required by ORS Chapter 279, all relevant provisions of which shall be included in public contracts.

E. Audit and Inspection of Records:

The City and TriMet shall maintain cost records relating to any reimbursable work by either Party under this Agreement. The City and TriMet shall maintain adequate records and shall permit authorized representatives of each Party hereto, the U.S. Department of Transportation, the Comptroller General of the United States, or the Oregon Secretary of State Municipal Audit Division to inspect and audit all work, books, accounts, and other data relating to this Agreement.

F. Adherence to Law:

The City and TriMet shall adhere to all applicable laws governing their operations, property ownership, and their respective relationships with employees, including, but not limited to, laws, rules, regulations, and policies concerning workers' compensation and minimum and prevailing wage requirements. Nothing in this Agreement shall require or obligate the City to pay wage rates or other compensation above that called for in City contracts, employment agreements or under State law.

G. Successors and Assigns:

Except as provided in this Section, the interests, rights, and benefits conferred by this Agreement, and the obligations assumed thereunder, shall inure to the benefit of and bind the successors and assigns of the Parties hereto. With the written permission of the City but without further amendment to this Agreement, TriMet may enter into agreements with

other parties to assign responsibility for maintenance and/or repair of certain facilities specified in this Agreement as being the responsibility of TriMet where such private parties propose to share facilities constructed by the Project; including, but not limited to: the Quatama Station water quality facility; the Orenco Kiss-and-Ride loop roadway, sidewalks and streetlighting system; the Orenco Station water quality facility; and other similar systems or facilities. Such private agreements shall require maintenance and repairs be done according to City standards and specifications, including the frequency and quality of routine and periodic maintenance.

H. Modification of Agreement:

No waiver, consent, modification, change, or amendment to the terms of this Agreement shall bind either Party unless in writing and signed by both Parties. Any waiver, consent, modification, change, or amendment shall be effective for specific purposes described and set forth in writing and signed by authorized representatives of each Party.

I. Notice:

Except as provided in Sections II(L) and II(N), all notices provided for hereunder shall be in writing and sufficient if deposited in U.S. mail as certified mail, return receipt requested, addressed to the Parties set forth below:

If to TriMet:	If to the City:
General Manager TriMet 4012 SE 17th Avenue Portland, Oregon 97202	City Manager City of Hillsboro 150 E. Main Street Hillsboro, OR 97123

J. Severability:

If any terms or provisions of this Agreement or the application thereof to any person or circumstance shall, to any extent, be determined by a court to be invalid or unenforceable, the remainder of this Agreement and the application of those terms and provisions shall not be affected thereby and shall be valid and enforceable to the fullest extent permitted by law.

K. No Partnership:

Nothing in this Agreement, nor any acts of the Parties hereto, shall be deemed or construed by the Parties hereto, or any third person, to create the relationship of principal and agent, or of partnership, or of joint venture, or any association between any of the Parties to this Agreement.

L. Named Third Parties:

Washington County, Tualatin Valley Water District, the Oregon Department of Transportation and PacTrust are not parties and are not third party beneficiaries to this Agreement. References to those organizations are informational only and are subject to separate agreements to which they, individually or collectively, are a party. However, where this Agreement calls for the City and/or TriMet to enter into an agreement with one or more of those organizations, the City and/or TriMet shall undertake good faith efforts to execute and implements such agreements. In the event agreements between or among such parties cannot be reached which are consistent with the intent called for in this document, TriMet and the City agree to amend the appropriate portions of this Agreement in order to

achieve the same or similar purpose(s) and intention as called for by those specific provisions.

Dated: _____
FOR TRIMET:

_____
Fred Hansen
General Manager

Dated: _____
FOR THE CITY OF HILLSBORO:

_____
Sarah Jo Chaplen,
City Manager

Approved as to Legal Sufficiency
for TriMet

_____
Tamara Lesh
Deputy General Counsel

ATTACHMENTS:

Exhibit 1 – Maintenance Matrix

Exhibit 2 – Cooperative Maintenance Agreement Drawing Sheets

Exhibit 1
Tri-Met and City of Hillsboro Cooperative Maintenance Agreement (CMA)
Reference Matrix for Maintenance Responsibilities
City of Hillsboro - Paved Track and Line Section 9

Preface: All facilities directly associated with the operation of Light Rail Transit will be maintained by Tri-Met:
Station platforms (shelters, furniture, information pylons, ticket vending machines (TVM's), park-and-ride lots, drop-off facilities; associated driveways, pedestrian facilities and curbs, sidewalks and landscaping along adjacent public street frontage
Traction power substations
Signals and communications equipment buildings
Tracks, ties, ballast, ballast walls and ballast mats
Catenary poles
Crossing signals, gates and regulatory crossing lighting
Ditches and culverts within Tri-Met right-of-way

Exhibit 1 orientation is to the eastbound track. "rt" = right track/side of trackway. "lt" = left track/side of trackway.

Acronyms:
TM = TriMet
COH = City of Hillsboro
APO = Adjacent Property Owner
Owner = Private Utility Owner
WACO = Washington County

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
I. Stations				
A. Hatfield Government Center				
1. Transit Shelters	TM	TM	TM	
2. Vendor / Operator restroom building	TM	TM	TM	
3. Systems building	TM	TM	TM	
4. Station surfaces:				
a. Sidewalk (along station frontage)	TM	TM	TM	
b. Platform	TM	TM	TM	
c. Curbs (Adams Ave.)	TM	TM	TM	
d. Gutters (Adams Ave.)	TM	TM	TM	
e. Adams Avenue driveway and drop-off area	TM	TM	TM	
5. Benches	TM	TM		
6. Ticket vending equipment	TM	TM		
7. Transit related signs and graphics	TM	TM		
8. Trash receptacles, trash pick-up and removal	TM	TM		
9. Artwork	TM	TM		
10. Landscaping and irrigation (within station)	TM	TM		
11. Landscaping / irrigation (Wash. St. median)	COH	COH		
12. Bike lockers (see CMA, Article II, J)	TM	TM		TM
13. Bike racks	TM	TM		
14. Station and platform lighting	TM	TM		
B. Government Center Park-and-Ride Garage (See Washington County/Tri-Met IGA for Land Transfers and Joint-Use of Parking Structure; Tri-Met Contract No. 96-0844I/M5009)				
C. Hillsboro Central / SE 3rd Avenue Transit Center				

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
1. Transit Shelters	TM	TM	TM	
2. Vendor / Operations / Systems building	TM	TM	TM	
3. Station surfaces:				
a. Sidewalk (along station frontage)	TM	TM	TM	
b. Platform	TM	TM	TM	
c. Curbs (adjacent to WB track)	TM	TM	TM	
d. Gutters (adjacent to WB track)	TM	TM	TM	
e. Bus driveways	TM	TM	TM	
4. Benches	TM	TM		
5. Ticket vending equipment	TM	TM		
6. Transit related signs and graphics	TM	TM		
7. Trash receptacles, trash pick-up and removal	TM	TM		
8. Artwork	TM	TM		
9. Landscaping and irrigation (track median, 3rd /4th Ave. planters and station area)	TM	TM		
10. Bike lockers (see CMA, Article II, J)	TM	TM		TM
11. Bike racks	TM	TM		
12. Station and platform lighting	TM	TM		
D. Tuality Hospital / SE 7th Avenue				
1. Transit Shelters	TM	TM	TM	
2. Station surfaces:				
a. Sidewalk (along station frontage)	APO	APO	APO	
b. Platform	TM	TM	TM	
c. Curbs (adjacent to WB track)	TM	TM	TM	
d. Gutters (adjacent to WB track)	TM	TM	TM	
3. Benches	TM	TM		
4. Ticket vending equipment	TM	TM		
5. Transit related signs and graphics	TM	TM		
6. Trash receptacles, trash pick-up and removal	TM	TM		
7. Artwork	TM	TM		
8. Landscaping and irrigation, including adjacent planting strip along north side of Washington Street between 7th and 8th Avenues	TM	TM		
9. Platform lighting	TM	TM		
E. Washington Street / SE 12th Avenue				
1. Transit Shelters	TM	TM	TM	
2. Systems building	TM	TM	TM	
3. Station surfaces:				
a. Sidewalk (along station and trackway frontage)	TM	TM	TM	
b. Platform	TM	TM	TM	
c. Street	COH	COH	COH	
d. Street	COH	COH	COH	
4. Benches	TM	TM		
5. Ticket vending equipment	TM	TM		
6. Transit related signs and graphics	TM	TM		
7. Trash receptacles, trash pick-up and removal	TM	TM		
8. Artwork and art wall	TM	TM		
9. Landscaping and irrigation	TM	TM		
10. Bike racks	TM	TM		
11. Bike lockers (see CMA, Article II, J)				TM
12. Station lighting	TM	TM		
F. Fair Complex / Hillsboro Airport				
1. Transit Shelters	TM	TM	TM	
2. Operations / Systems building	TM	TM	TM	
3. Station surfaces:				

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
a. Sidewalk (along station frontage at 37th Ave.)	TM	TM	TM	
b. Platform	TM	TM	TM	
c. Street curbs 37th Ave.)	COH	COH	COH	
d. Street gutters (37th Ave.)	COH	COH	COH	
4. Benches	TM	TM		
5. Ticket vending equipment	TM	TM		
6. Transit related signs and graphics	TM	TM		
7. Trash receptacles, trash pick-up and removal	TM	TM		
8. Artwork	TM	TM		
9. Landscaping and irrigation	TM	TM		
10. Bike lockers (see CMA, Article II, J)	TM	TM		TM
11. Bike racks	TM	TM		
12. Water quality facilities	TM	TM		
13. Park-and-ride lot (all elements South of 34th Ave. public right-of-way)	TM	TM	TM	
14. Pedestrian path to 28th Avenue	COH	COH	COH	
15. Pedestrian path, lighting, fencing, sidewalk and bollards from platform to 37th Avenue	TM	TM	TM	
16. Street Surface (34th from Cornell Road to property line of Fairplex Park & Ride)	COH	COH	COH	
G. Hawthorn Farm				
1. Transit Shelters	TM	TM	TM	
2. Operations / Systems building	TM	TM	TM	
3. Station surfaces:				
a. Sidewalk (along station and trackway frontage)	TM	TM	TM	
b. Platform	TM	TM	TM	
c. Street curbs	COH	COH	COH	
d. Street gutters	COH	COH	COH	
4. Benches	TM	TM		
5. Ticket vending equipment	TM	TM		
6. Transit related signs and graphics	TM	TM		
7. Trash receptacles, trash pick-up and removal	TM	TM		
8. Artwork	TM	TM		
9. Landscaping and irrigation	TM	TM		
10. Bike lockers (see CMA, Article II, J)	TM	TM		TM
11. Bike racks	TM	TM		
12. Station lighting	TM	TM		
H. Orenco / NW 231st Ave.				
1. Transit Shelters	TM	TM	TM	
2. Vendor / Operations / Systems building	TM	TM	TM	
3. Station surfaces:				
a. Sidewalk (along station and trackway frontage)	TM	TM	TM	
b. Platform	TM	TM	TM	
c. Street curbs	COH	COH	COH	
d. Street gutters	COH	COH	COH	
4. Benches	TM	TM		
5. Ticket vending equipment	TM	TM		
6. Transit related signs and graphics	TM	TM		
7. Trash receptacles, trash pick-up and removal	TM	TM		
8. Artwork	TM	TM		
9. Landscaping and irrigation	TM	TM		
10. Bike lockers (see CMA, Article II, J)	TM	TM		TM
11. Bike racks	TM	TM		
12. Cable and bollard fence (lt and rt)	TM	TM		
13. Water quality facilities	TM	TM		
14. Park-and-ride lot (all elements)	TM	TM		

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
15. Kiss and Ride driveway loop, sidewalks and street lighting (see CMA, Article II, H.1)	TM/APO	TM/APO	TM/APO	
16. Sidewalk, landscape, irrigation, fencing 231st to platform	TM	TM	TM	
17. Soft sidewalk, rock walls, landscape, irrigation north of platform	TM	TM		
18. Station and platform lighting	TM	TM		
I. Quatama / NW 205th Ave.				
1. Transit Shelters	TM	TM	TM	
2. Vendor / Operations / Systems building	TM	TM	TM	
3. Station surfaces:				
a. Sidewalk (along station and trackway frontage)	TM	TM	TM	
b. Platform	TM	TM	TM	
c. Street curbs and gutters (205th)	WASCO	COH COH	WASCO COH	
d. Street curbs and gutters (Quatama)	COH	TM	TM	
e. Bus driveways	TM			
4. Benches	TM	TM		
5. Ticket vending equipment	TM	TM		
6. Transit related signs and graphics	TM	TM		
7. Trash receptacles, trash pick-up and removal	TM	TM		
8. Artwork	TM	TM		
9. Landscaping and irrigation	TM	TM		
10. Bike lockers (see CMA, Article II, J)	TM	TM		TM
11. Bike racks	TM	TM		
12. Water quality facility	COH	COH	N/A	
13. Park-and ride lot (all elements)	TM	TM		
14. Sidewalk, retaining walls, fencing from platform to 205th Ave. ROW (lt)	TM	TM	TM	
15. Station and platform lighting	TM	TM		
16. Access road North of track / West of 206th	TM	TM	TM	
J. Willow Creek / SW 185th Ave.				
1. Transit Shelters	TM	TM	TM	
2. Vendor / Operations / Systems building	TM	TM	TM	
3. Station surfaces:				
a. Sidewalk (along station frontage)	TM	TM	TM	
b. Platform	TM	TM	TM	
c. Street curbs	COH	COH	COH	
d. Street gutters	COH	COH	COH	
e. Bus driveways	TM	TM	TM	
4. Benches	TM	TM		
5. Ticket vending equipment	TM	TM		
6. Transit related signs and graphics	TM	TM		
7. Trash receptacles, trash pick-up and removal	TM	TM		
8. Artwork	TM	TM		
9. Landscaping and irrigation	TM	TM		
10. Bike lockers (see CMA, Article II, J)	TM	TM		TM
11. Bike racks	TM	TM		
12. Water quality facilities	TM	TM		
13. Park-and ride lot (all elements)	TM	TM	TM	
14. Drop-off driveway	TM	TM	TM	
15. Lighting for station, platform and walkways to Baseline	TM	TM		
16. Walkways to Baseline Rd and 185th Ave., including fencing and walls	TM	TM		
II. Structures				
A. Bridges (see CMA, Article II, C.1)				

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
1. Main Street @SE 18th Ave.	TM	TM	TM	
2. Brookwood Road overcrossing				
a. Deck and abutments (See TriMet / WA Co. Maintenance Agreement)	WACO	WACO	WACO	
b. Catenary hangers, brackets, etc.	TM	TM	TM	
3. Dawson Creek	TM	TM	TM	
4. Hawthorn Hollow	TM	TM	TM	
5. Rock Creek	TM	TM	TM	
B. Sound Walls (see CMA, Article II, C.2)				
1. between SE 10th Ave. and E. Main St. (rt and lt)	TM	TM		
2. between Main Street bridge and NE 28th Ave. (rt [2 segments] and lt)	TM	TM		
3. between NE 28th Ave. and NE Brookwood Road (rt [2 segments])	TM	TM		
4. east of Hawthorn Hollow bridge (lt)	TM	TM		
5. east of NW 229th Ave (lt)	TM	TM		
6. between Bronson Creek and SW 185th Ave. (rt [2 segments])	TM	TM		
C. Retaining Walls (see CMA, Article II, C.2)				
1. at Rock Creek tributary (lt)	TM	TM		
2. at Bronson Creek (lt)	TM	TM		
D. Drainage				
1. Turner Creek box culvert	COH	COH		
2. Culvert and intake structure at Rock Creek tributary	TM	TM		
3. Culvert at Bronson Creek	TM	TM		
4. Culvert at Beaverton Creek tributary	TM	TM		
III. Trackway				
A. Track structure				
1. Routine surface sweeping	TM	TM	TM	
2. Track or track groove cleaning	TM			
3. Ballast Curbs	TM	TM	TM	
4. Ballast Mat	TM	TM	TM	
5. Ballast Rock / Ties	TM	TM	TM	
6. Trackway embankment and slope stability	TM			
7. Trackway fencing / fence around system	TM			
B. Trackway inlets, paved track laterals to public storm outside LRT ROW, trackway ditches, track underdrain piping, trackway non-public inlets and storm piping, erosion control	TM	TM		
C. Track hardware				
1. Trackage	TM	TM		
2. Turnouts	TM	TM		
3. Track switches	TM	TM		
4. Switch machines	TM	TM		
D. LRT traction electrification, signals and communication systems equipment, duct bank and manholes				
1. Electrification facilities				
a. Hardware				
(1). Underground wires and cables	TM			
(2). Conduit systems of combined duct bank	TM			
(3). Manholes, pull-boxes, hand-holes, etc.	TM			
(4). Overhead wires and cables	TM			
(5). Catenary brackets and hardware	TM			
(6). Feeder cables	TM			
b. Poles (electrification-only)	TM	TM		
c. Substations	TM	TM		

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
2. LRT signals and communications equipment				
a. Signals and communications equipment	TM			
b. Buildings	TM	TM		
c. Equipment cabinets	TM	TM		
3. Manholes, duct banks, pull boxes and cables	TM			
4. Stray current isolation system	TM	TM		
E. Non-LRT utilities located within LRT ROW, accessible from inside or outside LRT ROW	Owner[1]	Owner[1]		
F. Municipal utilities accessible only from LRT ROW (see CMA, Article II, I.2.e)	COH/TM[2]	COH/TM[2]		
G. Pavement, header curbs (i.e., warning strips) and pavement markings (buttons and reflectors) within LRT ROW (typically within nine [9] feet of track centers) (see Item IV.E and CMA, Article II, H.4, 5 and 6)	TM	TM	TM	
H. Trash pick-up and removal, brush / grass maintenance (fire nuisance abatement) within LRT ROW	TM	TM		
IV. Washington Street (between and including header curbs [warning strips] flanking the tracks)				
A. Traffic signal equipment along Washington Street (see CMA, Article II, I.2.c)				
1. Prior to MUTCD warrants for traffic signals being met	TM[3]	TM[3]		
2. After MUTCD warrants for traffic signals are met	COH	COH		
B. Train detection equipment (for the purpose of traffic signal preemption, including train detection cable to the point of connection to the signal control box), and all other LRT operations-related signals, signage, pavement markings, traffic signal modifications, fire preemption signals and all associated power costs (see CMA, Article II,1.2.d)	TM	TM		
C. LRT systems facilities (see Item III.D)	TM	TM		
D. Non-LRT utilities located within LRT ROW, accessible from outside LRT ROW (see Item III.E)	Owner[1]	Owner[1]		
E. Track switches and switch machines	TM	TM		
F. Pavement between and including header curbs (i.e., warning strips, reflectors, buttons, stripe, red concrete annual cleaning and sealing) (see CMA, Article II, H.4, 5 and 6)	TM	TM	TM	
G. Stray current isolation (see CMA, Article II, I.1.c)	TM	TM		
H. Track noise and vibration isolation systems; e.g., rail boot, ballast mats (see CMA, Article II, I.1.d)	TM			
I. Sidewalks, curbs, gutters and street pavement outside LRT ROW	Owner	Owner	Owner	
J. Landscaping and irrigation system (see Item IX)				
K. Joint-use poles along Washington Street (see CMA, Article II, I.1.a and I.2.b)				
1. Structural pole, foundation and anchor system	TM			
2. Luminaires (street lighting)	COH	COH		
3. Pole cladding (for all joint-use poles)	COH/TM[4]	COH/TM[4]		

[1] Access to non-LRT utilities within LRT ROW shall be coordinated with the Tri-Met Light Rail Manager of Maintenance of Way.

[2] Tri-Met will arrange access to municipal utilities accessible only from LRT ROW for City maintenance personnel and City-owned equipment and/or reimburse the City for "extra" costs incurred to gain such access.

[3] Until MUTCD signal warrants are met at a signalized intersection along the Washington Street segment of LRT ROW, Tri-Met shall contract with the City to maintain traffic signal equipment and set signal phasing.

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
4. Festival lighting outlets, installation and operation, power costs	COH			
L. Streetlight-only poles and luminaires along Washington Street, Salix Terrace and other public streets adjacent to the Project ROW (see CMA, Article II, I.2.b) (Also see Item I.H.15 re: Orenco Station drop-off loop road lighting)	COH	COH		
V. Grade Crossings (see CMA, Article II, H)				
A. 12th Avenue				
1. Crossing gates and signals	TM	TM		
2. Conduit / cable wire to PTR sign	TM	TM		
3. PTR sign	COH	COH		
4. Crossing panels	TM	TM		
5. Crossing illumination poles and luminaires (see CMA, Article II, I.2.b), including power costs	TM	TM		
6. Pavement within 9 feet of track centers and between tracks (to 2' outside rails)	TM	TM		
7. Sidewalks and curbs within Tri-Met frontage	TM	TM		
8. Ped Channelization concrete, fencing	TM	TM		
9. Crossing related signal striping	COH	COH		
10. Other 12th Ave. street lights	COH	COH		
11. Guardrail	COH	COH		
B. NE 28th Avenue				
1. Crossing gates, signals and audible warning devices	TM	TM		
2. Crossing panels	TM	TM		
3. Crossing illumination poles and luminaires (see CMA, Article II, I.2.b), including power costs	TM	TM		
4. Pavement within 9 feet of track centers and between tracks (to 2' outside rails)	TM	TM		
5. Sidewalks and curbs within Tri-Met frontage	TM	TM		
6. Cyclone fencing for ped channelization	TM	TM		
7. Crossing related signage and striping	COH	COH		
8. Street lighting (except at crossing)	COH	COH		
C. NE Elam Young Parkway (west)				
1. Crossing gates and signals	TM	TM		
2. Crossing panels	TM	TM		
3. Crossing illumination poles and luminaires (see CMA, Article II, I.2.b)	TM	TM		
4. Pavement within 9 feet of track centers and between tracks	TM	TM		
5. Sidewalks and curbs within Tri-Met frontage	TM	TM		
6. Signage and striping	COH	COH		
7. Street lighting (except at crossing)	COH	COH		
D. NE Elam Young Parkway (east)				
1. Crossing gates and signals	TM	TM		
2. Crossing panels	TM	TM		
3. Crossing illumination poles and luminaires (see CMA, Article II, I.2.b)	TM	TM		
4. Pavement within 9 feet of track centers and between tracks	TM	TM		
5. Sidewalks and curbs within Tri-Met frontage	TM	TM		
6. Medians	COH	COH		
7. Signage and striping	COH	COH		
8. Street lighting (except at crossing)	COH	COH		

[4] In the event of irreparable damage to joint-use pole cladding, Tri-Met shall obtain replacement cladding from the City and install on the pole.

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
E. NW 231st Avenue				
1. Crossing gates and signals	TM	TM		
2. Crossing panels	TM	TM		
3. Crossing illumination poles and luminaires (see CMA, Article II, I.2.b)	TM	TM		
4. Pavement within 9 feet of track centers and between tracks	TM	TM		
5. Sidewalks and curbs within Tri-Met frontage	TM	TM		
6. Medians	COH	COH		
7. Signage and striping	COH	COH		
8. Street lighting (except at crossing)	COH	COH		
F. NW 229th Avenue (fire emergency crossing) (see CMA Article II, H.7)				TM/COH
1. Fence gate or crossing gates and signals	TM	TM		
2. Crossing panels	TM	TM		
VI. Lighting within stations, platforms, park-and-ride lots, kiss-and-ride areas, the Tri-Met "private street" portion of 34th Avenue, and lighting poles and luminaires adjacent to the Tri-Met "private street" kiss-and-ride loop at Orenco Station (see CMA, Article II, I.2.b)	TM	TM		
VII. Landscaping and irrigation within Project ROW (see CMA, Article II, E.1 and G.1), as follows:	TM	TM		
A. Within and adjacent to all station areas and park-and-ride lots	TM	TM		
B. Along street frontages within or adjacent to Project ROW at the Orenco, Quatama and Willow Creek Stations and Park-and-Ride Lots	TM	TM		
C. Along the walkway connecting Willow Creek Station to SW Baseline Road	TM	TM		
D. Along the trackside of sound walls:				
1. between SE 10th Ave. and E. Main St. (rt and lt)	TM	TM		
2. between Main Street bridge and NE 28th Ave. (rt [2 segments] and lt)	TM	TM		
3. between NE 28th Ave and NE Brookwood Road (rt [2 segments])	TM	TM		
4. east of Hawthorn Hollow bridge (lt)	TM	TM		
5. east of NW 229th Ave. (lt)	TM	TM		
6. between Bronson Creek and SW 185th Ave. (rt [2 segments])	TM	TM		
E. Medicinal herb garden along north edge of Tuality Station	TM	TM		
F. Landscaped areas east and west side of 10th Avenue, north and south of trackway (i.e., bosquets)	COH	COH		
G. Along trackway between 10th and 12th Avenues (lt)	TM	TM		
H. Along trackway-median 10th to 12th (rt)	COH	COH		
J. Visual mitigation trees (no removal of live trees)	TM	TM		
VIII. Landscaping and irrigation along Washington Street between Adams and 12th Avenues and along streets intersecting Washington Street from Adams to 12th Avenues (see CMA, Article II, E.2 and 3 and G.2)				
A. During establishment period (through September 30, 2002)	TM	TM		
B. Following establishment period (after September 30, 2002)	COH	COH		

Right of Way Features	General Maintenance & Repair	Cleaning	Ice & Snow Control	Admin.
IX. Bronson Creek wetland mitigation site (see CMA, Article II, F)				
A. Maintenance through Sept. 30, 2002	TM	TM		
B. Maintenance after Sept. 30, 2002	TM[5]	TM[6]		

[5] TriMet may formally transfer long-term maintenance responsibility to the adjacent property owner or to another public agency.

[6] TriMet may formally transfer long-term maintenance responsibility to the adjacent property owner or to another public agency.

1D

CITY OF HILLSBORO

MEMORANDUM

TO: Mayor and City Council

FROM: Amber Ames, City Recorder

DATE: December 2, 2008

SUBJECT: City Council Rules

Attached is resolution adopting rules for the Hillsboro City Council. Draft rules were provided to the City Council at its retreat on October 11, 2008. Following discussion at the retreat, City Attorney Pam Beery revised the document and presented it at the November 18 City Council work session. Subsequent revisions were made and the final resolution is attached.

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF HILLSBORO ADOPTING CITY COUNCIL RULES

WHEREAS, City Charter Sections 11, 12 and 13 require the City Council to adopt rules to govern its meetings by resolution; and

WHEREAS, the City Council held work sessions to thoroughly study and consider comprehensive rules to govern its meetings, the conduct of Council members and the interaction of Council members with City staff, commissions and committees; and

WHEREAS, the City Council concludes that the new Council rules will provide clear and simple procedures for the orderly consideration of Council business and the efficient development and adoption of City policies; and

WHEREAS, the City Council finds that it is in the public interest to adopt the Council Rules. Now, therefore

THE CITY OF HILLSBORO RESOLVES AS FOLLOWS:

Section 1. The Council Rules attached as Exhibit A to this Resolution are incorporated herein and are adopted as the City Council Rules of the City of Hillsboro.

Section 2. This Resolution is effective immediately upon adoption by the City Council.

Introduced and adopted by the Council this ____ day of _____ 2008.

_____
Mayor

ATTEST: _____
City Recorder

CITY OF HILLSBORO
CITY COUNCIL RULES

A. AUTHORITY

City Charter Sections 11, 12 and 14 refer to meetings, quorum and records for Council meetings and require the Council to adopt a resolution relating to those subjects. The Council wishes to comply with the Charter and to adopt a resolution that governs the conduct of its meetings. The Council will review this resolution at least annually. Amendments will be made as necessary. The Council will have clear and simple procedures for considering agenda matters.

B. DEFINITIONS

As used in this resolution, the following mean:

- City Commissions: All City commissions, boards, committees, task forces and advisory bodies.
- Council and Council members: The Mayor, the Council President and the Councilors.
- Councilors: The Council President and the Councilors.
- Mayor: The Mayor, or in the absence of the Mayor, the Council President or other Presiding Officer.

C. COUNCIL MEETINGS

1. Regular Meetings to conduct Council business will be held the first Tuesday of each month and additionally as needed. Meetings will be held at the Civic Center unless another location is approved by the Council.

2. Work sessions to develop city policy will be held each month, or more frequently as the need arises. Work sessions may be held in conjunction with Council business meetings. Work session agendas will be developed by the City Manager in consultation with the City Council.

3. Special meetings may be called by the Mayor, Council President in the absence of the Mayor or by a majority of the Council.

4. Executive sessions will be held in compliance with the Oregon Public Meetings Law.

5. Minutes will be taken as provided by the Oregon Public Records Law.

6. Telephonic/electronic meetings may be held in compliance with the Oregon Public Meetings Law. Council members may participate and vote in Council

meetings via telephone, electronically or by other means consistent with the Oregon Public Meetings Law.

7. Attendance at meetings is expected of Council members who should use their best efforts to attend all Council meetings.

   Excused absences from Council meetings include:
   - Death in the family
   - Illness
   - Family emergency
   - Scheduled vacation; however Councilors are encouraged when possible to schedule vacations during scheduled Council recesses.
   - On City business
   - Other absences as excused by the Mayor.

D. AGENDA

1. The agenda headings for Council business meetings are generally as follows:

   - PLEDGE OF ALLEGIANCE
   - CALL TO ORDER - ROLL CALL
   - CONSENT AGENDA
   - PRESENTATIONS AND APPOINTMENTS
   - PUBLIC HEARINGS
   - UNFINISHED BUSINESS
   - NEW BUSINESS
   - COMMUNICATION AND NON-AGENDA ITEMS
   - CITY MANAGER REPORT
   - ADJOURNMENT

2. The City Manager will prepare and schedule agenda items. Council members may request that items be placed on an agenda. Council members may make agenda suggestions at any Council meeting or by communication with the City Manager. Council members will make best efforts to reach consensus on agenda items and should obtain staff input before requesting an agenda item. Agendas will generally be set to allow meetings to end no later than 10:00 p.m. If the Council is still in session at 9:30 p.m., then the Council will decide whether to continue with the agenda or move items to a future agenda.

3. Items appropriate for the consent agenda are items that are deemed to be non-controversial and not likely to require separate discussion. The consent agenda is generally approved with one motion. Any Council member may ask that any item be removed from the consent agenda. Upon such request, the item in question will be moved to the new business section of the agenda.

E. COUNCIL DISCUSSIONS AND DECORUM

1. Council members will conduct themselves so as to bring credit upon the city government by ensuring non-discriminatory delivery of public services, keeping informed about matters coming before the Council and abiding by Council decisions, whether or not the member voted on the prevailing side.

2. Councilors will assist the Mayor in preserving order and decorum during Council meetings and may not, by conversation or other action, delay or interrupt the proceedings or refuse to obey rulings of the Mayor or Council rules. When addressing staff or members of the public, Councilors will confine themselves to questions or issues under discussion and not engage in personal attacks or impugn the motives of any speaker.

3. The following ground rules will be observed to maintain order and decorum during Council discussions:

   a. Council members will gather necessary information and ask questions of City staff before meetings.

   b. Council members will have an opportunity to speak once on any pending motion or agenda item, and will speak for themselves and not for other Council members.

   c. Council members will not speak on behalf of the Council, unless they have been authorized by the Council to do so.

   d. During public meetings, Council members will not attempt to edit or revise prepared ordinances. Amendments to proposed ordinances may be appropriate, but input from the City Manager or the City Attorney will be sought to accomplish the Council members' objectives.

   e. Council members will be open, direct and candid in the Council forum. Members should be brief and succinct in stating their views and focus on only one issue or topic at a time.

   f. Council members will focus on city issues and avoid becoming involved in "extra-territorial" issues.

   g. The Mayor will recognize Councilors wishing to speak in the order of their requests. The Mayor will provide a Council member with an opportunity to speak before recognizing another Council member. Council members will not interrupt another Council member who has the floor.

   h. Council members will not disguise statements as questions or use repetition as a way to convince others.

   i. Council members will keep discussions moving and call for a "process check" if the Council becomes bogged down in discussions.

j. Council members will set and adhere to time limits on discussions.

k. Council members will refrain from criticizing or attacking each other, City staff or other persons.

l. If a Council member wishes to discuss a major policy issue, it will be scheduled on a future agenda and not raised during a current agenda.

4. Public Comment.

a. Citizen and community group testimony forms will be available at each regular business meeting. At the time on the agenda designated for public comment and during any public hearing, any member of the public desiring to address the Council must first request to be recognized by the Mayor and then state his or her name for the record. The Council may set time limits for comments. The Council may request that groups with similar comments choose a spokesperson to present joint remarks.

b. During public hearings, all public comment must relate to the matter under discussion and addressed to the Mayor and Council.

c. In general, Council members will not respond to comments made during the public comment agenda time, except to ask clarifying questions. Any public requests for Council action will be referred to staff for review before being placed on a future agenda.

F. MOTIONS

1. General.

a. Council member motions will be clearly and concisely stated. The Mayor will state the name of the Councilor who made the motion and the Councilor who made the second.

b. The motion maker, Mayor or City Recorder should repeat the motion prior to voting.

c. Most motions die if they do not receive a second. Motions for nominations, withdrawal of a motion, agenda order, roll call votes and a point of order do not require a second. Any motion on which a second is not made but on which discussion begins is automatically seconded by the Council member beginning the discussion.

d. Discussion of a motion is open to all Council members who wish to address the motion. A Councilor must be recognized by the Mayor before speaking.

e. The Mayor will ask for a voice vote for all final decisions. All Council members are expected to vote on each motion unless they are disqualified for some reason. A Council member who does not vote must state the basis for any conflict of interest or other disqualification. The City Recorder will maintain a record of the votes. Any Council member may request a roll call vote on any motion. Pursuant to the City Charter, the Mayor votes to break a tie, and also votes in the case of appointment of the City Manager, the City Attorney, and the Municipal Judge.

f. At the conclusion of any vote, the Mayor will announce the results. Council members who wish to explain the reasons for their votes should do so briefly and succinctly.

2. Withdrawal. A motion may be withdrawn by the motion maker at any time without the consent of the Council.

3. Tie. A motion that receives a tie vote fails. The Mayor votes to break a tie, as provided by the Charter.

4. Table. A motion to table is not debatable and precludes all amendments or further debate. If the motion prevails, the item may be taken from the table only by adding it to a future agenda for continued discussion.

5. Postpone. A motion to postpone to a certain date is debatable and amendable. A motion to postpone indefinitely is a motion to reject without a direct vote and is debatable and not amendable.

6. Call for Question. A motion to call for the question ends debate on the item and is not debatable. Before a Council member calls for the question, each Council member wishing to speak on the item should have one opportunity to speak. A second is required for this motion. When the question is called, the Mayor will inquire whether any Council member objects. If there is an objection, the matter will be put to a vote, and it fails without a two-thirds vote. Debate may continue if the motion fails.

7. Amendment. A motion to amend may be made to a previous motion that has been seconded but not voted on. Amendments will be voted on first, then the main motion as amended (or not amended). Motions to adjourn, agenda order, table, point of order, take from table and reconsider may not be amended.

8. Reconsideration. When a motion has been decided, any Council member who voted with the majority may move for reconsideration. A motion for reconsideration may only be made at the meeting at which the motion on the ordinance, resolution, order or other decision was approved.

G. COUNCIL MEMBER CONDUCT

1. Representing City. If a Council member appears before another governmental agency or organization to give a statement on an issue, the Council member must state:

   a. Whether the statement reflects personal opinion or is the official position of the City; and

   b. Whether the statement is supported by a majority of the Council.

   If the Council member is representing the City, the Council member must support and advocate for the official city position on the issue rather than a personal viewpoint.

2. Censure.

   a. The Council may make and enforce its own rules and ensure compliance with city and state laws applicable to governing bodies. If a Council member substantially violates these rules or state law, the Council may take action to protect Council integrity and discipline the Council member with a public reprimand.

   b. Before taking any action to publicly reprimand or censure a Council member, the Council must plainly state its concerns in writing or in an open public meeting, and the Council member must have a reasonable opportunity to respond.

   c. The Council may thereafter investigate the actions of any Council member and meet in executive session to discuss any finding that reasonable grounds exist that a substantial violation has occurred. Under ORS 192.660(1)(b), the Council member under investigation may request an open hearing.

H. CONFIDENTIALITY

1. Council members will keep all written materials provided to them on matters of confidentiality under law in complete confidence to insure the City's position is not compromised. No mention of the information read or heard should be made to anyone other than other Council members, the City Manager or City Attorney.

2. If the Council meets in executive session, members should attempt to provide direction or consensus to staff on proposed terms and conditions for negotiations. All contact with other parties must be left to the designated staff or representative(s) handling the negotiations or litigation. Council members may not have any contact or discussion with any other party or its representative nor communicate any executive session discussion.

3. All public statements, information or press releases relating to a confidential matter will be handled by designated staff or a designated Council member.

4. Unless required by law, no Council member may make public the discussions or information obtained in executive session. The Council may censure a member who discloses a confidential matter or otherwise violates these rules.

I. COMMUNICATION WITH STAFF

1. Council will respect the separation between policy making (Council function) and administration (City Manager function) by:

   a. Working with the staff as a team with a spirit of mutual respect and support.

   b. Except in a Council meeting, not attempting to influence a City employee or the City Manager concerning personnel matters, purchasing issues, the award of contracts or the selection of consultants, the processing of development applications or granting of City licenses and permits. However, the sharing of ideas on these matters is appropriate.

   c. Limiting individual contacts with City staff to the City Manager, Executive Management, or other designated staff so as not to influence staff decisions or recommendations, interfere with their work performance, undermine the City Manager authority or prevent the full Council from having the benefit of any information received. If communication is made with other staff not on the management team, the Council member should notify the management team of the communication on a timely basis. To this end, Council members shall not request City staff to perform significant work without the prior approval of the City Manager, so that workloads and work plans are not adversely impacted.

   d. Respecting roles and responsibilities of staff when and if expressing criticism in a public meeting or through public electronic mail messages.

2. All written informational material requested by Council members will be submitted by staff to the entire Council with a notation stating who requested the information. In situations where staff provides a copy of an existing document previously provided to the Council, staff will advise the entire Council rather than providing the material to each Council member.

3. The Mayor will refer any comments or questions regarding City personnel or administration to the City Manager. The Mayor may redirect other questions to a Council member or the City Manager, as appropriate. Council members may also address questions directly to the City Manager, who may either answer the inquiry or ask a staff member to do so.

J. MINUTES

1. Minutes will be prepared with sufficient detail to meet their intended use. Verbatim minutes are not required. The minutes of meetings of the Council will comply with provisions of ORS 192.650 by containing the following information at a minimum:
   - The name of Council members and staff present;

- All motions, proposals, resolutions, orders, ordinances and measures proposed and their disposition;
- The result of all votes, including ayes and nays and the names of the Council members who voted;
- The substance of the discussion on any matter; and
- Reference to any document discussed at the meeting.

2. The Council may amend the minutes to more accurately reflect what transpired at the meeting. Upon receipt of the minutes in the Council agenda packet, Council members should read and submit any changes, additions or corrections to the City Recorder so that a corrected copy may be issued prior to the meeting for approval. Under no circumstances may the minutes be changed following approval by the Council, unless the Council authorizes such change.

3. The City Recorder or designee will make an audio recording of all meetings except for executive sessions. The City Recorder will maintain custody of all recordings, but a Council member may obtain a copy of any recording. A Council member may obtain a meeting transcript or partial transcript if it can be produced with nominal staff time. If a transcript would require a significant amount of staff time, the City Recorder may only produce the transcript with Council approval. The City Recorder is authorized to produce transcripts as required by law.

K. ADJOURNMENT

1. Upon motion and majority vote of the Council members present, any meeting of the Council may be continued or adjourned from day to day or for more than one day. No adjournment may be for a period longer than until the next regular meeting.

2. Upon the request of a Council member, a short recess may be taken during a Council meeting.

3. A motion to adjourn will be in order at any time except as follows:
   - When made as an interruption of a member while speaking; or
   - While a vote is being taken.

L. BIAS AND DISQUALIFICATION

1. Any proponent, opponent or other party interested in a quasi-judicial matter to be heard by the Council may challenge the qualification of any Council member to participate in such hearing and decision. Any challenge must state any fact(s) relied upon by the party relating to a Council member's bias, pre-judgment, personal interest or other factor from which the party has concluded the Council member should not participate and may not make an impartial decision. Such challenges must be made prior to the commencement of the public hearing. The Mayor will give the challenged member an opportunity to respond. A motion to accept or deny the challenge will be accepted and voted upon by the Council. Such challenges and the Council's decision will be incorporated into the record of the hearing.

2. In quasi-judicial matters, each Council member must disclose participation in a prior decision or action on the matter that is before the Council. Common examples include when a Planning Commission member is elected or appointed to the City Council or when a Council member testifies at a Planning Commission meeting. The Council member must state whether the member can participate in the hearing with no regard for the prior decision made. If the Council member is unable to be impartial, the member has a duty not to participate in proceedings and to leave the Council table.

3. If the Council believes the member is actually biased, it may disqualify the member by majority vote from participating in a decision on the matter. A Council member who has been disqualified from participating in a decision may participate in the proceeding as a private citizen.

4. Generally, conflicts of interest arise in situations where a Council member, as a public official deliberating in a quasi-judicial proceeding, has an actual or potential financial interest in the matter before the Council. Under state law, an actual conflict of interest is defined as one that would be to the private financial benefit of the Council member a relative or a business with which the Council member or a relative is associated. A potential conflict of interest is one that could be to the private financial benefit of the Council member, a relative or a business with which the Council member or a relative is associated. A relative means the spouse, children, siblings or parents of the public official or public official's spouse. A Council member must publicly announce potential and actual conflicts of interest and, in the case of an actual conflict of interest, must refrain from participating in debate on the issue or from voting on the issue.

M. *EX PARTE* CONTACTS AND DISQUALIFICATION

1. For quasi-judicial hearings, Council members should refrain from having *ex parte* contacts relating to any issue of the hearing. *Ex parte* contacts are those contacts by a party on a fact in issue under circumstances that do not involve all parties to the proceeding. *Ex parte* contacts may be either oral statements when other interested parties are not present, or written information that other interested parties do not receive.

2. If a Council member has *ex parte* contact prior to a hearing, the member must reveal the contact at the meeting and before the hearing. The Council member must describe the substance of the contact and the Mayor will announce the right of interested persons to rebut the substance of the communication. The Council member also will state whether such contact affects their impartiality or ability to vote in the matter. The Council member must state whether he or she will participate or abstain.

3. For quasi-judicial hearings, a Council member who was absent during the presentation of evidence may not participate in any deliberations or decision regarding the matter, unless the Council member reviews all the evidence and testimony received.

N. OREGON GOVERNMENT ETHICS COMMISSION REQUIREMENTS AND REPORTING

1. Council members must review and observe the requirements of the State Ethics Law (ORS 244.010 to ORS 244.390) dealing with use of public office for private financial gain.

2. Council members must give public notice of any conflict of interest or potential conflict of interest and the notice will be reported in the meeting minutes. In addition to matters of financial interest, Council members will maintain the highest standards of ethical conduct and assure fair and equal treatment of all persons, claims and transactions coming before the Council.

3. In accordance with state law, it is each Council member's responsibility to file all required statements of economic interest with the Oregon Government Ethics Commission.

O. LEGAL ADVICE

Requests to the City Attorney for advice requiring legal research may not be made by a Council member without the concurrence of the Council. Before requesting research or other action by the City Attorney, the Council members are encouraged to consider consulting with the City Manager to determine if the request or action can be accomplished more cost-effectively. Outside a Council meeting, a Council member should make requests of the City Attorney through the City Manager. Exceptions to this are issues related to the performance of the City Manager and unique or sensitive personal, yet City business-related, requests.

P. ROBERT'S RULES

Robert's Rules of Order Revised will be used as the guideline for conduct of Council meetings, except where these Rules specifically apply.

Q. COMMISSIONS, BOARDS, COMMITTEES, ORGANIZATIONS & MEDIA

1. Citizen Appointment and Removal.

   a. The Mayor will appoint the City commissions, boards and committees, including ad hoc committees, with the consent of the Council by majority vote at a Council meeting. The Mayor may request assistance from Councilors in making recommendations.

   b. Council members will encourage broad participation on City commissions, boards and committees by generally limiting the number of terms a citizen may serve.

   c. A citizen should not serve on more than two City commissions, boards or committees simultaneously, in order to encourage the broadest possible citizen involvement. Any citizen serving on two City commissions, boards or committees may not be chairperson of both simultaneously. This limitation does not apply to service on the City Budget Committee.

   d. With the consent of the Council, the Mayor may remove a citizen from a City committee prior to the expiration of the term of office.

2. Council Member Participation.

   a. Council members will encourage citizen participation in City commissions, boards and committees.

   b. Council members may and are encouraged to attend meetings but shall (1) be mindful of their role as individual Council members and not representing the full Council unless specifically authorized to do so, and (2) facilitate full discussion and participation by the regular members of the body. Council members should limit their attendance at and participation in meetings at which quasi-judicial public hearings are conducted on matters that are appealable to Council, so as to avoid challenges for bias as set forth in Section L of these rules.

3. Organizations and Media.

   a. If the Mayor or a Council member represents the City before another governmental agency, a community organization or the media, the Council member should first state the Council majority position. Personal opinions and comments should be expressed only if the Council member makes clear that he or she does not express the Council position.

b. Council members should obtain the appropriate permission before representing another Council member's view or position with the media.

R. CITY MANAGER EVALUATION

1. Criteria. The standards, criteria and policy directives used in the evaluation of the City Manager will be adopted at a regular Council meeting in accordance with state law.

2. Process.

a. Evaluation sessions will be scheduled in accordance with the City Manager's decision on whether to hold the evaluation in open or executive session.

b. By November 1, the City Manager will prepare a written assessment identifying major accomplishments. This assessment will be distributed along with an employee evaluation form to the Council.

c. By November 15, Council members will review the elements in the evaluation forms in response to the City Manager assessment.

d. At the second meeting in November the Mayor and Council will meet in executive session to discuss their assessment of the City Manager's performance and to decide what message will be delivered to the City Manager. This is also the time to draft the criteria and goals for the upcoming year to discuss with the City Manager

e. At this or a subsequent meeting, the Council will then meet with the City Manager in an evaluation session. Council summary comments and individual Council member comments will be made. The City Manager will have an opportunity to respond to all comments. The effect of the evaluation on the City Manager's employment contract will be discussed. Sufficient time will be allotted for the evaluation discussion with the City Manager.

f. Compensation may not be discussed in executive session. The Council may convene with the City Manager in open session to review any final performance evaluation and discuss compensation. Any final summary of the evaluation process shall be prepared by the City Attorney and the Mayor.

3. Contract. The City Attorney and Mayor or other designated member of the City Council will prepare any employment contract amendments to the City Manager's contract. Contracts normally will be approved as a consent agenda item at the next regular Council meeting. The evaluation process should be concluded by the end of December each calendar year, although the formal consideration of any contract amendment may occur in the following year.

S. COUNCIL EXPENSES

1. Reimbursement. The Council will follow the same rules and procedures for reimbursement as City employees, as established by City policy. Councilor expenditures for other than routine expenses (e.g., conference registration, travel, etc.) require advance Mayor approval according to the purchasing rules which apply city-wide. Unless requested otherwise, the City Recorder will coordinate travel accommodations for Councilors.

2. Budget. The Council will review and discuss its proposed annual budget as coordinated by the Mayor and Council President and as presented by City staff during a public meeting.

3. Mayor and Council member compensation. The Mayor and Council may be compensated for their efforts on behalf of the City in addition to the expense reimbursement described above. Any such compensation shall be reviewed and approved through the City's annual budget process.

1E

CITY OF HILLSBORO

MEMORANDUM

TO: Mayor and City Council

FROM: Amber Ames, City Recorder

DATE: December 2, 2008

SUBJECT: DMV Application for Business Certificate

A DMV application for Business Certificate has been received from Hillsboro Auto Wrecking, 2845 NW Glencoe Road, for annual renewal. Staff has reviewed the application and recommends approval.

2B

CITY OF HILLSBORO

PROCLAMATION

WHEREAS, the General Assembly of the United Nations endorsed the Universal Declaration of Human Rights, with no dissenting vote 60 years ago, on December 10th, 1948, under the able leadership of Eleanor Roosevelt; and

WHEREAS, the Universal Declaration asserts the dignity of the human person; non-discrimination based on race, color, sex, age, language, religion, political opinion, nationality, social origin, birth, or other status such as medical condition, sexual orientation, or disability; civil and political rights such as freedoms of thought, speech, belief, and the press; economic, social, and cultural rights such as rights to employment, food, shelter, and health care; the solidarity of the human race; the notion that every right has a corresponding duty; and the interdependence and indivisibility of all human rights; and

WHEREAS, the Universal Declaration is referred to as the authoritative definition of human rights standards and increasingly referred to as customary international law, which all countries must abide; and

WHEREAS, the Universal Declaration gave birth to a long train of other declarations and covenants further defining human rights standards, such as the Rights of the Child, the Convention on the Elimination of All Forms of Racial Discrimination, and the Convention on the Elimination of Discrimination Against Women, which have the status of treaty and are to be considered "Law of the Land" in accordance with the Supremacy Clause, of the U.S. Constitution, Article VI(2); and

WHEREAS, the Universal Declaration avows legal mandates to fulfill human rights and needs;

NOW, THEREFORE, BE IT RESOLVED, that I, Mayor Tom Hughes do hereby proclaim December 10, 2008, as

HUMAN RIGHTS DAY

in the city of Hillsboro and encourage all citizens to participate in Human Rights Day.

Tom Hughes

Tom Hughes, Mayor
December 2, 2008

150 East Main [illegible] 123-4028 • 503/681-6100 • FAX 503/681-6232
AN EQUAL OPPORTU[illegible] PRINTED ON RECYCLED PAPER

2C

Liberty High School
21945 NW Wagon Way
Hillsboro, Oregon 97124-8572
Phone: (503) 844-1250
Fax: (503) 848-5851
www.hsd.k12.or.us/schools/liberty
Email: bucknerb@hsd.k12.or.us
December, 2008

Dear Sir or Madam,

During the third week of January, students from Liberty High School will have a great opportunity to learn firsthand about the workings of the government and the responsibilities they hold as citizens of the United States when they travel to Washington, D.C. for the Inauguration of our next President. We will be leaving January 16 and returning January 21st.

The tour company we are using this year is World Strides. World Strides is one of the nation's most recognized High School Organizations. They provide exciting and unique government study programs. World Strides has a curriculum designed to introduce students to the history, politics, and culture of our nation through a hands-on learning environment. We will be visiting many exciting museums (such as the Smithsonian and the Holocaust), historic sites, and memorials while in Washington DC. From small-group seminars and workshops to meetings with congressional members to study visits of museums and monuments, World Strides offers students an unparalleled, non-partisan learning experience. Both students and teachers alike will return from Washington, D.C. with renewed excitement and increased knowledge.

The program cost for each student including professional instruction, travel expenses, meals, and lodging is $1938.00. For some students to meet this cost, it is necessary to seek financial help. We are dedicated to making this valuable educational program available to all students, regardless of financial ability and hope you will help us in this effort by contributing. Donations are tax-deductible if made out to Liberty High School with the name of the participant written on the memo line. Please send your thoughtful gift to our school address above. After the check is processed, you will receive a thank you card with the tax ID number for your deduction. Your donation will be an investment in our community's future, helping students to become more informed and responsible citizens as well as giving teachers the tools necessary to provide students with the best education available.

Please call me for any further information concerning this incredible trip. Your contribution will be greatly appreciated by our students. I can be reached at Liberty High School, 503-844-1250 during the day; or my email is: bucknerb@hsd.k12.or.us

Thank you for your interest.

Sincerely,

Brian Buckner

SAMPLE ITINERARY

Each Inauguration 2009 itinerary is individually designed by your group's leader and your WorldStrides Inauguration representative to accommodate your group's interests. The following reflects what is generally experienced on an Inauguration program.

Saturday, January 17	Sunday, January 18	Monday, January 19	Tuesday, January 20	Wednesday, January 21
Group arrives in Washington, D.C. and is met by a WorldStrides representative Arlington National Cemetery Burial grounds for American military personnel • Changing of the Guard • Tomb of the Unknowns • Kennedy Gravesites • Space Shuttle Challenger Memorial Dinner Hotel check-in Note: Travel time from different parts of the country may modify this itinerary.	Breakfast Capitol Hill • U.S. Capitol Building (appointment required) - where Congress meets to decide law • Supreme Court - our nation's highest court • Library of Congress - world's largest library White House (picture stop) Home of the U.S. President Lunch on own Iwo Jima Memorial A tribute to all U.S. Marines who have died since 1775 while serving our country National Archives Home of the original Constitution, Bill of Rights, and Declaration of Independence Return to hotel Dinner Student Inaugural Dance and Social Exclusive student inaugural celebration with a live band, dancing, and refreshments. Return to hotel	Breakfast Mount Vernon George Washington's home on the Potomac River Alexandria One of America's oldest and most historic cities Lunch on own WWII Memorial Honors the 16 million who served and the 400,000 who died in he U.S. Armed Forces during WWII Ford's Theatre Where President Lincoln was shot Petersen House Where President Lincoln later died Dinner Night Tour of D.C. • Lincoln Memorial • Jefferson Memorial • Kennedy Center • Korean Memorial Return to hotel	Breakfast Group arrives at Smithsonian Mall area on the National Mall for Presidential Inauguration festivities. Lunch on own Inaugural Events • Oath of Office - Swearing in of the President and Vice President of the United States • Presidential Inaugural Address • Inaugural Parade - Pennsylvania Avenue Washington Monument (photo stop) The world's tallest stone monument Dinner Return to hotel	Breakfast Hotel check-out Vietnam Veterans Memorials Monument to honor over 58,000 men and women killed or missing in Vietnam Einstein Statue A tribute to one of the most recognized scientists in the world. Great for group photos. Smithsonian Institution The world's largest museum complex • National Air and Space Museum • Natural History Museum Lunch on own Smithsonian Institution • Museum of American History • Hirshhorn Museum • National Gallery of Art Dinner Group departs Washington, D.C. for home Note: Sightseeing on arrival and departure days may be extended or abbreviated based upon flight availability. Specific sites may be added, removed, or substituted as needed. Your Account Manager will work with you to select activities to fill available time.

HI 09 5/4 DC

CITY OF HILLSBORO

November 26, 2008

STAFF REPORT

TO: City Council
FROM: Planning Department

RE: Proposed amendments to Municipal Code Section 15.20 Signs

REQUEST

Planning Department staff request that the City Council consider amendments to Hillsboro Municipal Code (HMC) Section 15.20. The proposed amendments are related to large scale wall signs.

At their regular meeting on November 18, 2008, the Council considered a request from Planning Department staff to initiate amendments to HMC Section 15.20 Signs on three topics: the definition of "sign;" portable signs for charitable fund-raisers; and large scale wall signs. Since November 18th, several questions have arisen regarding implementation of the proposed charitable fund-raiser signs language, and to allow opportunity to resolve those questions, Planning staff requests that the Council postpone the public hearing on those amendments, and the amendment regarding the definition of sign, to the January 6th, 2009 meeting.

PROCEDURE FOR SIGN CODE AMENDMENTS

Municipal Code Section 15.20.185 sets forth the procedures for amending the Sign Code as follows:

> A. Amendments to HMC Chapter 15.20 Signs may be initiated only by the City Council, which may consider such amendments on its own initiative or upon request. Proposed amendments shall be consistent with the purpose of this Chapter as specified in Section 15.20.010. The City Council may elect not to initiate a requested amendment if the Council finds such amendment to be inconsistent with the purpose or any other provision of this Chapter.
>
> B. Before taking action on a proposed amendment to this section, the City Council shall hold a public hearing thereon. Notice of the time, place, and

purpose of the hearing shall be published in a general circulation newspaper not more than 14 days, not less than 5 days, prior to the date of the hearing and by mailing written notice to interested parties of record.

Notice of the December 2nd public hearing was published in the November 26th issue of the Hillsboro Argus. Notice was mailed to interested parties a week before the hearing.

EXISTING LANGUAGE AND PROPOSED AMENDMENTS

Present regulations limiting area of wall signs prevent effective signage for certain large scale industrial and commercial developments, due to farther distances from viewing public and street speeds. However, existing signage area limitations are related to city policy regarding billboards, which are restricted to certain areas of the city only.

Proposed Change #1: HMC 15.20.015 (definition of billboard) –new language shown in ***bold italic*** typeface:

> Billboard—***Except as provided in Section 15.20.070 A 2, a*** ~~A~~ sign on which any sign face exceeds two hundred square feet in area.

Proposed Change #2: HMC 15.20.070 A 2 (Industrial Park and Research Park Sign District / Permitted Sign Types / Wall Signs) – proposed new language shown in ***bold italic*** typeface:

a. Principal use. The total sign face area for building mounted wall signs shall not exceed eight (8) percent of the building elevation area on the primary frontage, with a maximum individual sign face area of 100 square feet. Where the use has multiple building frontages, the total signage on secondary building frontages shall not exceed six (6) percent of the building elevation area with a maximum individual sign face area of 100 square feet. However, if the building elevation area on a frontage exceeds 5000 square feet, the maximum individual sign area may increase to 199 square feet, ***or larger as provided in subsection b.***

b. Wall signs located in the M-P zone larger than 199 square feet may be permitted if the proposed sign meets all of the following standards:

1. The subject property is located at the corner of two arterial streets as classified on the City's Transportation Plan.

2. The larger wall sign is installed on a building elevation area larger than 5000 square feet, and there are no other buildings between the subject building and the arterial street toward which the sign faces.

3. All portions of the larger wall sign and the building elevation are a minimum of 300 feet from the street toward which the sign faces, and a minimum of 300 feet from a side property line.

4. ***The posted speed limit on the street which the sign faces is at least 40 miles per hour.***

5. ***The total sign area does not exceed eight percent (8%) of the building elevation, or 400 square feet, whichever is less.***

[existing subsection b would be renumbered as subsection c]

The proposed language differs slightly from the language originally suggested by Planning staff on November 18th. The proposed standards have been tightened to reduce a possible proliferation of larger wall signs throughout the City. At the December 2nd public hearing, Planning staff will provide a map illustrating properties in the two Sign Districts which could be affected by the proposed amendments to Section 15.20.

A draft ordinance including the revised amendments is attached for the Councilors' consideration.

RECOMMENDATION

Planning staff respectfully requests that the City Council adopt the attached ordinance amending HMC Sections 15.20.015, 15.20.060, and 15.20.070 to allow larger wall signs under specific standards in the Commercial / Industrial and Industrial Park and Research Park Sign Districts.

Respectfully submitted

CITY OF HILLSBORO PLANNING DEPARTMENT

Colin Cooper for

Deborah A. Raber AICP
Planning Project Manager

Attachments: Draft ordinance approving proposed Sign Code amendment

ORDINANCE NO._____

CP MISC 2-04 (MOD 3): MUNICIPAL CODE CHAPTER 15.20 SIGNS

AN ORDINANCE AMENDING THE HILLSBORO MUNICIPAL CODE AS AMENDED, CHAPTER 15.20 SIGNS, REGARDING LARGER SCALE WALL SIGNS IN THE INDUSTRIAL PARK AND RESEARCH PARK SIGN DISTRICTS.

WHEREAS, Municipal Code Section 15.20.015 defines any sign larger than 200 square feet as a billboard, and Section 15.20.075 restricts the location of billboards to two districts along the Sunset Highway and the Tualatin Valley Highway, and

WHEREAS, the City Council received a request to amend Section 15.20.015, together with Sections 15.20.060 and 15.20.070, to allow installation of wall signs larger than 200 square feet in the Industrial Park / Research Park Sign Districts if certain standards were met, and

WHEREAS, the City Council considered this request at their regular meeting of November 18, 2008 and voted to initiate the proposed amendment and schedule a public hearing for December 2, 2008, and

WHEREAS, the City Council held the public hearing on December 2, 2008, and considered the testimony submitted, and

WHEREAS, the City Council hereby adopts the Planning Department staff report dated November 25, 2008 and the attachments thereto as findings in support of its decision, and

WHEREAS, the proposed amendment to the Sign Code is narrowly tailored to serve significant governmental interests set forth in HMC 15.20.010; is justified without regard to the content of the message of any regulated sign; and makes no distinction in the regulation of signs based upon the content of the sign or the viewpoint of the sign owner.

NOW THEREFORE, THE CITY OF HILLSBORO ORDAINS AS FOLLOWS:

Section 1. Section 15.20.015 of Hillsboro Municipal Code Title 15 Buildings and Construction, Chapter 15.20 Signs, subsection "Billboards" is hereby amended to read as follows:

> Billboard—Except as provided in Section 15.20.070 A 2, a sign on which any sign face exceeds two hundred square feet in area.

Section 2. Section 15.20.070 A 2 of Hillsboro Municipal Code Title 15 Buildings and Construction, Chapter 15.20 Signs, Industrial Park and Research Park Sign District Wall Signs is hereby amended to read as follows:

A. Permitted sign types, number, and area. Signs within the industrial park and research park sign district are limited as follows and require the obtaining of permits under HMC 15.20.125:

2. Wall signs

a. Principal use. The total sign face area for building mounted wall signs shall not exceed eight (8) percent of the building elevation area on the primary frontage, with a maximum individual sign face area of 100 square feet. Where the use has multiple building frontages, the total signage on secondary building frontages shall not exceed six (6) percent of the building elevation area with a maximum individual sign face area of 100 square feet. However, if the building elevation area on a frontage exceeds 5000 square feet, the maximum individual sign area may increase to 199 square feet, or larger as provided in subsection b.

b. Wall signs *located in the M-P zone* larger than 199 square feet may be permitted if the proposed sign meets all of the following standards:

1. The subject property is located at the corner of two arterial streets as classified on the City's Transportation Plan.

2. The larger wall sign is installed on a building elevation area larger than 5000 square feet, and there are no other buildings between the subject building and the arterial street toward which the sign faces.

3. All portions of the larger wall sign and the building elevation are a minimum of 300 feet from the street toward which the sign faces, and a minimum of 300 feet from a side property line.

4. The posted speed limit on the street which the sign faces is at least 40 miles per hour.

5. The total sign area does not exceed eight percent (8%) of the building elevation, or 400 square feet, whichever is less.

Section 4. Except as therein amended, the Hillsboro Municipal Code as amended shall remain in full force and effect.

Passed by the Council this 2nd day of December, 2008.

Approved by the Mayor this 2nd day of December, 2008.

_____
Mayor

ATTEST:_____
City Recorder

3B

CITY OF HILLSBORO

December 2, 2008

SUPPLEMENTAL STAFF REPORT

TO: City Council

FROM: Planning Department

RE: Request for Postponement of Appeal of Concept Development Plan Modification – Case File No. CDP 1-06 (MOD 1): Orenco Woods Crossing

On December 2, 2008, the City Council is scheduled to hold a public hearing on an appeal of the Planning Commission's denial of a proposed modification to the southeast corner of the Orenco Woods Crossing Concept Development Plan (CDP). The appellant is Orenco Woods Crossing, LLC represented by Venture Properties, Inc.

120 DAY RULE

Pursuant to state law, ORS 227.178, the City of Hillsboro has 120 days from the date an application is deemed complete to issue a final action and the applicant has the option to extend the issuance of a final action for up to 245 days. A letter from the applicant is attached requesting a postponement of the hearing to spring, 2009. The letter also includes a waiver of the 120 day rule.

Should the City Council postpone the appeal hearing, City staff will provide notice to property owners within 500 feet of the site when the new appeal hearing date is determined. Staff would request that the Councilors retain their appeal materials until completion of this process.

TESTIMONY

The following testimony has been received since the issuance of the November 24th staff report:

1. Letter from Jim Standring, titled "Orenco Woods Crossing", received November 25, 2008.

2. Letter from Jim Lubischer, titled "Orenco Woods Crossing appeal, correction in 11-24-08 staff report", received November 26, 2008.

RECOMMENDATION

Should the City Council decide to postpone the appeal hearing, City staff will provide notice to property owners within 500 feet of the site when the new appeal hearing date is determined. Staff would request that the Councilors retain their appeal materials until completion of this process.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Attachments:
Letter of Postponement with 120 Day Waiver
Letter from Jim Standring, titled "Orenco Woods Crossing", received November 25, 2008.
Letter from Jim Lubischer, titled "Orenco Woods Crossing appeal, correction in 11-24-08 staff report", received November 26, 2008.

VentureProperties
INCORPORATED

Creating
Tomorrow's
Communities
Today

RECEIVED
DEC 02 2008
CITY OF HILLSBORO
PLANNING DEPARTMENT

December 2, 2008

Ruth Klein, City of Hillsboro Planning Office
150 E. Main Street, Fourth Floor
Hillsboro, Oregon 97123-4028

Re: File No. CDP 1-06 (MOD 1) Orenco Woods Crossing

To Whom It May Concern:

The applicant / appellant, Venture Properties, Inc. requests a postponement of the appeal hearing until regularly scheduled City Council Meeting in the spring of 2009. This postponement will allow Venture Properties, Inc. and its development team additional time to more completely respond to the findings and decision issued by Planning Commission on November 14, 2008.

Also, please note that with this letter and approval of the postponement, the applicant / appellant Venture Properties, Inc. agrees to extend the 120 day clock an additional 135 days to April 30, 2009.

Sincerely,

Kelly Ritz
President

4230 Galewood Street, Suite 100 • Lake Oswego, Oregon 97035 • 503.387.7600 • fax 503.387.7617

CC: Planning Dept

TOUCHSTONE
TOWNHOMES

RECEIVED
NOV 25 2008
CITY OF HILLSBORO
ADMINISTRATION DEPT.

November 17, 2008

Hillsboro City Council
150 E Main Street
Hillsboro, OR 97123-4028

Re: Orenco Woods Crossing

Dear Council Members:

We have an 84 unit town home project on NW Quatama Road very near the intersection of NW Cornelius Pass and NW Quatama Road.

We have consistently heard from our buyers and prospects about their desire to have a close by convenient neighborhood commercial center within an easy walk or bicycle ride.

We strongly encourage you to approve the pending request by Venture Properties.

Sincerely,

Jim Standring

12670 SW 68th Ave. #400 Tigard OR 97223 ~ T 503.639.3104 ~ F 503.598.9081 ~ www.touchstonetownhomes.com

From: anne lubischer [mailto:annejim1@verizon.net]
Sent: Wednesday, November 26, 2008 10:46 AM
To: Ruth Klein
Cc: Sheril Brown
Subject: Orenco Woods Crossing appeal, correction in 11-24-08 staff report

11-26-08

To: Hillsboro City Council and Planning Department

From: Jim Lubischer

Re: Orenco Woods Crossing appeal, CDP 1-06 (MOD 1)

In Planning Staff's 11-24-08 staff report, page 2, it states, "The owners of the affected property are Orenco Woods Crossing, LLC and Hillsboro Elks Lodge No. 1862, Inc." The record shows that the property involved (43 or so acres) is owned solely by Orenco Woods Crossing, LLC. The ownership information sheet submitted with the application, which may be found at Record page 1399, is incorrect.

Elks Lodge No. 1862 sold the property, including the McDonald House and its associated lot, to Venture Properties on 9-24-07 (See Record pages 1109 – 1119). It was subsequently transferred / sold to Orenco Woods Crossing, LLC. On 10-11-07 (See Record pages 1493 – 1501).

I would ask that the City Council be specifically made aware of this when determining if any conflict of interest among the Council is entertained at the appeal hearing. Thanks.

Jim Lubischer

Sales History for the Orenco Woods Golf Course property.

	Seller	Buyer	Price	Property
02-16-07	Elks Lodge No. 1862	Elks Lodge No. 1862	$0.00	Division into two lots
09-24-07	Elks Lodge No. 1862 (R 1109 – 1119)	Venture Properties, Inc.	$15,390,000	43.19 acres + 11.36 acres
10-08-07	Venture Properties, Inc.	City of Hillsboro	$2,107,500	11.399 acres in SW corner
10-11-07	Venture Properties, Inc. (R 1493 – 1501)	Orenco Woods Crossing, LLC.	$1.00	43.234 acres

U.S. Bank National Association ("beneficiary") and U.S. Bank Trust Company, National Association ("trustee") carry a Line of Credit involving this property with Venture Properties, Inc. (See Record pages 111-137)

3B

CITY OF HILLSBORO

A complete copy of the records is available in the City Recorder's office.

November 24, 2008

STAFF REPORT

TO: City Council

FROM: Planning Department

RE: Appeal of Denial of Orenco Woods Crossing Concept Development Plan Modification Case File No. CDP 1-06 (MOD 1)

REQUEST FOR APPEAL

On November 24, 2008, the City of Hillsboro received an appeal of the Planning Commission's November 14th denial of a proposed modification to the southeast corner of the Orenco Wood Crossing Concept Development Plan (CDP). The appellant is Orenco Woods Crossing, LLC.

The approved Concept Development Plan for Orenco Woods Crossing includes: 147 detached single family residential lots, 105 attached single family residential lots, a five acres of public park land, natural resource and open space tracts, public and private infrastructure, public and private streets and alleys, preservation of the existing cultural resource (the McDonald House), and improvements along NW Cornelius Pass Road and NW Quatama Road.

The southeast corner of the Orenco Woods Crossing site is approximately 4.94 acres in area. The approved Concept Development Plan layout for the southeast corner of the site, that is proposed to revised, includes 26 detached single family residential lots and 40 attached single family residential lots. The proposed revision for this corner includes 64 residential condominium units, a maximum of 1.94 acres for neighborhood commercial uses and a maximum of 1.07 acres for other employment uses.

The subject site being modified is generally located north of NW Quatama Road, east of NW 225th Avenue, west of NW Cornelius Pass Road, and south of a portion of the Westside Light Rail line. The site is specifically identified as a portion of Tax Lot 3400 on Washington County Assessor's Tax Map 1N2-35.

The applicant for the modification to the Concept Development Plan is Orenco Woods Crossing, LLC represented by Venture Properties, Inc. The owners of the affected property are Orenco Woods Crossing, LLC and Hillsboro Elks Lodge No. 1862, Inc.

CONCEPT DEVELOPMENT PLAN APPLICABLE ZONING ORDINANCE STANDARDS

Section 136.II.H defines the SCR-V zone as follows:

> H. Station Community Residential – Village (SCR-V)
>
> The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.

CONCEPT DEVELOPMENT PLAN APPROVAL CRITERIA

Zoning Ordinance No. 1945, Section 136 Station Community Planning Areas Subsection VII (B) specifies the review standards for a Concept Development Plan as follows:

> B. Development Review - SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District
>
> 1. Purpose. It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA district so that larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:

a. Promote flexibility in design and permit diversification in location of structures and infrastructure improvements consistent with the intent of the applicable SCPA district;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;

d. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;

e. Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

f. Provide greater compatibility with surrounding land uses than what may occur with a conventional project; and

g. In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial development and other opportunities for employment in a manner that achieves the intent and purpose of the District.

2. General Provisions. Development Review within the SCR-V District shall be accomplished through the Concept Development process as provided in this subsection. Any phased development over thirty (30) acres within any SCPA commercial, industrial or institutional district shall be accomplished through the Concept Development process as provided in this subsection. At the election of the applicant, a commercial, industrial or institutional project of any size, that is <u>not</u> going to be accomplished in phases may chose to take advantage of the Concept Development Plan in order to ensure an efficient processing of the application, or may proceed directly through the abbreviated Detailed Development Plan review process as provided in this subsection. An applicant shall request development approval in the following manner:

a. An applicant proposing a single phase project of less than thirty (30) acres shall file an application for Detailed and Final Development Plan review as provided for in this subsection.

b. An applicant proposing to construct a development project over time and in more than one phase (a "phased project")

shall file an application for Concept Development Plan approval for the entire project area identified for development. Following Concept Development Plan approval, the applicant shall file applications for Detailed Development Plan and Final Development Plan approvals for each phase of the project in accordance with the approved Concept Development Plan and any conditions attached thereto; except that an applicant proposing a multi-phase project may request Detailed Development Plan approval for the initial phase or phases of the project concurrent with the application for Concept Development Plan approval.

c. [This subsection is applicable only within PUDs approved prior to adoption of a SCPA District designation.]

d. Except as provided in paragraph e., below, an applicant for Concept Development Plan approval may propose one or more alternative development or design elements for all and/or specific areas within the plan boundaries which supersede corresponding development regulations or design standards set forth in Sections 137 through 142. Such alternative elements shall be clearly and specifically identified within the plan submittals, and shall include an explanation and/or drawings justifying and substantiating the need for a variance from the standards of Sections 137 through 142.

e. Notwithstanding paragraph d., above, no alternative development or design element shall be allowed to replace the development regulations and design standards of Sections 137 through 142 that would propose to vary or make an exception from:

(1) The minimum floor area ratio;

(2) The minimum or maximum residential density;

(3) The minimum usable open space;

(4) The street and alley performance standards contained in Section 137.XVI;

(5) Any provision that would eliminate or effectively eliminate the required mix of residential, commercial and employment uses within the SCR-V District;

(6) To allow surface parking or loading areas between a major pedestrian route and an adjacent building, except as specifically provided in Sections 137 through 142;

(7) To allow off-street surface parking lots, or commercial service or loading areas outside the public right-of-way to be located or temporarily located or expanded adjacent to, cater-cornered or across the street from a light rail station site;

(8) The requirement for pedestrian-related office, service or retail uses on the ground floor of parking structures;

(9) The minimum access requirements; and

(10) The requirements of Section 138.XII.C., Streetscape Design Standards.

f. The Planning Commission may authorize a proposed alternative development or design provision only if it finds that the proposed standard meets the criteria set forth in Section 136.X.B.3., Variances and the intent of the district.

g. Subsequent to Concept Development Plan approval, an applicant may request additional Variances under the provisions of Section 136.X., Variances, except that the provisions of paragraph e. of this subsection, above, shall apply; and no Variance to any condition of approval imposed by the Planning Commission shall be allowed except by action of the Planning Commission.

3. Concept Development Plan Review Procedures. An application filed for a Concept Development Plan review shall be reviewed in accordance with the following procedures:

a. Initiation of Concept Development Plan Review. An application for Concept Development Plan review may be initiated only upon application by the record owner of the property, a contract or earnest money purchaser, or an agent authorized by the property owner in writing. Where there is more than one owner, the application shall be filed and signed by all owners having a record interest in the property within which the project is proposed. If the development involves the subdivision or partitioning of land, the applicant may request review of its subdivision or partitioning application concurrent with Concept Development Plan review or defer such review until the time of Detailed Development Plan review.

b. Concept Development Plan Submittal: Existing Conditions. [This subsection concerns requirements for materials to be submitted in the application].

4. Concept Development Plan Submittal: Development Information. The following information also shall be shown on the Concept Development Plan at a minimum scale of one inch equals one hundred feet (1"=100') and may include multiple sheets provided a single sheet depicting the entire plan area at greater scale is included with the submittal:

   a. A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during Detailed Development Plan review.

   b. The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian accessways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within 250 feet of the site. The map shall identify existing subdivisions and development and un-subdivided or un-partitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle accessways and utilities within 250 feet may be extended to and/or through the proposed development.

   c. The approximate projected location, acreage, type and density of the proposed development.

      For all projects within a SCR-V District and for residential projects within the SCRP District, this information shall be provided so as to identify these factors for all residential and non-residential development, by type. For purposes of residential phases of development, the applicant shall identify for each phase (1) the minimum and maximum number of housing units to be provided, by housing type; (2) the overall minimum number of housing units to be provided; and (3) the minimum and maximum lot sizes by housing type.

   d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development. At the option of the applicant, this requirement may be delayed until submittal of the Detailed

Development Plan, but in that case the Planning Commission shall give public notice of and hold a Hearing on this aspect of the development proposal.

e. The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

5. Concept Development Plan: Narrative Statement. A Concept Development Plan shall include a narrative statement addressing the following:

a. A description and approximate location of each proposed phase of development. Unless otherwise authorized by the Planning Commission, a phased development may not exceed five (5) years between commencement of development on the first and final phases. If this time expires before completion of the project, the project is subject to reauthorization under the procedures then in place for similar development projects within SCPAs. However, provided that at least one phase of the approved Concept Development Plan proceeds into final construction and is completed at least every eighteen (18) months, the expiration date shall automatically be extended for another eighteen (18) months.

b. An explanation of how the proposed development is consistent with the purposes of this Section and the intent of the appropriate SCPA district.

c. A traffic impact analysis as specified in Section 137.XVI.B.2. Upon the request of the applicant and with the City Engineer's concurrence, the Planning Commission may limit this requirement to the specific phase under review upon a determination that some or all of such information is not necessary to evaluate the Concept Development Plan properly; in which case additional traffic impact analysis shall be required to be submitted during the Detailed Development Plan review phase of this process for all future phases of the development project. Any such future development phase traffic impact analysis report(s) are subject to review either through a public hearing or administrative process that includes the opportunity for review by affected agencies and interested parties, and the future development proposal is

subject to imposition of appropriate conditions on that phase of the development project to mitigate identified traffic impacts of the proposed development.

d. A statement describing the impacts of the proposed development on natural resources and on any resources contained in the City's Inventory of Cultural Resources, that is within the proposed site.

6. Concept Development Plan Approval.

a. Notice of the public hearing on the Concept Development Plan before the Planning Commission shall be made in accordance with the procedures contained in Section 116 (1).

b. The Planning Commission shall approve an application for Concept Development Plan approval only upon finding that the following approval criteria are met:

(1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district;

(2) That the phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and

(3) That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138.

c. The Planning Commission may authorize and impose some or all of an applicant's proposed alternative development or design elements pursuant to the provisions of subsection VII.B.2.d. of this section.

d. The Planning Commission may impose such conditions as it deems necessary to ensure compliance with these elements and other applicable standards in Sections 137 through 142 of this Ordinance.

e. Concept Development Plan approval shall constitute approval in principle for the proposed phased development; provided, however, that Concept Development Plan approval shall be binding as to the following particulars:

(1) Minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole;

(2) Approximate location and type of permitted uses; and

(3) Consistency with the purposes identified in this section.

f. Concept Development Plan approval shall give the applicant the right to proceed with the filing of applications for Detailed Development Plan approval in a manner consistent with the approved Concept Development Plan, subject to compliance with the provisions of this subsection, all applicable requirements in Sections 136 through 142 of this Ordinance, all other applicable City ordinances and regulations, and such conditions of approval as the Planning Commission has attached to the Concept Development Plan approval. An application for Detailed Development Plan approval of the first phase of the Concept Development Plan shall be filed not more than eighteen (18) months following the date of a final decision approving the Concept Development Plan.

In addition to these criteria, Zoning Ordinance Section 137, Table 1.h sets forth the general standards for development in the SCR-V zone. A copy of the table is attached for the Councilors' reference.

TESTIMONY

The following items have been submitted in response to this appeal and are attached for the City Council's review:

1. Letter from Mark David, titled "Orenco Woods Crossing", received November 24, 2008.

2. Letter from Orenco Neighborhood Organization, titled "Planning Commission's denial of CDP 1-06 (MOD 1), a "Modification" of the Orenco Woods Crossing Concept Development Plan", received November 24, 2008.

COUNCIL PROCEDURES FOR PUBLIC HEARING ON APPEAL

At their regular meeting of November 4, 2008, the Hillsboro City Council set an appeal hearing date prior to a decision being rendered by the Planning Commission. Regardless of the Planning Commission's decision, the City anticipated an appeal of that decision. Pursuant to state law ORS 227.178, the City of Hillsboro has 120 days from the date an application is deemed complete to issue a final action. In order to address the time constraints imposed by state law, the City Council

preemptively set the appeal hearing date as December 2, 2008 and also a special meeting date of December 15, 2008.

On November 4th the City Council determined that the public hearing on this matter would be "de novo". The de novo hearing allows any party to testify and the submittal of new evidence or testimony directed towards the Concept Development Plan modification. The Council also set time limits for receipt of testimony at the hearing as follows:

- Up to 20 minutes for the appellant's initial presentation;
- Up to 3 minutes per individual supporting the appeal;
- Up to 20 minutes for all organized groups opposing the appeal;
- Up to 3 minutes per individual opposing the appeal;
- Up to 15 minutes for appellants' rebuttal and response.

Currently, the 120 day time frame for this application will end on December 16, 2008. Attached is a letter from the applicant's representative extending the 120 day time frame to that date. The previous 120 day deadline was December 13th. This extension will allow the completion of both the first hearing on December 2nd and the adoption of the final order on December 15th.

PLANNING COMMISSION RECORD

The Record of the Planning Commission's approval of the Orenco Woods Crossing Concept Development Plan is attached for the Council Members' review. The Record is extensive, and begins with a Table of Contents for the Councilors' reference. Individual exhibits are separated by colored pages with exhibit numbers. Individual items of testimony are listed under each exhibit heading.

COUNCIL DECISION OPTIONS

Following the hearing, the Council will have three decision options:

1. Endorsement without modification - uphold the denial of the Concept Development Plan modification by endorsing the Planning Commission's decision, including the findings as adopted by the Planning Commission. If this option is selected, the Council should direct Planning staff to prepare a draft Order confirming their decision and adopting the Planning Commission's findings as their own.

2. Endorsement with modification - uphold the denial of the Concept Development Plan modification, and modify the findings adopted by the

Planning Commission. If this option is selected, the Council should direct the Planning staff to prepare a draft Order and the City Attorney or her designee to draft the necessary supplemental findings supporting the Council's decision. The supplemental findings should be reviewed by the City Attorney.

3. Reversal - reverse the Planning Commission's decision and approve the proposed Concept Development Plan modification with new findings supporting approval. If this option is selected, the Council should direct staff to prepare a draft Order reversing the Planning Commission's decision. The necessary new conditions should be prepared by Planning staff and the necessary new findings supporting the Council's decision should be prepared by the appellants and/or City Attorney.

RECOMMENDATION

As mentioned above, the "120 day rule" refers to state statute which requires the City to issue a final action 120 days from the date an application is deemed complete. This places a constraint on the amount of time for completion of the appeal process. The following is a brief timeline that elaborates:

November 4
City Council sets a date of December 2nd for a de novo appeal hearing

November 12
Send out notice of City Council appeal, 20 days prior

November 12
Planning Commission hearing, deliberation, and tentative vote

November 14
Planning Commission final vote and adoption of resolution and findings

November 25
City Council staff report and record prepared

December 1
Planning Commission appeal deadline

December 2
City Council de novo appeal hearing, receive testimony, deliberation, tentative vote

December 15
City Council special meeting, final vote, adoption of resolution and findings

December 16
120 day deadline for the City to issue a final action

Whether the decision on December 2, 2008 is to reverse the Planning Commission's decision or to uphold the Planning Commission's decision with or without modification, the decision should be tentative. The City Council decision should be in the form of a motion directing the Planning staff (and the City Attorney and/or the appellant as necessary) to prepare, respectively, the appropriate Order, and supplemental or entirely new findings. On December 15, 2008 the Planning staff would return to the Council with a draft Order for a formal decision and adoption.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Attachments:
Zoning Ordinance Section 137, Table 1.h
Venture Properties Land Use Appeal Application
Venture Properties Extension of 120 Days
Letter from Mark David, titled "Orenco Woods Crossing", received November 24, 2008.
Letter from Orenco Neighborhood Organization, titled "Planning Commission's denial of CDP 1-06 (MOD 1), a "Modification" of the Orenco Woods Crossing Concept Development Plan", received November 24, 2008.
Planning Commission Record of Decision

Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
1.	MINIMUM LOT SIZE	2,000 square feet for a single family detached dwelling without an ancillary dwelling unit; 4,500 square feet for a duplex or a single family detached dwelling with a detached ancillary dwelling unit; or 3,200 square feet for a detached single family dwelling with an attached ancillary dwelling unit. None for other use types.		
2.	MINIMUM LOT WIDTH	None		
3.	MINIMUM LOT DEPTH	None		
4.	RESIDENTIAL DENSITY:			
a.	MINIMUM	24 dwelling units per net acre	15 dwelling units per net acre	7 dwelling units per net acre
b.	MINIMUM/MAXIMUM ADJACENT TO ESTABLISHED RESIDENTIAL NEIGHBORHOODS	See Section 137.V.		
c.	MAXIMUM	None	60 dwelling units per net acre	45 dwelling units per net acre
5.	ANCILLARY DWELLING UNITS	Allowed See Section 137		
6.	MINIMUM FLOOR AREA RATIO	For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75		
7.	NON-RESIDENTIAL DENSITY OBJECTIVE	Target employment density within the District is 45 persons per net acre		
8.	MINIMUM SETBACK FROM STREETS AND ALLEYS	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 feet or less, or 19 feet or more, measured to the garage door.		
9.	MAXIMUM SETBACK FROM STREETS AND ALLEYS	Front: Mid-Rise Apartments: 15 feet Front: Multi-Family and Garden Apartments: 15 feet Front: Rowhouses and Townhouses: 13 feet Front: Single family detached and duplexes: 19 feet Side (all housing types): None Commercial development in the SCR-V shall comply with the setback requirements for the SCC-SC District.		
10.	VISION CLEARANCE (STREET & ALLEY INTERSECTIONS)	See Section 137.IX.		
11.	MINIMUM BUILDING HEIGHT	2 stories within 800 feet of a LRT station, otherwise 1 story. See also 137.X	1 story	
12.	MAXIMUM BUILDING HEIGHT	3 stories		
13.	MINIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3		
14.	MAXIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3		
15.	MINIMUM USABLE OPEN SPACE	See Section 137.XII.		
16.	MINIMUM LANDSCAPING	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.		
17.	MIXED USE BUILDINGS	Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor. See also Sections 137.V. and XIV. for requirements in mid-rise apartments for commercial use.		
18.	SIDEWALKS	See Section 137.XV.		
19.	MINIMUM LOT FRONTAGE	None. All lots to be served by public or private streets or alleys.		
20.	OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. Up to 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.		

(Amended by Ord. Nos. 4921/6-00, 4930/7-00, and 5779/8-07.)

CITY OF HILLSBORO

Planning Department

150 East Main Street, Hillsboro, OR 97123
4th Floor • 503/681-6153
FAX 503/681-6245
www.ci.hillsboro.or.us

LAND USE APPEAL APPLICATION

Please print legibly using black/dark blue ink or type. Appellants are encouraged to review the submittal criteria and requirements on the following page prior to completing this application.

APPEAL OF CASE FILE NO.: (i.e.: PUD 1-05) CDP 1-06 (MOD 1)

Date of Decision: November 12, 2008 Decision-making Body: Planning Commission

APPELLANT(S) If more than one appellant, attach names with signatures and addresses on a separate sheet of paper.

Appellant(s) Name/Contact: Kelly Ritz

Business Name: Venture Properties, Inc. Phone Number: (503) 387-6702

Mailing Address: 4230 SW Galewood St., #100 City/State/Zip: Lake Oswego, Or 97035

Appellant's Signature: President Date: November 21, 2008

APPELLANT'S REPRESENTATIVE (if applicable)

Representative's Name/Contact: Carrie A. Richter

Business Name: Garvey Schubert Barer Phone Number: (503) 228-3939

Mailing Address: 121 SW Morrison ~~St.~~, 11th Floor City/State/Zip: Portland, Or 97204

Representative's Signature: Date: November 21, 2008

SITE DESCRIPTION

Tax Map #(s) 1N23500, 1N23500CA, 1N23500CB Tax Lot #(s) 3400, 100, 8200

Frontage Street or Address West of NW Cornelius Pass Road and North of NW Quatama Road

APPEAL HEARING REQUESTED Please check one of the following:

____ On the Record (No new testimony admissible.)

_X_ De Novo (New testimony admissible on all issues.)

____ Limited De Novo (New testimony limited to specified issues.)

REASON FOR REQUEST

Please attach a written statement responding to the applicable statements below:

The reason I wish to appeal is... See Attached Narrative

The decision is in error because...

The following provisions of the Hillsboro Comprehensive Plan goals or policies were/were not considered or were in error...

The following provisions of the Hillsboro Zoning and/or Subdivision Ordinance were/were not considered or were in error...

(For Office Use Only)

Appeal Accepted by Date 11/21/08

Fee(s) Paid 750.00 Receipt # 7803

CONTINUED ON PAGE 2

BEFORE THE HILLSBORO CITY COUNCIL

IN THE MATTER OF A REQUEST FOR A MODIFICATION TO THE CONCEPT DEVELOPMENT PLAN	CDP 1-06 (MOD 1) ORENCO WOODS CROSSING **NOTICE OF APPEAL**

Applicants hereby appeal the decision of the City of Hillsboro Planning Commission denying the request for modification of the Concept Development Plan (CDP) for Orenco Woods Crossing. Representatives of the applicant, Venture Properties Inc. ("Venture") appeared before said Commission through its representatives and are aggrieved by the decision of the Planning Commission dated November 12, 2008, which denied the proposed development of its property. Venture respectfully disagrees with the decision and request that the Council review the same.

The grounds for appeal include the following:

1) The Planning Commission erred in finding that the proposed modification is not consistent with the purposes of the SCR-V zone with respect to the creation of a vibrant, mixed use community.

2) The Planning Commission erred in requiring detailed architectural information for the proposed CDP modification when this detailed information is not required and will not be known until the DDP application.

3) The Planning Commission's application of the mixed use standards unduly restricts the project to a particular identification of and distribution of uses that is not prescribed by the HZO.

4) The particular uses and their mix can certainly be fully reviewed through the later proceeding DDP public hearing process.

5) The Planning Commission erred in failing to acknowledge that the conceptual range of uses that could be developed on the site provided adequate assurances that the limitations on Neighborhood Commercial and Other Employment Uses would be satisfied.

6) The Planning Commission incorrectly concluded that the original CDP approval limiting the number of residences set a cap of overall traffic that could be generated from the site in perpetuity and they could never be subsequently altered through the CDP modification process.

7) The Planning Commission erred in concluding that the applicant failed to consider and mitigate the transportation impacts from the modification to pedestrians and bicycles in the area west of the site adequately.

The Council review this matter has already been set as a de novo item.

A check in the amount of $750, which is half of the $1,500 CDP modification application fee is enclosed with this appeal.

Dated this 21 day of November, 2008.

Edward J. Sullivan
Carrie Richter
Of Attorneys for Applicant

PDX_DOCS:422341.1 [35264-00800]
11/21/08 1:31 PM

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GSBLAW.COM

GARVEY SCHUBERT BARER

Please reply to CARRIE A. RICHTER
crichter@gsblaw.com TEL EXT *3118*

November 21, 2008

HAND DELIVERED

Amber Ames, CMC, City Recorder, City of Hillsboro
Ruth Klein, City of Hillsboro Planning Office
150 E. Main Street, Fifth Floor
Hillsboro, Oregon 97123-4028

Re: File No. CDP 1-06 (MOD 1)

To Whom It May Concern

Enclosed please file a Notice of Appeal for the above-captioned case, together with our check in the amount of $750 payable to the City of Hillsboro for the filing fee.

Also, please note that with this letter, the applicant / appellant Venture Properties Inc. agrees to extend the 120 day clock an additional two days to December 16, 2008.

Sincerely,

GARVEY SCHUBERT BARER

By
Carrie A. Richter

CAR:jcl
Enclosures
cc: Kelly Ritz
Mimi Doukas

PDX_DOCS:422345.1 [35264-00800]
11/21/08

RECEIVED

NOV 24 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

November 22, 2008

To: Hillsboro City Council
Re: Orenco Woods Crossing

Please see letters dated 9-2-08 and 10-16-08 regarding compliance with the Hillsboro Comprehensive Plan. The commercial uses for this property are not authorized by the Comprehensive Plan which only shows residential areas.

Again, Article VI, Section 1. Conformance of Ordinance No. 2808 says that "The design of and improvements in subdivisions or partitions shall conform with the elements of the Comprehensive Plan for the City and with other applicable standards established by the Planning commission or City Council."

I believe this is important as the Hillsboro Zoning Ordinance Section 136 VII A 1 says that "Provisions of Ordinance No. 2808, Subdivisions, applies to all project proposals involving the subdivision or partitioning of existing properties."

I believe that this development must follow the Comprehensive Plan which shows only residential for this property.

Thank you,

Mark David

11-24-08

ORENCO NEIGHBORHOOD ORGANIZATION

Neighbors with a sense of Place and History

To: Hillsboro
City Council

Re: Planning Commission's denial of CDP 1-06 (MOD 1), a "Modification" of the Orenco Woods Crossing Concept Development Plan.

The Orenco Neighborhood Organization supports the Planning Commission's denial of CDP 1-06 (MOD 1), a "modification" of the Orenco Woods Crossing development because:

1) CDP 1-06 (MOD 1) DOES NOT MEET CDP APPROVAL CRITERION HILLSBORO ZONING ORDINANCE (HZO) SECTION 136 VII (B)(6)(b)(1) BECAUSE THE "MODIFICATION" FAILS TO FULFILL THE INTENT FOUND AT HZO SECTION 136 VII (B)(1)(f). THE "MODIFICATION" DOES NOT "PROVIDE GREATER COMPATIBILITY WITH SURROUNDING LAND USES THAN MAY OCCUR WITH A CONVENTIONAL PROJECT". CDP 1-06 (MOD 1) IS ALSO CONTRARY TO THE GOAL AND PURPOSE STATEMENTS FOUND IN HILLSBORO COMPREHENSIVE PLAN (HCP) SECTION 6 (I)(A), HCP SECTION 6 (III)(C)(2), AND HZO SECTION 140 II (B).

Pursuant to HZO Section 136 VII (B)(6)(b)(1), "The Planning Commission shall approve an application[1] for Concept Development Plan approval only upon finding...(1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district." Planning staff noticed[2] HZO Section 136 VII (B)(1)(f) as an applicable regulation. Pursuant to HZO Section 136 VII (B)(1)(f) "...these [development] review procedures are intended to...f) Provide greater compatibility with surrounding land uses that what may occur with a conventional project..."

The Orenco Townsite Conservation District is one of several "surrounding land uses". Orenco borders the Orenco Woods Crossing development on the west. The City recognizes the Orenco Townsite as having special historic significance and has codified this recognition in HZO Section 140.

[1] CDP 1-06 (MOD 1) is a "modification" request to the previously approved CDP 1-06. The HZO contains no process for modifying a previously approved CDP but does contain inferences that a modification is not forbidden. Since there is no process for modifying a CDP, a "modification" is to follow all the rules as for a new CDP. (Please see Lubischer's 10-29-08 letter titled "CDP MODIFICATION", including attachment at page 9-10; Please also see page 7, #17 of Lubischer's 10-2-08 letter titled "RESPONSE TO NEW TESTIMONY GIVEN 9-10-08".)

[2] August 20, 2008 "Notice of Public Hearing".

Pursuant to HZO Section 140 II (B), "The purpose of the regulations and standards applicable to the Orenco Townsite Conservation District is *to conserve the historical and cultural significance of the area of the original community of Orenco...*" (Italics added)

The additional traffic impact from the Orenco Woods Crossing "modification" is contrary to conserving "the historical and cultural significance of the area of the original community of Orenco...", therefore the "modification" is less compatible with a surrounding land use. The Planning Commission's denial of CDP 1-06 (MOD 1) is consistent with HZO Section 136 VII (B)(1)(f).

Intense development around Orenco in recent years has already adversely impacted the neighborhood. The Orenco Townsite Conservation District is becoming a traffic thoroughfare. A 2008 City of Hillsboro "Pedestrian Safety" study[3] determined that only 7% of the traffic on Dogwood arises from Orenco residents, and that 63% of the traffic on Dogwood comes from vehicles registered in areas farther than ½ mile from the boundaries of Orenco.

Traffic from the Orenco Woods Crossing development will further erode the historic character of the Townsite. When the Orenco Woods Crossing *residential* development was approved, the City showed some deference to HZO Section 140 II (B) by limiting the intensity of the expected development. The City did this by placing Residential Low and Residential Medium density Comprehensive Plan Map designations on the property, which limits the number of residential units to a maximum of 252. The traffic from the 252 residential units is estimated to be 2000[4] average daily trips. The *additional* commercial traffic from the "modification's" commercial uses is predicted to increase the total traffic to 4672[5] average daily trips. The "modification", which *adds* commercial uses to this development, circumvents the City's specific intent[6] to limit the impact from development on this property.

In prior hearings[7], and at LUBA[8], the applicant always claimed that they were only going to

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[3] "NW Dogwood Street Pedestrian Safety Concerns", especially see page 7.

[4] Applicant's December, 2005 "Traffic Impact Analysis Report" by Dunn Engineering, page 21, table 4. This is Attachment page 10 of Lubischer's 9-2-08 "TRAFFIC LETTER".

[5] Applicant's August, 2008 "Traffic Impact Analysis Report" by Dunn Engineering, page 1, line 41.

[6] Lubischer's 9-3-08 letter, titled "BROKEN PROMISE LETTER", pages 1-6 and Attachment pages 3-11.

[7] Lubischer's 9-3-08 letter, titled "BROKEN PROMISE LETTER", pages 5-6. These quotes can also be found in the transcripts of the 11-29-04 and 1-26-05 Planning Commission hearings which are in the record.

[8] Attachments "A-1" and "A-2" (Excerpt pages from LUBA Response Brief, pages 3 + 10)

do a residential development and that the Station Community Residential – Village (SCR-V) zoning was desired only to allow a greater degree of development review. Those claims were misleading. Instead of a traffic impact from an expected 252 residential units (2000[4] daily trips), the "modification" will result in a traffic impact roughly equivalent to 586 residential units (4672[5] daily trips). (Please note that this is not even a worst-case scenario.)

The current traffic on Orenco's Dogwood Street is 1138 average daily trips[9]. The previously approved *residential* component of the Orenco Woods Crossing development is estimated to add 450[10] average daily trips through Orenco, an increase of 40%. The proposed *commercial* traffic from the "modification" will add *another* 267[11] average daily trips onto Dogwood, an increase of another 23%. AM peak hour traffic is forecast to increase by 13%[12], PM peak hour traffic to increase by 9%[12]. Added traffic through Orenco is an adverse impact that is contrary to the purpose statement found in HZO Section 140 II (B), and makes the "modification" less compatible with the Orenco Townsite Conservation district.

Please note that these estimates *do not consider a worst-case traffic scenario, do not take into consideration the blockage that has been predicted for left turn traffic trying to exit at the Quatama access point, and do not consider the consequences if the access to Cornelius Pass Road is closed.*

The applicant's proposed commercial use mix is predicted to generate 2848 daily trips[13]. (The net traffic increase is 2672 because the "modification" reduces the residential units by 3[14].) Opponents presented a different mix of allowed[15] commercial uses, which would generate about

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[9] Applicant's 8/08 Traffic Impact Analysis, page 4, table 1.

[10] Applicant's December, 2005 "Traffic Impact Analysis Report", p 3, table 1. Attached to Lubischer's 10-15-08 "FACTS LETTER".

[11] The initial CDP with 252 residential units was estimated to have 2000[4] ADT, the proposed "modified" CDP is estimated to have 4,672[5] ADT. Therefore, the additional estimated traffic is 2,672 ADT. 10% of these 2,672 ADT are assumed[11a] to end up on 231st, therefore, 267 can be expected to travel through Orenco.

[11a] Figure No. 12, page 27, of Applicant's 8/08 Traffic Impact Analysis.

[12] 10-16-08 "Old Orenco Safety Audit", page 3, by Group MacKenzie, City traffic consultant.

[13] Applicant's August, 2008 "Traffic Impact Analysis Report" by Dunn Engineering, page 24, table 4.)

[14] 8-1-08 CDP Modification application, page 5, lines 11-12.

[15] Attachment "B-1,2" (E-mail from Ruth Klein affirming that the uses opponents proposed are permitted uses, contrary to applicant's assertion.)

4126 daily trips[16]. We submit that in trying to determine the effects on the surrounding neighborhoods and roadways a worst-case scenario be considered. The applicant has not presented a worst-case scenario. With higher traffic volumes generated by a different mix of commercial uses, the adverse affects to the Orenco Townsite Conservation District will be even greater than the applicant has estimated.

Blockage of the left turn at the site exit onto Quatama Road is predicted for the future. This blockage was predicted in a study[17] done December of 2005 when the expected development traffic was limited to 2000 trips per day. The proposed "modification" is forecast to add an additional 2672 trips per day.[11] A reasonable person can only conclude that this increase in traffic will exacerbate the predicted blockage at the Quatama exit point, causing more traffic to go through Orenco.[18]

In addition, Washington County reserves the right to close the access onto Cornelius Pass Road if future safety issues arise and cannot be corrected[19].

The 227th Street Bridge is the southern "gateway" to Orenco.[20] The City's traffic consultant calculates a 48% increase[21] in PM peak hour traffic across the 227th Street Bridge from the "modification's" commercial traffic. This will further increase the chance of a catastrophic head-on

[16] Lubischer's 9-2-08 "TRAFFIC LETTER", pages 3-4.

[17] 12-29-05 "Access Modification Request for Orenco Woods Crossing", page 10. This is Attachment page 16 of Lubischer's 9-2-08 "TRAFFIC LETTER"; Also see pages 6-7 of Lubischer's 9-2-08 "TRAFFIC LETTER"; and page 4, #6, of Lubischer's 10-29-08 letter titled "MORE FINAL RESPONSE TO 10-22-08 NEW EVIDENCE".

[18] Prior to the Planning Commission's denial of the "modification", a proposed Condition of Approval 9(e), Resolution No. 1683-P, provided for a right turn lane onto Quatama from the development site. This will encourage traffic to travel west through Orenco. Condition 9(e) states, "...Street B shall have a paved width of 36 feet within 125 feet of NW Quatama Road to allow adequate width for two southbound lanes at the NW Quatama Road approach..." (This is found in the Supplemental Staff report of 11-12-08) (Underline added.)

[19] Lubischer's 9-2-08 "TRAFFIC LETTER", pages 2-3, and attachments pages 1a and 1b.

[20] Attachment "C" (HZO Section 140, figure 3, Orenco Townsite Conservation District Map)

[21] 10-16-08 "Old Orenco Safety Audit", page 3, by Group MacKenzie, City traffic consultant. (The City's traffic consultant calculates that the "modification's" *commercial* component will add 52 peak PM hour trips to the already existing 109 peak PM hour volume on the roadway just north of the 227th Street Bridge. The project's *residential* component will add 47 peak PM hour trips and "in process" development will add 15 peak PM hour trips, so the total volume going across the Bridge will go from 109 to 223 peak PM hour trips.)

accident[22] at the 227th Street Bridge, which Washington County classifies as "functionally obsolete".[23] The bridge is woefully substandard[24] for its classification as a part of a "collector" street. Prior to the Planning Commission's denial of the "modification", a proposed Condition of Approval 8(j) required widening the approach to the bridge but would not improve the bridge at all. The widening of the approach to the bridge will encourage higher speeds before encountering the substandard bridge width[25]. Because of the topography at the turn, the initially proposed Condition of Approval 8(j) will not "ensure vehicles do not encroach on the other lane." [26] Increased safety concerns at the 227th Street Bridge makes the "modification" less compatible with "surrounding land uses".

Finally, the "modification" will increase the pressure of connecting the development directly to the streets of Orenco, which would effectively destroy Orenco.[27] This also makes the "modification" less compatible with "surrounding land uses".

To summarize: 1) The Orenco Townsite Conservation District is a "surrounding land use". 2) The purpose of the Orenco Townsite Conservation District, as found in HZO Section 140 II (B), is to "conserve the historical and cultural significance" of Orenco. 3) The City specifically limited the traffic impact of this development on the surrounding areas by placing a limit on the number of residential units allowed. 4) The "modification" increases traffic an *additional* 2672 trips per day, 267 of those are expected to travel across the 227th Street Bridge and through Orenco. 5) The traffic from the "modification" will adversely affect the Orenco Townsite Conservation District and will increase safety concerns at the 227th Street Bridge. These adverse effects make the "modification" less

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[22] Pages 4-6 and Attachment page 11 of Lubischer's 9-2-08 "TRAFFIC LETTER; Page 3, #4, of Lubischer's 10-29-08 letter titled "MORE FINAL RESPONSE TO 10-22-08 NEW EVIDENCE".

[23] 10-16-08 "Old Orenco Safety Audit", page 4, line 8, by Group MacKenzie, City traffic consultant.

[24] Pursuant to HZO Section 137 XVI B(a), the standard for a Minor Collector Street includes minimum lane widths of 10 feet, 5 foot sidewalks on both sides of the street and 6 foot bicycle lanes on both sides of the street. The 227th Street bridge roadway width at its narrowest is 19.5 feet; the bridge has no sidewalks, no bicycle lanes and no shoulders.

[25] 10-16-08 "Old Orenco Safety Audit", page 6, line 27, by Group MacKenzie, City traffic consultant. Also see paper copy of the Orenco Neighborhood Organization's 10-22-08 PowerPoint presentation. (Group Mackenzie measured "20 feet between the guardrails" (page 4, line 4 of their "Safety Audit") but the narrowest roadway width on the bridge is 19.5 feet.)

[26] 10-16-08 "Old Orenco Safety Audit", page 6, line 21, by Group MacKenzie, City traffic consultant.

[27] Pages 9-10, #21, of Lubischer's 10-2-08 letter titled "RESPONSE TO NEW TESTIMONY GIVEN 9-10-08".

compatible (see HZO Section 136 VII B.1.f) with surrounding land uses, specifically the Orenco Townsite Conservation District. The Planning Commission's denial of CDP 1-06 (MOD 1) is appropriate because the "modification" does not meet approval criterion HZO Section 136 VII (B)(6)(b)(1). In addition, CDP 1-06 (MOD 1) does not fulfill the goals found at HCP Section 6 I (A) and HCP Section 6 III (C)(2):

HCP Section 6 I (A)

"Section 6. Natural Resources, Open Space, Scenic and Historical Sites. (I) Goals. (A) Preserve, protect and maintain for present and future residents of Hillsboro and surrounding community open space, *historic sites* and structures." (Italics added)

HCP Section 6 III (C)(2)

"Station Community Planning Areas shall include policies and design and development standards *to preserve and enhance the character of historic neighborhoods such as downtown and the original Orenco community.*" (Italics added)

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2) CDP 1-06 (MOD 1) DOES NOT MEET THE CDP APPROVAL CRITERION FOUND AT HZO SECTION 136 VII (B)(6)(b)(1) BECAUSE THE "MODIFICATION" IS NOT CONSISTENT WITH THE INTENT OF THE STATION COMMUNITY RESIDENTIAL – VILLAGE ZONE, WHICH IS FOUND IN HZO SECTION 136 II (YY) AND HZO SECTION 136 II (H). THE "MODIFICATION" DOES NOT HELP CREATE A "SELF RELIANT NEIGHBORHOOD". THE "MODIFICATION" DOES NOT "FACILITATE NEIGHBORHOOD SELF-SUFFICIENCY AND SENSE OF COMMUNITY".

Pursuant to HZO Section 136 VII (B)(6)(b)(1),

> "The Planning Commission shall approve an application[28] for Concept Development Plan approval only upon finding...(1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district."

The "applicable SCPA district" is the Station Community Residential – Village (SCR-V) zone. The "modification" does not meet the intent of the SCR-V zone. HZO Section 136 II (YY)

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[28] CDP 1-06 (MOD 1) is a "modification" to the previously approved CDP 1-06. The HZO contains no process for modifying a previously approved CDP but does contain inferences that a modification is not forbidden. Since there is no process for modifying a CDP, a "modification" is to follow all the rules as for a new CDP. (Please see Lubischer's 10-29-08 letter titled "CDP MODIFICATION", including attachment at page 9-10; Please also see page 7, #17 of Lubischer's 10-2-08 letter titled "RESPONSE TO NEW TESTIMONY GIVEN 9-10-08.)

gives the definition of a Residential Village[29]. Section 136 II (H) gives the description of a Station Community Residential-Village zone[30]. Adding a strip-mall next to Cornelius Pass Road does not help create a Residential Village. A Residential Village, with appropriate commercial uses, can only be assured if the commercial uses are located *within* the development.

Pursuant to HZO Section 136 II (YY), "a residential village is a self-contained community where residents can live, work and recreate on a day-to-day basis without an over-reliance on the larger community or region...A residential community project includes ... *an organized site plan that facilitates neighborhood self-sufficiency and a sense of community.*" (Italics added.)

Pursuant to HZO Section 136 II (H), "A residential village incorporates a number of design, development and infrastructure *features indicative of a self-reliant neighborhood*;...a lively mix of neighborhood shopping and community services...and innovative and imaginative site planning..." (Italics added.)

Placing three acres of commercial development next to the Cornelius Pass Road arterial is not consistent with HZO Section 136 II (YY) and HZO Section 136 II (H). Locating the commercial area

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[29] **HZO Section 136 III (YY)** "Residential Village. As used in conjunction with the Station Community Residential Village District of this ordinance, a residential village is a self-contained community where residents can live, work and recreate on a day-to-day basis without an over-reliance on the larger community or region, as opposed to being a euphemism for a quaint or intentionally picturesque housing project. A residential village project includes all of the following: a range of housing types to fully integrate the community without a feeling of exclusivity; a variety of commercial and public services, parks and natural areas, employment opportunities, and other amenities found in a small community; an integrated pedestrian-sensitive, multi-modal street and alley system to make it easy to walk and travel to, from and throughout the community; and an organized site plan that *facilitates neighborhood self-sufficiency and a sense of community.*" (Italics added)

[30] **HZO Section 136 II (H)** "Station Community Residential-Village (SCR-V). The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a *self-reliant neighborhood*; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones." (Italics added)

next to a major thoroughfare will attract auto-centric businesses, not the type of commercial uses "indicative of a self-reliant neighborhood" that were intended for a Station Community Residential – Village. The proposed location does not facilitate neighborhood self-sufficiency and sense of community as intended for a development in a Station Community Residential – Village zone.

CDP 1-06 (MOD 1) is in violation of CDP approval criterion HZO Section 136 VII (B)(6)(b)(1) because the "modification" is not consistent with the intent of the Station Community Residential – Village zone as found in HZO Section 136 II (YY) and HZO Section 136 II (H). The Planning Commission's denial is appropriate for this reason.

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3) "MODIFICATION" OF CDP 1-06 IS IMPERMISSIBLE BECAUSE CDP 1-06 WAS CONTINGENT UPON THE FULFILLMENT OF CONDITION OF APPROVAL #64, WHICH HAS BEEN IRREVERSIBLY VIOLATED ON TWO COUNTS. FURTHERMORE, IT IS NOT FEASIBLE TO SATISFY CONDITION #64 WITH FURTHER CONDITIONS OF APPROVAL BECAUSE CONDITION #64 CONTAINED TIME AND SEQUENCE SPECIFIC GUIDELINES. THESE ARE NOT HARMLESS ERRORS.[31,32]

The approval of CDP 1-06 (and the corresponding DDP) was contingent upon compliance with Condition of Approval #64[33], Ordinance No. 5633. Condition #64 contained two major issues, both of which have been irreversibly violated.

The first part of Condition #64 stipulates that an application nominating the McDonald House to the National Register of Historic Places be filed *within 60 days following the expiration of all appeals.* The last appeal filing was a "Motion for Reconsideration" to the Supreme Court[34] which was denied 11-21-07.[31] An application to nominate the historic McDonald House to the National

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[31] Lubischer's 9-2-08 letter, titled "COA LETTER", and Lubischer's 10-2-08 letter, titled "RESPONSE TO NEW TESTIMONY GIVEN 9-10-08", pages 1-3.

[32] Lubischer's 10-29-08 letter, titled "RESPONSE TO CONDITION #64 DISCUSSION ON 10-22-08".

[33] "Prior to final plat approval and **within 60 days following the expiration of all appeals**, applicant, Hillsboro Elks Lodge Number 1862, **shall** fund, file, and pursue in good faith an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director, including written

Register of Historic Places was received by the Oregon State Historic Preservation Office (SHPO) July 1st, 2008.[34] (Even then, the nomination was returned for "substantial rewriting with the understanding that the nomination would be resubmitted to the SHPO by November 1, 2008. As of 11-4-08, SHPO had still not received the revision.[35])

Condition #64 contains an explicit, unambiguous deadline for filing an application nominating the McDonald House to the National Register of Historic Places. Failure to comply with the deadline stipulated in Condition #64 is an irreversible failure. The applicant has claimed that this is a harmless error. This is not a harmless error, as the amount of land that is included with the House to provide appropriate historical context may be influenced during the nomination process[36]. By not timely submitting the application, the State Historic Preservation Office will be unable to provide recommendations regarding how much property should be left around the house in order to provide proper historical context. Harm is being done.

The second part of Condition #64 stipulates that,

> "Should the Elks wish to dispose of the McDonald House and the associated tract on which it is located, the City of Hillsboro shall have the right of first refusal for 120 days to acquire the property. Additionally, should the City acquire the McDonald House and its associated tract the Home Owners Assocation [sic] shall grant the City of Hillsboro the ability to purchase Tract HH."

The City of Hillsboro was not given the "right of first refusal" before the Elk's sold the Orenco Woods Golf Course property, including the McDonald House, its lot (0.5 acres), and the property that is to be Tract HH (0.8 acres adjacent to the McDonald House) to Venture

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acknowledgement of receipt of the application by the appropriate agency. This application shall not be withdrawn prior to completion of Orenco Woods. **Should the Elks wish to dispose of the McDonald House and the associated tract on which it is located, the City of Hillsboro shall have the right of first refusal for 120 days to acquire the property.** Additionally, should the City acquire the McDonald House and its associated tract the Home Owners Assocation [sic] shall grant the City of Hillsboro the ability to purchase Tract HH. Provisions for this mechanism shall be incorporated into the CC&Rs for the applicable phase and shall not be modified without consent of the City of Hillsboro." (Condition #64) (Emphasis added)

[34] Attachment "D" (Order denying Petition for Reconsideration)

[34] State Historic Preservation Office letter dated 8-6-08, which is Attachment "B" of Lubischer's 9-2-08 letter titled "COA LETTER".

[35] Attachment "E" (E-mail from State Historic Preservation Office)

[36] Attachment "F" (State Historic Preservation Office 11-10-08 e-mail re: land around the McDonald House)

Properties Inc.[37] The property was subsequently transferred[38] to Orenco Woods Crossing, LLC, which currently holds the title. US Bank National Association is the "beneficiary" in a "Line of Credit Instrument".[39] The McDonald House, the associated tract (0.5 acres) on which it is located and Tract HH (0.8 acres adjacent to the McDonald House) are included as collateral in that contract.

Approval of CDP 1-06 was contingent upon compliance with Condition of Approval #64. The applicant has failed to comply with the second part of Condition #64 and because a specific sequence was stipulated, that failure is irreversible. This is not a harmless error as the property is now being used as collateral in a loan from US Bank. Should there be default then the property will become the property of US Bank and possible purchase by the City will be jeopardized. "Modification" of an illegitimate CDP is inappropriate. We submit that denial of the "modification" is warranted because of the foregoing reasons.

In summary, the current land use proposal is to modify the previously approved CDP 1-06. Approval of CDP 1-06 was given contingent upon 72 Conditions of Approval, including Condition #64. Condition #64 has been irreversibly violated on two counts. Furthermore, it is not feasible to construct another Condition to ensure compliance with these issues because the first stipulates a specific deadline by which a deed (filing an application) was to have been accomplished, and the second stipulates a specific sequence (right of first refusal) which was violated. Both violations may cause harm. Allowing a modification of a Concept Development Plan which has irreversibly violated a Condition of Approval is not appropriate and should not be countenanced by approval of a "modification" to that CDP. HZO Sections 78-83 address "Conditional Uses" and HZO Section 83 (11) and (12) specifically discuss compliance with Conditions of Approval. HZO Section 136 VII (B)(11) allows the Planning Director to approve a Final Development plan only if it is fully conforming, including conformance with Conditions of Approval.

(Finally, in a memorandum[40] dated 11-5-08 the applicant's attorney states, "The City Attorney has advised the Planning Commission that this matter [regarding Condition #64] is beyond the scope of these modification proceedings." The Record, including audio tapes, does not support this assertion.)

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[37] Statutory Warranty Deed signed 9-24-2007. (See Lubischer's 9-2-08 letter titled "COA LETTER", attachment "C".)

[38] Statutory Bargain and Sale Deed signed 10-11-2007. (See CDP 1-06 (MOD 1) application, Exhibit "C".)

[39] "Line of Credit Instrument" between US BANK and Venture Properties, Inc. (Submitted with Lubischer's 10-29-08 letter titled "RESPONSE TO CONDITION #64 DISCUSSION ON 10-22-08."

[40] 11-5-08 memorandum from Counselor Edward Sullivan.

4) CDP 1-06 (MOD 1) IS NOT COMPLIANT WITH HZO SECTION 136 VII (B)(2)(a).

Pursuant to HZO Section 136 VII (B)(2)(a),

> "...applicant *shall* file an application for Concept Development Plan approval for the *entire* area identified for development. The Plan *shall* encompass the *entire parcel or contiguous parcel(s) proposed or available for current or ultimate development* by the applicant or any entities that are controlled, in whole or part, by the applicant..." (Italics added)

The Hillsboro Zoning Ordinance does not have specific process for "modification" of a previously approved Concept Development Plan.[41, 42] However, the Hillsboro Zoning Ordinance does contain several inferences that suggest a "modification" is not forbidden. Since there is no specified development review process for a "modification" of a previously approved CDP, the rules that apply to an initial Concept Development Plan application must be followed. One of those requirements is HZO Section 136 VII (B)(2)(a).

The original acreage involved was 55 or so acres. Of that, 11.36 acres was sold to the City for a neighborhood park and for the Rock Creek regional trail system. The applicant owns the remaining 43.19 acres. The 5 acres proposed to be "modified" is located in the SE corner of the property and is contiguous on its northern and western borders with the rest of the applicant's property which is planned for development. As such, pursuant to HZO Section 136 VII (B)(2)(a), all of the 43.19 acres must be included and all components considered in the "modified" Concept Development Plan. CDP 1-06 (MOD 1) is not compliant with HZO Section 136 VII (B)(2)(a), and the Planning Commission's denial is appropriate on this basis. (The Commission did error in limiting the discussion to just the SE corner "modification" for the above reason.)

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5) CDP 1-06 (MOD 1) IS NOT COMPLIANT WITH HZO SECTION 136 VII (B)(4)(d).

Pursuant to HZO Section 136 VII (B)(4)(d),

> "At the option of the applicant, submittal of detailed plans may be deferred to the Detailed Development Plan application. *However, in that case the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards* ..." (Italics added.)

[41] Lubischer's 10-29-08 letter titled "CDP MODIFICATION").
[42] Lubischer's 10-29-08 letter titled "MORE FINAL RESPONSE TO 10-22-08 NEW EVIDENCE", pages 1-2.

As discussed above, since the HZO does not contain process for modifying a previously approved CDP, the "modified" CDP application must follow the same rules as a new CDP application.[41,42] This includes compliance with HZO Section 136 VII (B)(4)(d).

The initial CDP "modification" application did contain building locations and dimensions; however, it did not contain "elevations, and building and landscaping materials palettes". In their 10-14-08 letter[43] the applicant modifies their "modification". They withdraw the building locations and dimensions they had submitted with CDP 1-06 (MOD 1), so that now the modified "modification" does not even contain "locations" or "dimensions" of expected buildings, as required by HZO Section 136 VII (B)(4)(d).

CDP 1-06 (MOD 1) is not compliant with HZO Section 136 VII B.4.d.. The Planning Commission's denial is appropriate on this basis.

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6) CDP 1-06 (MOD 1) CONTAINS A REQUEST TO CHANGE CONDITION OF APPROVAL #9 , ORDINANCE NO. 5633. THE CITY AMENDED THE HILLSBORO ZONING MAP WITH ORDINANCE NO. 5633, AND WE SUBMIT THAT ORDINANCE NO. 5633, INCLUDING ITS CONDITION OF APPROVAL #9, CANNOT BE MODIFIED IN THIS PROCEEDING. BECAUSE THE "MODIFICATION" VIOLATES CONDITION OF APPROVAL #9 OF ORDINANCE NO. 5633, DENIAL IS APPROPRIATE.

Condition of Approval #9[44], Ordinance No. 5633[45], stipulates a specific phasing sequence for development on this property. This Condition was placed by the City at the time the Station Community Residential – Village zoning was approved for this property. CDP 1-06 (MOD 1) requests to change the phasing sequence stipulated in Condition #9. We submit that the Planning Commission does not have the authority to change this zoning Condition of Approval

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[43] WRG's 10-14-08 letter.

[44] "Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeast side transitioning to the northwest side, with the final phase being located in the northwest corner in order to provide the ability for future purchase of parkland beyond the five acres described in Condition 3 should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications." (Condition of Approval #9, Ordinance No. 5633)

[45] Attachment "G" (Ordinance No. 5633)

in this proceeding and that the applicant must comply with Condition #9 as written.[46] We submit that the proper avenue to modify Condition #9 is for the zoning issue to be reopened, hearings held and the matter determined by the Planning and Zoning Hearings Board.

HZO Sections 78-83 address "Conditional Uses" and HZO Section 83 (11) and (12) specifically discuss compliance with Conditions of Approval. HZO Section 136 VII (B)(11) allows the Planning Director to approve a Final Development plan only if it is fully conforming, including conformance with Conditions of Approval.

The Planning Commission's denial of CDP 1-06 (MOD 1) is appropriate on this basis.

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7) CDP 1-06 (MOD 1) INITIALLY CONTAINED PROPOSED USES THAT EXCEED THE 10% NEIGHBORHOOD COMMERCIAL USE LIMIT. CDP 1-06 (MOD 1) THEREFORE VIOLATES HZO SECTION 137 II Table 1.h. #20 AND DENIAL IS APPROPRIATE.

In the applicant's initial application they specified 1.04 acres of "other employment" use, and proposed a daycare and office uses. Both of these uses are, according to the Hillsboro Zoning Ordinance, classified as "commercial" uses and as such fall under the category of "neighborhood commercial" uses as long as their scale is appropriate (see HZO Section 136 III.HH.). Therefore, the applicant has proposed neighborhood commercial uses that exceed the 10% maximum stipulated by HZO Section 137 II Table 1.h. #20. The applicant attempts to withdraw these proposed uses in their 10-14-08 letter but it is appropriate to consider their initial proposal as their traffic study is based on these uses. For details regarding this issue please see Lubischer's 10-29-08 letter titled "RESPONSE TO COUNSELOR SULLIVAN'S 10-22-08 MEMO AND TESTIMONY". Denial of CDP 1-06 (MOD 1) is appropriate because the "modification" violates HZO Section 137 II Table 1.h. #20.

8) CONCLUSION: For the foregoing reasons, the Orenco Neighborhood Organization respectfully requests that the City Council affirm the Planning Commission's denial of CDP 1-06 (MOD 1). The Orenco Neighborhood Organization thanks the Council for your consideration.

[46] Lubischer's 9-2-08 letter titled "PHASING LETTER", and Lubischer's 10-2-08 letter titled "RESPONSE TO NEW TESTIMONY GIVEN 9-10-08", page 3.

Attachments

Attachments "A-1" and "A-2" (Excerpt pages from LUBA Response Brief, pages 3 + 10)

Attachment "B-1,2" (E-mail from Ruth Klein affirming that the uses opponents proposed are permitted uses, contrary to applicant's assertion.)

Attachment "C" (HZO Section 140, figure 3, Orenco Townsite Conservation District Map)

Attachment "D" (Order denying Petition for Reconsideration)

Attachment "E" (E-mail from State Historic Preservation Office)

Attachment "F" (State Historic Preservation Office 11-10-08 e-mail re: land around the McDonald House)

Attachment "G" (Ordinance No. 5633)

ATTACHMENT A-1

change for property). R. 1427 – 1473. After the plan changes, the Planning Commission initiated the rezoning of the subject property to SCR-V. R. 2065.[12] The purpose of applying the SCR-V zoning, as opposed to standard residential zoning, is that the SCR-V zoning required more participatory site planning through the concept development plan/detailed development plan processes. See notes 2-5 and associated text. HZO §136(VII)(B)(2) requires Concept and Detailed Development Plan review for any project "within the SCR-V District" as opposed to less detailed development review under HZO §133.

An informal "concept development plan" (without commercial areas and including the intended residential/parklands/historic structure/open space land uses) was considered by the Planning Commission in recommending the plan change and initiating the zone change. R. 1693 – 1717 (commission resolution on plan change). It was the basis for Council directions in adopted findings on the plan change and conditions on the zone change. R. 1427 – 1473 (plan change ordinance); R. 463 – 466 (zone change ordinance); R. 1252 – 1258 (Hillsboro Planning and Zoning Hearings Board zone change findings and justification). Thus, the SCR-V zone was used to scrutinize the long-understood *residential* development contemplated for the subject site under the applicable *residential* plan categories. That residential development is consistent with the intent and purposes of the plan amendment and zoning of the site under ORS 197.829(1), as well as the language of the SCR-V zone itself.[13]

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[12] The City does not have required zoning districts to implement plan designations.

[13] Section 15 of the Hillsboro Comprehensive Plan sets out policies for station community planning areas, but does not require particular use mixes on individual sites. With respect to the Orenco area, the applicable policy (V)(A), states:

> The Orenco SCPA is designated as a "station community" in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts which allow the overall density targets to be achieved. Given the amount of vacant land available for intensive mixed use development to the north of the Orenco light rail station and strong high tech employment growth in the immediate vicinity, the Region 2040 density targets are achievable.

These employment "targets" are met through areas other than the subject site, which is not within the Orenco Station Community in any event. Any basis in the plan for the contention that the SCR-V zone must include mixed uses is undercut by this fact.

GARVEY SCHUBERT BARER
A PARTNERSHIP OF PROFESSIONAL CORPORATIONS
eleventh floor
121 s.w. morrison street
portland, oregon 97204-3141
(503) 228-3939

ATTACHMENT "A-2"

in the Plan on citizen involvement, housing, natural resources, open space, scenic and historical sites, public facilities and services and transportation.

The zoning was applied with conditions. The requirements in the Zoning Ordinance for the SCR-V zoning district, together with the specific conditions of rezoning imposed by Hillsboro Ordinance No. 5633, are the Council's application of the Hillsboro Comprehensive Plan to this property. The low density residential plan designation in the western part of the site is implemented by Conditions 9 and 10 of the rezoning (requiring phasing of development, larger lots along the border of the property). More importantly, the zoning regulations implementing the plan, specifically HZO 137V(B)(6) and 137 Table 1.h provide for allocating density over an entire site that is zoned SCR-V. Rec 22-23.

Those findings contained in Ordinance 5571 (plan amendment) established development parameters for the site; those parameters were predicated on a residential development. (R. 1427 *et seq.*) The plan amendments resulted in development directions to use a medium and low density combination of *residential* plan designations, to satisfy community concerns over density,[2] while at the same time initiating a zone change for the same area for an SCR-V zone, in order that there be public design control over the site.[3] The Council justified its decision that the site is "better suited" for the two residential plan designations and that residential uses were needed (the two criteria for plan amendments) in terms of the city's *residential* (rather than employment or commercial) development policies. R. 1435-43, 1457 and 1460. Discussion of schools (R. 1443-46) and transportation facilities (R. 1446-49 and 1990-93) were predicated exclusively on residential buildout. And in development directions to implement the residential portions of the plan amendment, the Council tied the proposed SCR-V zone to the Concept Development Plan / Detailed Development Plan ("CCP / DDP") process of site review, set a

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[2] R. 1432.

[3] R. 1458. As noted at R. 1434, the applicants for the plan amendment (the same parties that are Intervenor in this case), showed their residential layout to the Planning Commission, Council, Petitioner and other opponents from the very beginning of this process. At R. 1434, the Council reviewed the alternative zones that might be applied to this site if the plan amendment were approved, noted that the Planning Commission preferred the SCR-V zone and that this zone would allow the greatest scrutiny of design through the Concept Development Plan ("CDP") and Detailed Development Plan ("DDP") processes that were used in this case. *See also* Planning and Zoning Hearings Board Opinion 1599 at R. 1252-53 as to reasons why the SCR-V zone was requested by the Hillsboro Planning Commission, i.e., to subject the development to the CDP/DDP processes.

GARVEY SCHUBERT BARER
A PARTNERSHIP OF PROFESSIONAL CORPORATIONS
eleventh floor
121 s.w. morrison street

ATTACHMENT B p 1 of 2

ınne lubischer

From: Ruth Klein [ruthk@ci.hillsboro.or.us]
Sent: Wednesday, October 15, 2008 11:02 AM
To: anne lubischer
Subject: FW: Orenco Woods Crossing CDP 1-06 (MOD 1) and allowed uses from Lubischer

ello,

iis is a follow up to our conversation at the counter. Regarding Item #1, the examples that you have listed are permitted uses in the CR-V zone provided they meet any applicable conditions of approval and the Zoning Ordinance standards.

egarding Item #2, the Zoning Ordinance does not provide clarity regarding the definitions of "commercial uses" and "neighborhood mmercial" and the lack of a definition for "other employment uses" exacerbates the problem. I'm working with City staff to research s concern and provide all parties with direction.

egarding Item #3, I recognize how Item #2 can impact Item #3. Once some direction is obtained on Item #2 we will be able to visit Item #3 and provide some staff feedback.

ncerely,
ıth

---

om: anne lubischer [mailto:annejim1@verizon.net]
ent: Friday, September 26, 2008 6:48 AM
o: Ruth Klein
ubject: Orenco Woods Crossing CDP 1-06 (MOD 1) and allowed uses from Lubischer

-26-08

uth Klein,
illsboro Planning Department,

e: Orenco Woods Crossing, CDP 1-06 (MOD 1)

hree questions:

) At the 9-10-08 Planning Commission hearing the applicant stated that,

> "Some[1] of the examples that he [Dr. Lubischer] lines out are not actually even permitted in this, in the SCR-V zone."

he "examples" I used are found at page 3 of my 9-2-08 "Traffic Letter". The examples I used were a 2,000 sq. ft. onvenience market (open 24 hours), a 7,000 sq. ft. sit-down (high turnover) restaurant, a 3,000 sq. ft. fast-food restaurant vith drive-thru, and a convenience market with 4 gasoline pumps. I believe, pursuant to HZO Section 136.III.HH and IZO Section 136.III.I, these would all be permitted in a SCR-V zone.

Could you please let me know which of the above examples "are not actually even permitted" in the SCR-V zone?

) The applicant has suggested an 8,050 sq. ft. one level day-care use and a 9600 sq. ft. two level office use in the 1.04 cre "other employment" area. I believe that, pursuant to HZO Section 136.III.HH and HZO Section 136.III.I, day-care nd office uses are "commercial" uses and as such cannot be considered "other employment" uses. Is my interpretation orrect?

Finally, the 1.94 acres designated "commercial use" in the applicant's application is the maximum permitted pursuant HZO Section 137 II.Table 1.h. #20. (1.94 acres of 19.4 net acres = 10%.[2]) Therefore, if daycare and office uses are leed "commercial" uses, then does the total acreage of commercial use (1.94 acres + 1.04 acres) proposed by the plicant exceed the maximum allowed?

ıank you,
n Lubischer

The applicant does not specify which of the examples are not permitted.

Since we are limited to only considering the "modification" area, and cannot consider the whole CDP 1-06 it might be more propriate to consider the 1.94 acres in relationship to the area of the "modification" – which would mean that the proposed 1.94 res is some 39% of the total acreage in the area of "modification", less when net acreage is considered.

ATTACHMENT B
p2 of 2

Reserved

ATTACHMENT C-1 of 1

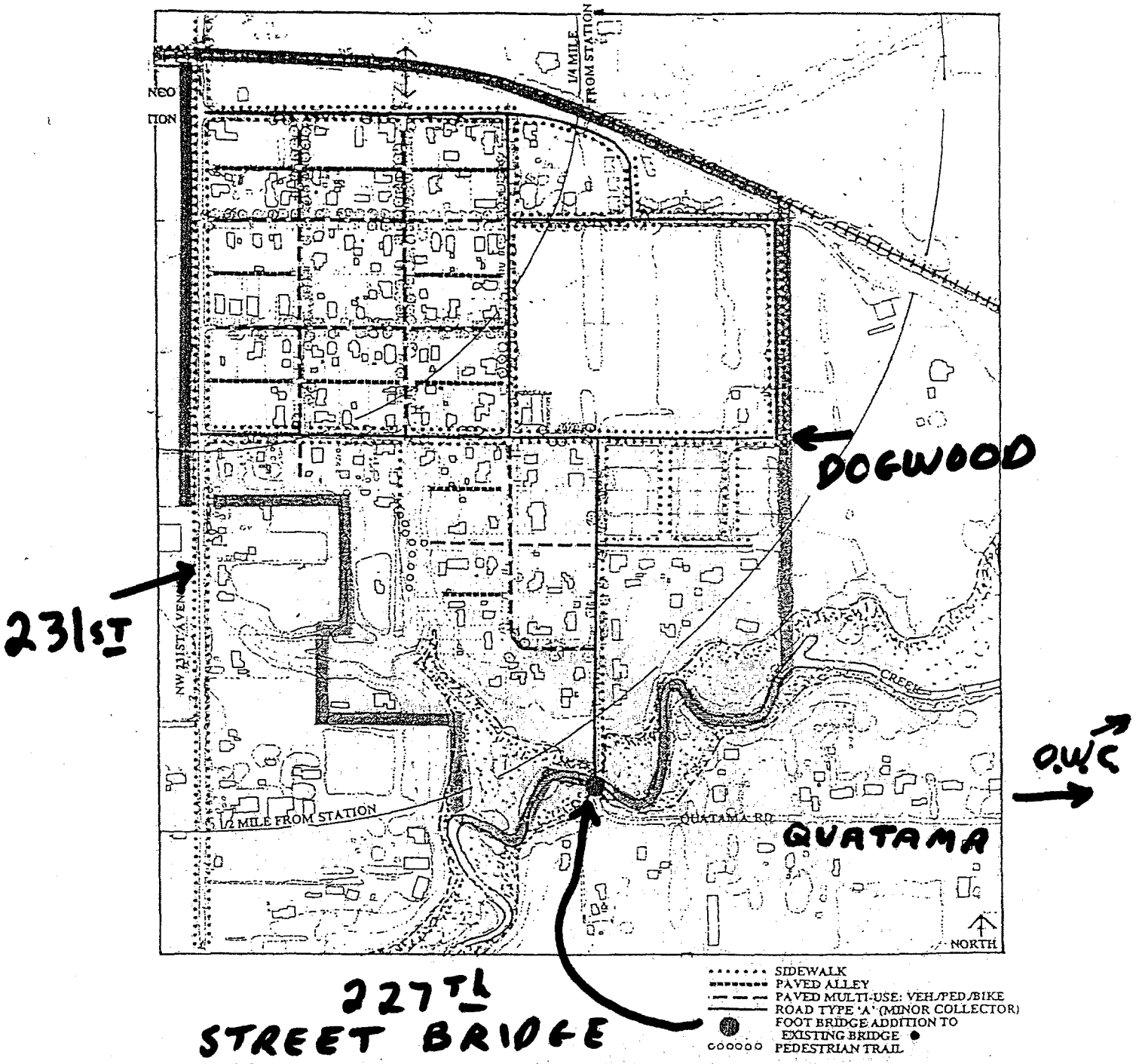

Figure 3: Pedestrian Circulation Plan

SCR-OTC DISTRICT
Orenco Station Community Planning Area

Amended by Ord. No. 5591/1-06)

ODRC

ATTACHMENT "D"

IN THE SUPREME COURT OF THE STATE OF OREGON

JAMES T. LUBISCHER,
Petitioner, Petitioner on Review,

v.

CITY OF HILLSBORO and VENTURE PROPERTIES, INC.,
Respondents, Respondents on Review.

Oregon Court of Appeals No. A134443

Oregon Supreme Court No. S054771

ORDER DENYING PETITION FOR RECONSIDERATION

Upon consideration by the court.

The court has considered the petition for reconsideration and orders that it be denied.

November 21, 2007
DATE

CHIEF JUSTICE

c: Pamela J Beery
Edward J Sullivan
James T Lubischer

jk

THE EXPIRATION DATE OF ALL APPEALS (60-90 DAYS FOLLOWING 11-21-2007) IS NO LATER THAN 2-21-08.

ATTACHMENT "E"

anne lubischer

From: Cara Kaser [Cara.Kaser@state.or.us]
Sent: Tuesday, November 04, 2008 7:47 AM
To: anne lubischer
Subject: Re: Hillsboro's McDonald House application

Hi Jim,

As of this morning (Nov. 4), I have not received a revised National Register nomination for the McDonald House in Hillsboro.

Regards,

Cara

Cara Kaser
Architectural Historian
National Register Program
State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, Oregon 97301
Tel: (503) 986-0784
Fax: (503) 986-0793
cara.kaser@state.or.us
www.oregonheritage.org

>>> [redacted]lubischer" [redacted] 11/3/2008 6:03 PM >>>
Ms. Kaser, Have you received the revised nomination application for Hillsboro's McDonald House? I believe the deadline set by SHPO was November 1st, which would make Monday, November 3rd the deadline. It is now 6 PM, Monday, November 3rd. Thank you, Jim Lubischer.

ATTACHMENT "F"

anne lubischer

From: Cara Kaser [Cara.Kaser@state.or.us]
Sent: Monday, November 10, 2008 8:56 AM
To: anne lubischer
Subject: Re: Hillsboro's Historic McDonald House

Hi Jim,

Yes -- I do give advice about how much of a property to nominate for a National Register nomination. In general, the boundaries of a property being nominating need to be defined in Section 10 of the nomination -- usually this is done by citing the addition, block, and lot number or tax lot number of the property. The second part of Section 10, however, is justifying the reasons the boundary was chosen. In using a block, lot, or tax lot number, usually these properties have been historically associated with the house.

In the case of those buildings whose tax lot boundaries are not easily justifiable, for example, a house on a large piece of property, then other boundaries will need to be created or justified. This can be through a number ways including historic landscaping, circulation features like driveway, etc., other outbuildings like a garage or barn, etc. Other times, I recommend that the building is the boundary itself -- meaning the footprint of the building -- especially where another boundary is not easily discernable or defendable.

Keep in mind that the National Register highly discourages "buffer zones" around buildings that are nominated. Nominations that do include excess area where boundaries are not clearly significantly associated with the nominated house may not be listed.

I'd be happy to look at any boundaries proposed for the McDonald House and to answer any other questions.

Regards,

Cara

Cara Kaser
Architectural Historian
National Register Program
State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, Oregon 97301
Tel: (503) 986-0784
Fax: (503) 986-0793
cara.kaser@state.or.us
www.oregonheritage.org

>>> "[redacted] lubischer" [redacted] 11/10/2008 6:35 AM >>>
Ms. Kaser, In your evaluation of a structure for inclusion on the National Register of Historic Places do you ever give advice regarding how much property would be appropriate to include around the structure, say in order to provide appropriate historical context? Thanks for your help. Jim Lubischer

ATTACHMENT "G"

ORD. # 5633

ORDINANCE NO. 5633

ZC 18-05: ORENCO WOODS CROSSING

4 PAGES

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP, A PORTION OF HILLSBORO ZONING ORDINANCE NO. 1945, AS AMENDED, BY CHANGING THE ZONING OF TRACTS OF PROPERTY FROM COUNTY INSTITUTIONAL TO CITY SCR-V STATION COMMUNITY RESIDENTIAL - VILLAGE.

WHEREAS, certain tracts of land described herein have been annexed to the City of Hillsboro, and

WHEREAS, rezoning of annexed tracts of land from a County zone to a City zone prevents code enforcement problems associated with the City attempting to administer the land use laws of Washington County, and

WHEREAS, the City of Hillsboro Planning Commission approved Resolution No. 1533-P on November 30, 2005, initiating the zone change on the recently annexed property described below, and

WHEREAS, the City of Hillsboro Planning and Zoning Hearings Board held a public hearing on the proposed zone change on February 16, 2003, and voted to recommend to the City Council that the subject zone change be granted, based on the findings adopted by the Board as Opinion No. 1599, dated March 20, 2006, and

WHEREAS, the City Council hereby adopts the findings of the Planning and Zoning Hearings Board as its own in regard to this matter, and

WHEREAS, based on those findings, the City Council hereby determines that the zone change conforms with the Hillsboro Comprehensive Plan and Zoning Ordinance, and the particular zone recommended is the best suited for the subject site.

NOW, THEREFORE, THE CITY OF HILLSBORO DOES ORDAIN AS FOLLOWS:

Section 1. The following described tracts of land are hereby rezoned from County Institutional to City SCR-V Station Community Residential - Village:

Tax Lots 3400 and 6600 on Washington County Tax Map 1N2-35, Section 35, Township 1 North, Range 2 West, Willamette Meridian, on record as of December 19, 2005, a copy of which is attached hereto and thereby made a part of this Ordinance.

Section 2. Approval of this zone change is subject to the following conditions:

1) The developer shall apply for and receive Concept Development Plan (CDP) / Detailed Development Plan (DDP) approval as part of development and site review for the subject property.

2) Within the Concept Development Plan / Detailed Development Plan applications, the developer shall provide the following:

a) Information on how the Historic McDonald House has been provided protection as a cultural resource under HZO Section 132;

b) Information verifying that funding has been dedicated to an application to place the McDonald House on the National Register of Historic Places, and the status of the application. The developer and owner of the property shall follow the advice and conditions provided by the State Historic Preservation Office and shall make a good-faith effort in filing the application(s);

c) A landscape and improvement plan for an open space / landscaped area around the McDonald House that will provide context to the House; and

d) Information on how consideration of the context of the McDonald House was addressed in the plans included in the CDP and DDP applications.

There shall be continued coordination between the Elks and the existing charitable use of the McDonald House to ensure that the maintenance of the house is continued.

20

3) The owners of the property shall cooperate with the City so that at least five acres located north of Rock Creek, outside the OS Plan designated area, and outside the City of Hillsboro Goal 5 Significant Natural Resource Overlay (SNRO) are available to be acquired by the City for development of a neighborhood park. The location of the park shall be addressed in the CDP/DDP applications. If appropriate arrangements can be made, those lands designated as OS may also be acquired for public use. If the OS/SNRO lands cannot be acquired by the City for open space or park use, maintenance of these lands for open space use shall be specified during the CDP/DDP process and may include a required homeowners association, the Elks or equivalent maintenance mechanism.

4) The developer shall dedicate right-of-way and construct half-street improvements along the site's frontage with NW Cornelius Pass Road and NW Quatama Road to the standards required in the transportation system plans for the City of Hillsboro and Washington County.

5) The developer shall construct a bridge across Rock Creek thereby providing a vehicular connection between the south and north sides of the property. The specific location, capacity and design of the bridge shall be identified on the CDP/DDP applications.

G-2

~~464~~

4-18-06

6) The maximum number of residential dwelling units for the property shall be in the range of 240 dwelling units, plus or minus 5%, and the actual density shall be determined through the CDP/DDP application review.

7) The western portion of the property shall not be connected with the street system of the Old Orenco Neighborhood, except for pedestrian, bicycle and emergency purposes, provided, however, the developer shall provide for future rights-of-way for one or more connections to Old Orenco. Should the City determine, following a public hearing, that vehicular connections are warranted for safety, convenience, or other transportation reasons and the City has determined that the safety of neither neighborhood will be compromised by such cross circulation connections, street improvements connecting Old Orenco and development on the subject site could then be constructed.

8) As part of subsequent development applications, the developer shall demonstrate that each project phase will meet the standards of the Oregon Transportation Planning Rule (OAR 660, Div 12) regarding the capacity of streets and intersections providing automobile access to the site. The City of Hillsboro shall make a determination that the standards of the Transportation Planning Rule are met regarding this matter prior to approval of the applications. Phased development shall be coordinated with street improvements to assure that capacity is available on the street system servicing the site to serve the site generated traffic for each phase.

9) Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeast side transitioning to the northwest side, with the final phase being located in the northwest corner in order to provide the ability for future purchase of parkland beyond the five acres described in Condition 3 should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications.

10) Larger lots in the range of 7,500 square feet or more in area shall be provided along NW 225th Avenue in order to transition lot sizes in Old Orenco to those on this property. Enhanced landscaping in the yards and planter strips along NW 225th Avenue shall also be provided. The specific lotting pattern as well as a plan identifying the enhanced landscaping shall be described in detail in the CDP/DDP applications.

11) If granted by Washington County, the development shall include a minimum of one access onto NW Cornelius Pass Road. All access points shall be constructed to the standards required by the City of Hillsboro and Washington County.

12) Construction vehicles used during site development shall access the property only from NW Cornelius Pass Road and/or NW Quatama Road; except that construction access may be allowed to the site from

G-3

~~105~~

the west only with respect to: (1) the construction of the bridge described in Condition 5 and (2) the culvert crossing the Rock Creek tributary located in the north central portion of the site. No such alternative construction traffic access shall be allowed until a construction access management plan has been approved by the City Engineer and Planning Director.

13) Pursuant to Zoning Ordinance Section 131(A).3.b.3, City Zoning on those portions of the property identified as Significant Natural Resource Area or as Impact Area on the City's adopted Goal 5 Inventory shall include the Significant Natural Resources Overlay District. Development on those portions of the property shall be subject to the provisions of Section 131(A) of the Zoning Ordinance.

Section 3. The City Planning Director is hereby instructed to cause the official zoning map, a part of Ordinance No. 1945, to be amended to include the zone change set forth in Section 1 hereof.

Section 4. Except as herein amended, Zoning Ordinance No. 1945, as amended, shall remain in full force and effect.

Passed by the Council this 18th day of April, 2006.

Approved by the Mayor this 18th day of April, 2006.

Mayor

ATTEST:

City Recorder

G-4

~~466~~

CC: Planning Dept

TOUCHSTONE
TOWNHOMES

RECEIVED
NOV 25 2008
CITY OF HILLSBORO
ADMINISTRATION DEPT.

November 17, 2008

Hillsboro City Council
150 E Main Street
Hillsboro, OR 97123-4028

Re: Orenco Woods Crossing

Dear Council Members:

We have an 84 unit town home project on NW Quatama Road very near the intersection of NW Cornelius Pass and NW Quatama Road.

We have consistently heard from our buyers and prospects about their desire to have a close by convenient neighborhood commercial center within an easy walk or bicycle ride.

We strongly encourage you to approve the pending request by Venture Properties.

Sincerely,

Jim Standring

12670 SW 68th Ave. #400 Tigard OR 97223 ~ T 503.639.3104 ~ F 503.598.9081 ~ www.touchstonetownhomes.com

Amber Ames

From: Sheril Brown
Sent: Wednesday, November 26, 2008 10:58 AM
To: Amber Ames
Subject: FW: Orenco Woods Crossing appeal, correction in 11-24-08 staff report

FYI below

Sheril Brown
Executive Assistant
City of Hillsboro
150 East Main Street
Hillsboro, OR 97123
Phone: (503) 681-6139
Fax: (503) 681-6232
email to: sherilb@ci.hillsboro.or.us

From: anne lubischer [mailto:annejim1@verizon.net]
Sent: Wednesday, November 26, 2008 10:46 AM
To: Ruth Klein
Cc: Sheril Brown
Subject: Orenco Woods Crossing appeal, correction in 11-24-08 staff report

11-26-08

To: Hillsboro City Council and Planning Department

From: Jim Lubischer

Re: Orenco Woods Crossing appeal, CDP 1-06 (MOD 1)

In Planning Staff's 11-24-08 staff report, page 2, it states, "The owners of the affected property are Orenco Woods Crossing, LLC and Hillsboro Elks Lodge No. 1862, Inc." The record shows that the property involved (43 or so acres) is owned solely by Orenco Woods Crossing, LLC. The ownership information sheet submitted with the application, which may be found at Record page 1399, is incorrect.

Elks Lodge No. 1862 sold the property, including the McDonald House and its associated lot, to Venture Properties on 9-24-07 (See Record pages 1109 – 1119). It was subsequently transferred / sold to Orenco Woods Crossing, LLC. On 10-11-07 (See Record pages 1493 – 1501).

I would ask that the City Council be specifically made aware of this when determining if any conflict of interest among the Council is entertained at the appeal hearing. Thanks.

Jim Lubischer

Sales History for the Orenco Woods Golf Course property.

	Seller	Buyer	Price	Property
02-16-07	Elks Lodge No. 1862	Elks Lodge No. 1862	$0.00	Division into two lot
09-24-07	Elks Lodge No. 1862 (R 1109 – 1119)	Venture Properties, Inc.	$15,390,000	43.19 acres + 11.36 acres
10-08-07	Venture Properties, Inc.	City of Hillsboro	$2,107,500	11.399 acres in SV corner
10-11-07	Venture Properties, Inc. (R 1493 – 1501)	Orenco Woods Crossing, LLC.	$1.00	43.234 acres

U.S. Bank National Association ("beneficiary") and U.S. Bank Trust Company, National Association ("trustee") carry a Line of Credit involving this property with Venture Properties, Inc. (See Record pages 111-137)

Land Use Application for a
Concept Development Plan Modification for

Orenco Woods
CROSSING
A Mixed Use Community

Submitted to:

City of Hillsboro, Oregon

August 1, 2008

Applicant:
Venture Properties, Inc.
4230 SW Galewood Street, Suite 100
Lake Oswego, Oregon 97035

Applicant's Representative:
WRG Design, Inc
5415 SW Westgate Drive, Suite 100
Portland, Oregon 97221

Land Use Application for a
Concept Development Plan Modification for

Orenco Woods
C R O S S I N G
A Mixed Use Community

Submitted to:

City of Hillsboro, Oregon

August 1, 2008

Applicant:
Venture Properties, Inc.
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Portland, Oregon 97221

I. INTRODUCTION **3**

GENERAL INFORMATION 3
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SURROUNDING AREA 8

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SECTION 136. STATION COMMUNITY PLANNING AREAS 10
SECTION 137. DEVELOPMENT REGULATIONS FOR STATION COMMUNITY PLANNING AREAS 22

III. CONCLUSION **34**

EXHIBITS

Exhibit A **Site Plans**

Exhibit B **Application**

Exhibit C **Property Title Information**

Exhibit D **Transportation Impact Analysis**

Exhibit E **Revised Phasing Plan**

Exhibit F **Ordinance #5633-P (Ordinance adopting the Zone Change)**

Exhibit G **Notice of Decision – Orenco Woods Crossing, Casefiles CDP 1-06, DDP 2-06, SUB 1-06, FA 1-06, SNRP 1-06**

I. INTRODUCTION

General Information

Development Team

Applicant:	**Venture Properties, Inc.** 4230 SW Galewood St., Suite 100 Lake Oswego, Oregon 97035 Phone: 503.387.6702 Fax: 503.387.7617 Contact: **Kelly Ritz**
Applicant's Representatives:	**WRG Design, Inc.** 5415 SW Westgate Drive, Suite 100 Portland, Oregon 97221 Phone: 503.419.2500 Fax: 503.419.2600 Contact: **Mimi Doukas, AICP, RLA**
Civil Engineer:	**WRG Design, Inc.** 5415 SW Westgate Drive, Suite 100 Portland, Oregon 97221 Phone: 503.419.2500 Fax: 503.419.2600 Contact: **John Howorth, PE**
Traffic Engineer:	**Dunn Traffic Engineering** 7505 SE 32nd Ave. Portland, Oregon 97202 Phone: 503.774.2669 Fax: 503.778.8000 Contact: **Brian Dunn, PE**

Property Information

Property Owner:	**Orenco Woods Crossing LLC** 4230 SW Galewood St., Suite 100 Lake Oswego, Oregon 97035 Phone: 503.387.6702 Fax: 503.387.7617 Contact: **Kelly Ritz**
	Hillsboro Elks Lodge No. 1862, Inc. 21865 NW Quatama Road Hillsboro, Oregon 97124 Contact: Robert Smith
	City of Hillsboro 123 W Main Street Hillsboro, OR 97123
Tax Lot Numbers:	Map 1N23500, Lot 3400 Map 1N23500CA, Lot 100 Map 1N23500CB, Lot 8200
Parcel Size:	55.12 Acres (original approved CDP boundary)
Comprehensive Plan Designations:	Low Density Residential Medium Density Residential Open Space Flood Plain
Zoning:	Station Community Residential – Village (SCR-V)

Request

The Applicant, Venture Properties, Inc., requests approval of a modification to the approved Orenco Woods Crossing Concept Development Plan (CDP 1-06), generally located west of NW Cornelius Pass Road and north of NW Quatama Road. This modification is limited to the southeast corner of the approved CDP, all located within the boundaries of Phase 1. The modification will add an additional type of residential structures, and add neighborhood commercial and other employment uses to the overall community.

Project Proposal Summary

The Applicant proposes to revise the design of the southeast corner of the approved Orenco Woods CDP to contain a mixture of uses including condominiums, neighborhood retail, and other employment uses. With the proposed revisions, the entire Orenco Woods community will contain: 120 detached single-family homes and 65 attached single-family dwelling units (or townhomes), 64 condominium units, 35,777 SF of neighborhood commercial structures, and 17,650 SF of other employment structures.

Architecture/Detailed Development Plan
Architecture for the single family attached and detached homes was reviewed with the approved Orenco Woods CDP. The Applicant has not provided architectural designs for this CDP modification application because the design has not been developed yet. Instead, consistent with Section 136.VII.4, the Applicant has chosen to defer the review of architectural design to the Detailed Development Plan application until final the final tenant mix is determined. The Applicant therefore requests a condition of approval that the Detailed Development Plan be reviewed by the Planning Commission, rather than an administrative review, to allow for this deferred architectural review.

Background

Annexation petitions for the two properties (AN-16-04 and AN23-04) that make up the site were approved by the Hillsboro City Council on July 20, 2004 and August 17, 2004.

In September 2005, the City Council adopted Ordinance No. 5571 thereby approving a Plan change from OS Open Space, RL Low Density Residential, and FP Flood Plain to RM Medium Density Residential, RL Low Density Residential, OS Open Space, and FP Floodplain on the subject site, with a series of Development Directions that outline City expectations for subsequent development plans.

Subsequently, the Planning Commission expressed its intention to initiate a zone change for the site from County Institutional to City SCR-V Station Community Residential – Village (SCR-V). On November 30, 2005, the City of Hillsboro Planning Commission passed Resolution – No. 1533-P – initiating the rezoning the site from County Institutional to City SCR-V Station Community Residential – Village. The Planning and Zoning Hearings Board approved the Zone Change (Hillsboro Ordinance No. 5633) subject to the following Conditions of Approval that implement the Development Directions in the Comprehensive Plan Amendment Findings.

Please refer to Exhibit F which contains the complete conditions of approval of the zone amendment. The following is a summary of the recommended conditions:

1. The developer shall apply for and receive Concept Development Plan (CDP) / Detailed Development Plan (DDP) approval as part of development .and site review for the subject property.

2. Within the Concept Development Plan/Detailed Development Plan applications, the developer shall provide the following:

   a) Information on how the Historic McDonald House has been provided protection as a cultural resource under HZO Section 132;
   b) Information verifying that funding has been dedicated to an application to place the McDonald House on the National Register of Historic Places, and the status of the application. The developer and owner of the property shall follow the advice and conditions provided by the State Historic Preservation Office and shall make a good faith effort in filing the application(s);
   c) A landscape and improvement plan for an open space / landscaped area around the McDonald House that will provide context to the House; and
   d) Information how consideration of the context of the McDonald House was addressed in the plans included in the CDP and DDP applications.

   There shall be continued coordination between the Elks and the existing charitable use of the McDonald House to ensure that the maintenance of the house is continued.

3. The owners of the property shall cooperate with the City so that at least five acres located north of Rock Creek, outside of the OS Plan designated area, and outside the City of Hillsboro Goal 5 Significant Natural Resource Overlay (SNRO) are available to be acquired by the City for development of a neighborhood park. The location of the park shall be addressed in the CDP/DDP applications. If appropriate arrangements can be made, those lands designated as OS may also be acquired for public use. If the OS/SNRO lands cannot be acquired by the City for open space or park use, maintenance of these lands for open space use shall be specified during the CDP/DDP process and may include a required homeowners association, the Elks or equivalent maintenance mechanism.

4. The developer shall dedicate right-of-way and construct half-street improvements along the site's frontage with NW Cornelius Pass Road and NW Quatama Road to the standards required in the transportation system plans for the City of Hillsboro and Washington County.

5. The developer shall construct bridge across Rock Creek thereby providing a vehicular connection between the south and north sides of the property. The specific location, capacity and design of the bridge shall be identified in the CDP/DDP applications.

6. The maximum number of residential dwelling units for the property shall be in the range of 240 dwelling units, plus or minus 5%, and the actual density shall be determined through the CDP/DDP application review.

7. The western portion of the property shall not be connected with the street system of the Old Orenco Neighborhood, except for pedestrian, bicycle and emergency purposes, provided, however, the developer shall provide for future rights-of-way for one or more connections to Old Orenco. Should the City determine, following a public hearing, that vehicular connections are warranted for safety, convenience, or other transportation reasons and the City has determined that the safety of neither neighborhood will be compromised by such

cross circulation connections, street improvements connecting Old Orenco and development on the subject site could then be constructed.

8. As part of subsequent development applications, the developer shall demonstrate that each project phase will meet the standards of the Oregon Transportation Planning Rule (OAR 660, Div 12) regarding the capacity of streets and intersections providing automobile access to the site. The City of Hillsboro shall make a determination that the standards of the Transportation Planning Rule are met regarding this matter prior to approval of the applications. Phased development shall be coordinated with street improvements to assure that capacity is available on the street system servicing the site to serve the site-generated traffic for each phase.

9. Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeast side transitioning to the northwest side, with the final phase being located in the northwest corner in order to provide the ability for future purchase of parkland beyond the five acres described in Condition 3 should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications.

10. Larger lots in the range of 7,500 square feet or more in area shall be provided along NW 225th Avenue in order to transition lot sizes in Old Orenco to those on this property. Enhanced landscaping in the yards and planter strips along NW 225th Avenue shall also be provided. The specific lotting pattern as well as a plan identifying the enhanced landscaping shall be described in detail in the CDP/DDP applications.

11. If granted by Washington County; the development shall include a minimum of one access onto NW Cornelius Pass Road. All access points shall be constructed to the standards required by the City of Hillsboro and Washington County.

12. Construction vehicles used during site development shall access the property only from NW Cornelius Pass Road and/or NW Quatama Road; except that construction access may be allowed to the site from the west only with respect to: (1) the construction of the bridge described in Condition 5 and (2) the culvert crossing the Rock Creek tributary located in the north central portion of the site. No such alternative construction traffic access shall be allowed until a construction access management plan has been approved by the City Engineer and Planning Director.

13. Pursuant to Zoning Ordinance Section 131(A).3.b.3, City Zoning on those portions of the property identified as Significant Natural Resource Area or as Impact Area on the City's adopted Goal 5 Inventory shall include the Significant Natural Resource Overlay District. Development on those portions of the property shall be subject to the provisions of Section 131(A) of the Zoning Ordinance.

After approval of the Zone Change, the Applicant submitted separate concurrent applications for a Concept Development Plan (CDP), a Detailed Development Plan (DDP), a Preliminary Plat Subdivision Application, a Significant Natural Resources Overlay (SNRO) Permit Application, and a Flood Plain Alteration Permit. These applications were approved by the Planning Commission in Resolution 1561-P (See Exhibit G). The Concept Development Plan (CDP 1-06) was appealed to City Council and upheld,

appealed to LUBA and upheld, and then appealed to the State of Oregon Supreme Court and upheld with a Request for Reconsideration denied.

Surrounding Area

The tables below outline the land use character, existing and planned transportation facilities and utilities in the area surrounding the subject property.

Table A: LAND USE

Area	Plan	Zoning	Land Uses
North	Station Community Planning Area, Floodplain, and Industrial (County)	SCR-MD (City) and IND (County)	Westside Light Rail Line, Single-Family Residential, and vacant land.
South	Residential Low Density, Residential Medium Density, and Commercial	R-6, A-1, R-7 (City), and R-9 (County)	Single-Family Residential and Hillsboro Elks Lodge
East	Station Community Planning Area and Transit-Oriented Employment (County)	SCI (City) and TO-EMP (County)	Agricultural and Electric Utility Substation
West	Station Community Planning Area and Floodplain	SCR-OTC and R-5 (County)	Single-Family Residential and Orenco Elementary School

Table B: TRANSPORTATION

Streets:				
	Existing		Plan Designated	
	R-O-W	Street Improvement	R-O-W	Street Improvement
NW Cornelius Pass Road (County)	60 ft.	-- ft.	98 ft.	49 ft.
NW Quatama Street (County)	50 ft.	-- ft.	74 ft.	37 ft.
NW 225th Avenue (City)	60 ft.	-- ft.	60 ft.	30 ft
Sidewalk Improvements:				
	Existing		Plan Designated	
NW Cornelius Pass Road (County)	None		5 ft. with 6 ft. planter strip	
NW Quatama Street (County)	None		5 ft. with 6 ft. planter strip	
NW 225th Avenue (City)	None		5 ft. with 5 ft. planter strip	
Mass Transit:				
	Route		Location	
Bus	Tri-Met Route #47		231st Avenue approximately 1/3 of a mile away. Orenco Station approximately 2,600 feet and Quatama Station approximately 3,000 feet away.	
Light Rail	Tri-Met Westside Line			
Bicycle Lane:				
	Existing		Plan Designated	
NW Cornelius Pass Road (County)	None		6 ft.	
NW Quatama Street (County)	None		6 ft.	
NW 225th Avenue (City)	None		None	

Table C: PUBLIC UTILITIES

Service	Provider	Location of Existing Service
Water	City of Hillsboro	Adjacent to 18-inch line in NW Cornelius Pass Road, Adjacent to 12-inch line in NW Quatama Road and 8-inch line in NW Birch Street.
Sanitary Sewer	Clean Water Services and City of Hillsboro	48-inch trunk line bisects site along Rock Creek. Adjacent to 27-inch line off NW Dogwood – closest to project site.
Storm Drain	City of Hillsboro	Adjacent to 8-inch line in NW Cornelius Pass Road, 10-inch line in NW Quatama Street, and 12-inch and 18-inch lines in NW 225th Avenue

II. NARRATIVE – APPLICABLE ZONING ORDINANCES

Section 136. Station Community Planning Areas

II. LAND USE DISTRICTS

A Station Community Planning Area shall include one or more of the following zoning designations:

H. Station Community Residential—Village (SCR-V)

The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, freestanding neighborhood commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.

Response: The approved Orenco Woods CDP is within the SCR-V district was 55 acres under single ownership. After approval of the CDP, 11.36 acres was sold to the City of Hillsboro for a future neighborhood park site and nature area. The remaining acreage is now 44 acres, which exceeds the 30 acre minimum for a CDP. It is within 2,600 to 3,900 feet of the two light rail stations, the NW 205th Avenue/Quatama station and the NW 231st Avenue/Orenco station. The proposed project originally contains a mix of single-family detached and attached townhouse dwelling units with flex space for ancillary office/employment uses. The proposed modification will add neighborhood commercial uses and other employment uses in the southeast corner. This corner originally contained small lot detached and townhome lots. The number of residential units will be very similar with a reduction of only three dwelling units, but will be achieved by integrating condominium housing style on half of this area. This allows for the addition of neighborhood commercial and employment uses. This design locates the most intense land uses at the corner of Quatama and Cornelius Pass Road, and transitions to the north with mid-rise residential uses, and finally back to the original detached homes that line Rock Creek. This design provides the vibrant, mixed-use community envisioned by the SCR-V zone, incorporating jobs and services into the community fabric. The condominium units include units that are 'flats', or one story living. This will be attractive to senior residents, buyers seeking single level living, and residents desiring universal or accessible design. The close proximity to jobs and services will also be attractive to the condominium market.

The modified design does not remove any of the amenities provided in the original Orenco Woods CDP, including the natural open space, active parks, regional trail corridor, protection of the McDonald House, or other walkable features of the community. The proposed modification provides greater diversity in the community. The proposed uses also compliment the exiting Hillsboro Elks Lodge facility, and permit future commercial access to the Elks property, should the Elks property ever redevelop.

The project will continue to be developed in multiple phases. The proposed modification will divide the original Phase 1 into three subareas which are now incorporated into Phase 3, as shown in Exhibit E.

Overall, the new site design offers a development pattern that is consistent with the goals and desires of the adjacent neighborhoods, the City of Hillsboro General Plan, and the City of Hillsboro Zoning Ordinance. This standard is met.

IV. PERMITTED LAND USES

A. The land uses listed on Tables 1, 2 and 3 are allowed, conditionally allowed or not permitted in the Station Community Planning Areas shown. These uses must be consistent with the description of the relevant district as set forth in subsection II of this Section. These uses may be further restricted by subsection V. of this Section and the standards of Sections 136 through 142. Uses listed as being subject to a Conditional Use Permit ("C") shall require findings of fact that the proposed use is, where practicable, transit-supportive. The tables are organized by major types of district along with appropriate use categories for that type of district listed. Use categories vary by table.

Table 2: Permitted Uses in Station Community Residential Districts

Use	SCR-V
Mid-Rise Apartments	P
Multi-Family Dwellings and Garden Apartments	P
Townhouses and Rowhouses	P
Single Family Attached Housing	P
Duplexes	P
Attached Duplexes	P
Single Family Detached	P
Ancillary Dwelling Units	P
Home Occupations	P
Indoor Recreational Facilities	P
Outdoor Recreational Facilities	N
Light Rail Facilities, other than park and ride lots	P
Commercial Uses In Mid-Rise Apartments [3]	P
Emergency Services Facilities	C
Hotels and Residential Hotels	P
Neighborhood Commercial	P

Geriatric Care Facilities	P
General Office Uses	P
Flex Space Uses	C
Pedestrian-Oriented Accessory Uses and Outdoor Seating for Restaurants [9]	P
Schools	C
Community Service	C
Conference Center	P
Utility Substations	C
Transit Park-and-Ride	C
Radio and Telephone Transmission Facilities	N
Permanent Open Space	P
Residential Businesses	P
Public Parks and Recreational Facilities	C
Mobile Businesses, in compliance with the Municipal Code	N
Residential Homes	
Residential Facilities	
Residential Homes and Facilities	P

P Permitted Use C Conditional Use N Not Permitted

[1] Subject to minimum and maximum density requirements.
[2] Indoor recreational facilities are permitted outright within residential buildings and conditionally as free-standing uses.
[3] Commercial uses may occupy up to 15,000 sq. ft. of gross floor area on the ground floor of mid-rise multi-family apartment buildings.
[4] Conditionally permitted as free-standing uses.
[5] A single story neighborhood commercial use proposed at the intersection of two arterial streets or an arterial intersection with a collector within an SCR-MD, is allowed outright.
[6] Certain Neighborhood Commercial Uses are permitted outright or conditionally within the Arterial Exception area pursuant to Section 139(III)C
[7] Permitted only along Alder Street between 231st and 228th Avenues.
[8] Certain office uses are permitted outright or conditionally within the Arterial Exception area pursuant to Section 139(III)C
[9] Pedestrian-oriented accessory uses (such as sidewalk flower, food and drink stands) and outdoor seating for restaurants are subject to City permit requirements

Response: As shown previously reviewed, "Table 2: Permitted Uses in Station Community Residential Districts," permits the proposed single-family detached homes and single-family attached townhomes as outright permitted uses in the Station Community Residential Planning – Village (SCR-V) area. Additional restrictions for allowed uses within the SCR-V zone are listed in HZO Section 137 Table 1.h item 12 which states, "*At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. Up to 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.*" The proposed modification includes 1.94 acres of Neighborhood Commercial and 1.07 acres of "Other Employment Uses". The new net site area for Orenco Woods is 19.4 acres, so the proposed Neighborhood Commercial is 10.0 percent of the net site area, and the Other Employment district is 5.5 percent of the net site area. These meet the development criteria for the SCR-V zone, therefore the criterion is met.

Within the definition section of Volume II of the Hillsboro Zoning Ordinance, Neighborhood Commercial is defined as:

"HH. Neighborhood Commercial. Neighborhood commercial includes "commercial uses" as defined in this subsection, provided they are small scale retail and service uses primarily serving nearby residential areas and neighborhood businesses and their employees. General office and other commercial uses which are not retail or service in nature are allowed on and above the second floor of a neighborhood commercial building. This term applies to the size and scale of a commercial use and is different from the C-4 Zone of the same name.

Neighborhood commercial uses are limited in size and intensity to promote a local orientation and to limit adverse impacts on nearby residential areas. The footprint of a single story, single tenant neighborhood commercial building shall not exceed 10,000 gross square feet. The building footprint of multi-storied single tenant neighborhood commercial buildings shall not exceed 20,000 gross square feet. A multi-tenant neighborhood commercial building containing at least two (2) stories of residential above the first floor has no limit on building footprint. Neighborhood commercial uses may be auto-accommodating and provide off-street parking behind the building, but the overall development is intended to be predominantly pedestrian-sensitive and compatible with the scale of surrounding residential development.

"Other Employment Uses" is not specifically defined in Volume II of the HZO, but can be considered all non-residential uses listed as permitted or conditional uses in Table 2 of the Permitted Uses in Station Community Residential Districts, that are not defined as Neighborhood Commercial. Final land uses may be reviewed with the Detailed Development Plan application.

VI. RESTRICTED AND SPECIALLY REGULATED LAND USES

A. Within 2,600 feet of a light rail station site, except as otherwise provided below, the following uses are not transit-supportive and shall not be established as new uses, nor may existing uses or structures be converted to the following uses...

Response: Only the small northern tip of the Orenco Woods site is located within 2,600 feet of a light rail station, therefore, this section does not apply.

VII. DEVELOPMENT REVIEW AND RELATED CITY DEVELOPMENT CODE

B. Development Review - SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District

1. **<u>Purpose.</u> It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA District so larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:**

   a. **Promote flexibility in design and permit diversification in location of structures and infrastructure improvements consistent with the intent of the applicable SCPA district;**
   b. **Promote efficient use of land and energy, and facilitate a more**

economical arrangement of buildings, circulation systems, land uses, and utilities;

c. **Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;**

d. **Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;**

e. **Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;**

f. **Provide greater compatibility with surrounding land uses than may occur with a conventional project; and**

g. **In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial development and other opportunities for employment in a manner that achieves the intent and purpose of the District.**

Response: The purpose of this section encourages the type of innovative design proposed in this modification application. The proposed development maintains compatibility with surrounding lower density residential neighborhoods while providing a mix of housing types appropriate for this location. The proposed modification adds a diversity of land uses that adds to the fabric of the Orenco Woods community. The Applicant has proposed to add neighborhood commercial at the corner of Cornelius Pass Road and Quatama, transitioning north to mid-rise residential condominiums, and finally returning to the approved single family homes that line the Rock Creek corridor. The proposed development continues to protect significant natural resources within the site with an expansive open space and park network.

2. **General provisions.**

a. **Development Review shall be accomplished through the Concept Development Process as provided in this susbsection if:**

(1) **the project or development is within the SCR-V District;...**

Response: Orenco Woods Crossing was originally reviewed as a Concept Development Plan, and was found to meet the criteria of a CDP. The proposed modification is consistent with the original findings.

c. **Following Concept Development Plan approval, the applicant shall file applications for Detailed Development Plan and Final Development Plan approvals for each phase of the project in accordance with the approved Concept Development Plan and any conditions attached thereto; except that an applicant proposing a multi-phase project may request Detailed Development Plan approval for the initial phase or phases of the project concurrent with the application for Concept Development Plan approval.**

Response: The proposed project will be built in multiple phases, as shown in Exhibit E. The applicant has not submitted detailed architectural information for the proposed CDP modification because this information will not be known until the final tenants are selected. Instead, the Applicant requests a

condition of approval that the Detailed Development Plan be reviewed by the Planning Commission, to allow deferral of architectural review until the DDP application.

d. Where an application for Development Review is for a project within a PUD approved prior to August 6, 1996, ...

Response: This development application is not for a Planned Unit Development (PUD). This stipulation does not apply.

e. Except as provided in paragraph (f), below, an applicant for Concept Development Plan approval may propose one or more alternative development or design elements for all and/or specific areas within the plan boundaries which supersede corresponding development regulations or design standards set forth in Sections 137 through 142. Such alternative elements shall be clearly and specifically identified within the plan submittals, and shall include an explanation and/or drawings justifying and substantiating the need for a variance from the standards of Sections 137 through 142.

Response: No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

f. Notwithstanding paragraph (e), above, no alternative development or design element shall be allowed to replace the development regulations and design standards of Sections 137 through 142 that would propose to vary or make an exception from:...

Response: No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

g. The Planning Commission may authorize a proposed alternative development or design provision only if it finds that the proposed standard meets the criteria set forth in Section 136.X.B.3., <u>Variances</u> and the intent of the district.

Response: No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

3. Concept Development Plan Review Procedures

a. Initiation of Concept Development Review. An application for Concept Development Plan review may be initiated only upon application by the record owner of the property, a contract or earnest money purchaser, or an agent authorized by the property owner in writing. Where there is more than one owner, the application shall be filed and signed by all owners having a record interest in the property within which the project is proposed. Submittal of an application for Concept Development Plan review shall be accompanied by payment of a fee equal to that fee established in Section 129 for a Planned Unit Development application. If the development involves the subdivision or

partitioning of land, the applicant may request review of its subdivision or partitioning application concurrent with Concept Development Plan review or defer such review until the time of Detailed Development Plan review.

Response: An application for a Concept Development Plan review was initiated by the record owner. If the CDP modification is approved, the Application will request a modification to the approved Preliminary Plat to reflect the design changes.

b. Concept Development Plan Submittal: Existing Conditions.

A Concept Development Plan shall specifically and clearly show the following features and information on the maps, drawings, application form or attachments. The Concept Development Plan shall be drawn at a minimum scale of one inch equals one hundred feet (1"=100') and may include multiple sheets, provided a single sheet depicting the entire plan area at greater scale is included with the submittal.

Response: Please refer to the attached plan set, provided in Exhibit A, which demonstrates compliance to the requirements set forth in this section.

4. Concept Development Plan Submittal: Development Information.

The following information also shall be shown on the Concept Development Plan at a minimum scale of one inch equals one hundred feet (1"=100') and may include multiple sheets provided a single sheet depicting the entire plan area at greater scale is included with the submittal: ...

Response: Please refer to the attached plan set, provided in Exhibit A, which demonstrates compliance with the requirements set forth in this section. The applicant has not submitted detailed architectural information for the proposed CDP modification because this information will not be known until the final tenants are selected. Instead, the Applicant requests a condition of approval that the Detailed Development Plan be reviewed by the Planning Commission, to allow deferral of architectural review until the DDP application.

5. Concept Development Plan: Narrative Statement. A Concept Development Plan shall include a narrative statement addressing the following:

a. A description, approximate location and timing of each proposed phase of development. Unless otherwise authorized by the Planning Commission, a phased development may not exceed five (5) years between commencement of development on the first and final phases. If this time expires before completion of the project, the project is subject to reauthorization under the procedures then in place for similar development projects within SCPAs. However:

(1) provided at least one phase of the approved Concept Development Plan proceeds into final construction and is completed at least every eighteen (18) months, the expiration date shall automatically be extended for another eighteen (18)

months.

Response: A Phasing Plan was approved with the original Orenco Woods CDP. The Applicant would like to amend the Phasing plan to include additional subareas to Phase 1, and revise the general expected development timeline. Construction is estimated to between Fall 2008 and Summer of 2009. Frontage improvements for Cornelius Pass and Quatama will be completed prior to any occupancy permits in any portion of Phase 1. Construction of the remaining Phases is anticipated to begin construction in Summer of 2009. This standard is met.

(2) an approved Concept Development Plan shall vest for a period of two (2) years even if no activity takes place to move a project forward to the Detailed Development Plan stage. The vesting period for an approved Concept Development Plan of a Major Institution shall be five (5) years. Upon approval of the Planning Director, and payment of the appropriate fees, the vesting period may be extended one time for a period not to exceed one (1) year. Notwithstanding this vesting provision, any traffic analysis done as a part of the original Concept Development Plan approval process does not vest and a new or revised Traffic Impact Report shall be required during Detailed Concept Plan review if the Planning Director or the City Engineer finds that traffic or the transportation system characteristics in the vicinity of the project have changed during the interim.

Response: The applicant understands that an approved Concept Development Plan shall vest for a period of two years even if no activity takes place to move a project forward to the Detailed Development Plan stage. However, this approval may be extended with approval from the Planning Director for a period of one year. Due to the change in proposed land uses, a new Transportation Impact Analysis has been included in this CDP modification application (see Exhibit D). This analysis will be vested with the approval of a Detailed Development Plan. This standard is met.

b. An explanation of how the proposed development is consistent with the purposes of this Section and the intent of the appropriate SCPA district.

Response: Please refer to the response provided to Section 136.II of this section which demonstrates that the proposed development is consistent with the purpose of this section. The SCR-V zone designation enables the development of a high-quality mixed-use community that blends in with the existing neighborhood and protects significant natural resources and open space. It also meets City goals of locating housing close to transit stations, which helps increase options for travel and mitigate impacts on the surrounding road transportation network. This standard is met.

c. A summary statement describing the anticipated traffic impacts of the proposed development.

1) The summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips and the maximum parking demand associated with buildout of the entire development.

2) **In addition to this basic information, an applicant either shall:**

a) **include a copy of the full traffic impact report specified in Section 137.XVI.B.2 for the full development of all phases of the Concept Development Plan; or...**

3) **If an applicant chooses to pursue option 2(a), the applicant may choose among three options for implementing required traffic capacity and safety improvements: ...**

b) **The applicant may choose to immediately implement all required traffic safety and capacity improvements associated with the fully executed Concept Development Plan. If this option is selected, no further traffic improvements will be required from the applicant. However, if a Concept Development Plan is later amended in a manner so as to cause the projected average daily trips or the total parking demand of the development to increase over original projections, an additional traffic impact report shall be required to be submitted during the Detailed Development Plan review process for all future phases of the development project and additional improvements may be required. ...**

4) **Any traffic impact report done in conjunction with a future development phase is subject to review either through a public hearing or administrative process which includes the opportunity for review by affected agencies and interested parties, and the future development proposal is subject to imposition of appropriate conditions on that phase of the development project to mitigate identified traffic impacts of the proposed development.**

Response: Please refer to the Transportation Impact Analysis, conducted by Dunn Traffic Engineering and attached in Exhibit D, which analyzes the transportation impacts of the entire Orenco Woods community. Frontage improvements along Cornelius Pass and Quatama will be completed prior to the issuance of occupancy permits of any development in Phase 1, consistent with the Conditions of Approval for the Orenco Woods CDP, and following the 3(b) option. This standard is met.

d. **A statement describing the impacts of the proposed development on natural resources and on any resources contained in the City's Inventory of Cultural Resources, that is within the proposed site.**

Response: The proposed modifications are limited to the southeast corner of the approved Orenco Woods Crossing CDP. This subarea does not affect any of the mapped and delineated natural resources from the approved Orenco Woods CDP. This criterion is met.

e. **In addition to the submittal requirements of the Narrative Statement listed above, Concept Development Plan submittals by a major institution ...**

Response: This application does not propose the development for a major institution; therefore this section is not applicable.

6. Concept Development Plan Approval.

b. The Planning Commission shall approve an application for Concept Development Plan approval only upon finding the following approval criteria are met:

(1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district;

Response: The purpose statements and SCR-V district have been previously addressed in this narrative.

(2) The phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and

Response: A revised phasing plan has been included in Exhibit E, which creates additional subareas in Phase 1 for the CDP modification district. Although it is dependent on market conditions, construction is anticipated to begin in fall of 2008 on the Phase 0 improvements. Construction is expected to continue with subsequent phases with all phases are anticipated to be completed within a five year timeframe after commencement of construction. This criterion is met.

(3) That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138.

Response: The density for the Orenco Woods community has been determined through the Comprehensive Plan Amendment and Zone Change approval process. Per the Conditions of Approval for ZC 18-05, the density for Orenco Woods shall be in the range of 240 dwelling units, plus or minus five percent. This is a density range of 228-252. The proposed development includes 249 residential dwelling units, complying with the Condition of Approval. The proposed modification (non-residential uses) meets the FAR minimum requirement of 0.40. The development far exceeds the open space requirements of Section 138 with the provision of a five acre neighborhood park, the Rock Creek regional trail and riparian corridor, one acre parcel for the McDonald house, and various pocket parks throughout the development. Open Space was reviewed and approved in the original Orenco Woods CDP. No changes have been proposed to the open space plan in the CDP modifications, therefore the original findings continue to show compliance with this criterion.

c. The Planning Commission may authorize and impose some or all of an applicant's proposed alternative development or design elements pursuant to the provisions of subsection VII.B.2.e. of this section.

Response: No alternative design options have been proposed, therefore this section does not apply.

d. The Planning Commission may impose such conditions as it deems necessary to ensure compliance with these elements and other applicable standards in Sections 137 through 142.

Response: The applicant has not submitted detailed architectural information for the proposed CDP modification because this information is not known at this time until the final tenant mix is determined. Instead, the Applicant requests a condition of approval that the Detailed Development Plan be reviewed by the Planning Commission, to allow deferral of architectural review until the DDP application.

e. If an applicant represents to the Planning Commission, either verbally, in writing as part of a submittal, the applicant's intention to impose restrictions beyond the minimum requirements of the applicable development code(s), including but not limited to Zoning Code Sections 136-142, or represents that certain actions or conditions, through the use of private Deed Covenants, Conditions and Restrictions ("CC&Rs") or otherwise, will occur, the Planning Commission may include such representations and/or CC&R provisions in its Concept Development Plan Approval Order.

Response: The applicant does not propose any specific amendments to the CC&R's, therefore this section does not apply.

f. Concept Development Plan approval shall constitute approval in principle for the proposed phased development; provided, however, that Concept Development Plan approval shall be binding as to the following particulars:

(1) Minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole;
(2) Approximate location and type of permitted uses, and
(3) Consistency with the purposes identified in this section.

Response: Consistent with the findings in this application, the proposed CDP modification will establish specific allowed uses, specific minimum densities for residential and non-residential uses, and minimum FAR requirements for the southeast corner of the approved Orenco Woods CDP. This development will be further refined in the Detailed Development Plan application, in conformance with this CDP modification.

g. Concept Development Plan approval shall give the applicant the right to proceed with the filing of applications for Detailed Development Plan approval in a manner consistent with the approved Concept Development Plan, subject to compliance with the provisions of this subsection, all applicable requirements in Sections 136 through 142 of this Ordinance, all other applicable City ordinances and regulations, and such conditions of approval as the Planning Commission has attached to the Concept Development Plan approval. An application for Detailed Development Plan approval of the first phase of the Concept Development Plan shall be filed not more than eighteen (18) months following the date of a final decision approving the Concept Development Plan.

Response: The Applicant shall file a Detailed Development Plan application within 18 months of the approval of the Orenco Woods CDP modification application, to be reviewed by the Planning Commission.

h. If a Concept Development Plan was approved by the Planning

Commission between August 6, 1996 and City Council approval of amendments to Sections 136-142 on April 15, 1997, at the option of the applicant, the provisions relating to the process and requirements for submittals for Concept, Detailed and Final Development Plans, and the binding requirements of subsection (f), above, in effect at the time of the application, shall remain applicable to that application.

Response: The Orenco Woods CDP was approved by the Hillsboro Planning Commission on May 10, 2006, therefore this section does not apply.

f. If the Planning Director denies Detailed Development Plan approval or places conditions on the approval which the applicant opposes, the applicant may apply to the Planning Commission for an amendment to the Concept Development Plan under the applicable provisions of Section 136.VII.B.3-6.

Response: The proposed modification to the approved Orenco Woods CDP follows the same procedures of Section 136.VII.B.3-6. This procedure treats a CDP modification the same as a new CDP, which is reviewed by the Planning Commission. While this section is not directly applicable since the Orenco Woods DDP was approved, it does provide guidance for the review procedures for a CDP modification.

7. Review Standards for Detailed Development Plan Approval. ...

Response: The Applicant is concurrently submitting an application for a Detailed Development Plan and preliminary plat subdivision approval.

Section 137. Development Regulations for Station Community Planning Areas

II. DEVELOPMENT CRITERIA

Tables 1.a through 1.n contain the development criteria which shall apply within each Station Community Planning District. Criteria may vary depending on the distance of the project from a light rail station site. These differences, if any, are shown in the applicable table as requirements applying to development within 1,300 feet of a station site, between 1,301 and 2,599 feet of the station site, and development 2,600 or more feet from a light rail station site. The development criteria for a particular district or use consists of the combined requirements of Tables 1.a through 1.n and subsections III. through XI.

Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V)

	development criteria	requirements / allowed within 1,300' of lrt station	requirements / allowed from 1,301' to 2,599' of lrt station	requirements / allowed 2,600' or more from a lrt station
1.	minimum lot size	2,000 square feet for a single family detached dwelling without an ancillary dwelling unit; 4,500 square feet for a duplex or a single family detached dwelling with a detached ancillary dwelling unit; or 3,200 square feet for a detached single family dwelling with an attached ancillary dwelling unit. None for other use types.		
2.	minimum lot width	None		
3.	minimum lot depth	None		
6.	minimum floor area ratio	For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75		
7.	non-residential density objective	Target employment density within the District is 45 persons per net acre		
8.	minimum setback from streets and alleys	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	minimum setback elsewhere	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 feet or less, or 19 feet or more, measured to the garage door.		
9.	maximum setback from streets and alleys	Front: Mid-Rise Apartments: 15 feet Front: Multi-Family and Garden Apartments: 15 feet Front: Rowhouses and Townhouses: 13 feet Front: Single family detached and duplexes: 19 feet Side (all housing types): None Commercial development in the SCR-V shall comply with the setback requirements for the SCC-SC District.		
11.	minimum building height	2 stories within 800 feet of a LRT station, otherwise 1 story. See also 137.X	1 story	
12.	maximum building height	3 stories		
13.	minimum off-street parking	Commercial: See Table 2		

		Residential: See Table 3
14.	maximum off-street parking	Commercial: See Table 2 Residential: See Table 3
15.	minimum usable open space	See Section 137.XII.
16.	minimum landscaping	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.
17.	mixed use buildings	Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor. See also Sections 137.V. and XIV. for requirements in mid-rise apartments for commercial use.
18.	sidewalks	See Section 137.XV.
19.	MINIMUM LOT FRONTAGE	None. All lots to be served by public or private streets or alleys.
20.	other requirements unique to the district	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. Up to 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

Response: The criteria set forth in Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V) is summarized in each of the following sections.

III. MINIMUM LOT SIZE

B. Standards -

Minimum lot size: none for other use types

Response: Only condominium units, commercial development, and other employment uses are proposed in this CDP modification application. The minimum lot size for these uses is 'none', therefore the criteria is met. No land division is being proposed with this application; a modification to the Preliminary Plat will be requested after approval of this CDP modification.

IV. MINIMUM LOT WIDTH AND DEPTH

B. Standards -

Minimum lot width: None

Minimum lot depth: None

Response: There are no minimum lot width and lot depth requirements for the SCR-V zone, therefore the application meets the criteria.

V. MINIMUM AND MAXIMUM RESIDENTIAL DENSITIES, AND ANCILLARY DWELLING UNITS

B. Standards

1. **See Table 1 of this Section.**
2. **Each project shall meet minimum residential density requirements.**

Ancillary dwelling units are included for purposes of determining minimum density requirements in new development projects, but in an in-fill situation ancillary dwellings shall not be precluded due solely to maximum density provisions of any district. Dwelling units shall qualify for density calculation purposes regardless of whether owner or renter occupied.

Response: The project proposes to develop 249 dwelling units on 19.4 net developable acres. Thus, the development project's calculated net residential density is 12.8 dwelling units per net acre, which exceeds the minimum residential density of 7 dwelling units per acre for an SCR-V zone area beyond 2,600 feet from a light rail station and complies with the maximum density of 45 units per acre.

The Conditions of Approval for the Zone Change outline a specific density for this property of 240 plus or minus five percent, which equates to a minimum of 228 and a maximum of 252 dwelling units. On 19.4 acres, 249 dwelling units calculates to 12.8 dwelling units per net acre. For reference, the following table summarizes the calculation of net residential density for a standard SCR-V zone.

Net Residential Density Calculation		
Total Site Area (Gross Acreage)		55.23
Total Unbuildable Land		35.8
Right-of-way	6.42	
Alleys with public access easement	3.14	
Stormwater tracts	0.29	
Neighborhood Park Tract R***	5.15	
Rock Creek Corridor Tracts P, Q, GG***	19.14	
100-year floodplain outside of Rock Creek Tracts	0.45	
25% slopes outside of Rock Creek Tracts	1.21	
Net Buildable Area (Net Acreage)		19.4
Neighborhood Commercial area		1.9
Other Employment area		1.2
Residential area		16.3
Dwelling Units		249
Net Density (Dwelling Units / Net Buildable Area)		***15.3***

***Please note that the majority of 25%+ slopes, 100-year floodplain, and wetlands are contained within the Rock Creek corridor tracts and neighborhood park. Subsequent calculations are for lands outside of the Rock Creek tracts and neighborhood park.

3. **Notwithstanding the minimum residential density requirements of this Section, one or more dwelling units may be constructed on an existing, serviced lot of record upon the effective date of this Ordinance within a residential district, in compliance with Implementation Measure (N) of the Housing element of Comprehensive Plan Ordinance NO. 2793, provided that the design**

and siting of the dwelling unit or units would allow future development of the remainder of the parcel to at least the minimum density requirement of the applicable SCPA district in which it is located without necessitating demolition or redevelopment of the unit or units so constructed.

Response: No dwelling units are proposed for the existing lot on the subject site.

4. **For the purpose of calculating minimum residential density, development proposals may include a reduction in the net acreage on a particular site containing driplines of existing mature trees as defined in Section 136 (XIII) (B) (3). The net acreage on such a parcel may be reduced by subtracting the area within the dripline of the mature trees. However, in no case shall the net acreage subtracted within the dripline exceed 35% of the original net acreage of the site. If a development proposes a reduction in net acreage for the purpose of retaining existing mature trees, the development application shall include a certified arborist's report and tree preservation plan. The approval of the development may be conditioned upon implementation of the recommendations for tree preservation measures.**

Response: The calculation of net residential density does not include the area contained in the drip lines of existing trees. Please refer to the table above which summarizes the net residential density calculation. This standard does not apply.

5. **Residential density within an SCR-V project is determined based on the amount of net developable acres within three distance categories as measured from the light rail station site:**

   1,300 feet or less 24 dwelling units per net acre
   1,301 feet - 2,599 feet 15 dwelling units per net acre
   2,600 feet or more 7 dwelling units per net acre

Response: The majority of this SCR-V project site is 2,600 feet to 3,900 feet from two different light rail station sites. A small portion of the northwestern corner of the site is just under 2,600 feet from the NW 231st Ave./Orenco light rail station. The net residential density calculation for the project site is 15.3 dwelling units per net acre, which exceeds the minimum density requirements for this SCR-V site. Please refer to the table above which summarizes the net residential density calculation. As proposed, this standard is met.

6. **Residential density requirements within an SCR-V project are calculated first, without any deductions or exclusions for other types of uses. Net acreage within each of the categories is multiplied by the required residential density to determine (1) the total required residential dwellings and (2) the average residential density per net acre of the project. Once the total dwelling units required for the project is determined, housing types and built density may vary within the residential village project regardless of distance to the station provided the overall residential density requirement of the project is achieved and at least fifty percent (50%) of net acreage of**

a project is used for residential development. An additional twenty percent (20%) of the net acreage may be used for mixed use commercial/residential buildings.

Response: Residential density has been calculated on the total net residential site area, resulting in a overall residential density of 15.3 dwelling units per net acre.

7. **No phase of a SCR-V project shall be permitted to develop below the per acre average residential minimum density unless: (1) it is the first phase of the development, consisting of no more than ten percent (10%) of the total project; (2) is a phase, when combined with those phases already constructed, achieves the minimum average density requirement of the district; or (3) the approved Concept Development Plan is amended to indicate where the proposed reduction in density will be made up through increased density in another phase of the project. The project shall not depend on redevelopment of early phases to achieve overall minimum density requirements. As an alternative to the phasing provisions of the paragraph above, an individual phase of a project shall be permitted to develop below the required minimum residential density upon a demonstration through covenants applied to the remainder of the site or project, or other binding legal mechanism, that the required density for the project will be achieved at project buildout. The increased density allocated to any future phase through such a transfer mechanism shall not increase the previously allocated density of the subsequent phase by more than ten percent (10%). The Planning Commission, as a condition of Concept Development Plan approval, may limit the number and total amount of such transfers.**

Response: No phase of this project will develop below the per acre average residential minimum density. As previously noted, the project exceeds the per acre average residential for this area that is primarily beyond 2,600 feet from the nearest light rail station site. The development will contain 249 units. This development density adheres to the Conditions of Approval for the Zone Change. The conditions outline a specific density for this property of 240 plus or minus five percent, which equates to a minimum of 228 and a maximum of 252 dwelling units.

8. **Notwithstanding any other provision of this subsection, the minimum density of residential structures constructed within a Station Community Residential District on properties within Review Area 6, as identified in Figure 7 and in Table 5 of the Hillsboro Airport Compatibility Study (May 1993), shall not be less than 7 dwelling units Hillsboro Zoning Ordinance No. 1945 Section 137. Development Regulations for Station Community Planning Areas per net acre and the maximum density shall not exceed 12 dwelling units per net acre.**

Response: This property is not within Review Area 6, and thus this standard does not apply.

9. **Where proposed residential uses within a district may be**

incompatible with an adjacent industrial district created by this Ordinance or an industrial use existing prior to the effective date of this Ordinance or prior to any land use action permitting residential development on an affected parcel, the Planning Commission may establish a nonresidential buffer of up to 400 feet within the residential district from the property line of the industry. Such a buffer shall be shown on the zoning map for that district. Non-residential buffers under this provision shall be used as open space or contain any nonresidential uses permitted in the district. The minimum required FAR in such an instance shall be 0.35. If the buffer/open space exceeds the calculated amount of usable open space required of the development project, and if such excess open space causes a development project to fail to meet the residential density requirements of the district, then the excess open space shall be deducted from the net acreage.

Response: Industrial districts are adjacent to the north of the proposed community. However, the industrial area to the north is separated by the Westside light rail line, a buffer in and of itself. It is also adjacent to Rock Creek which serves as an additional buffer to the residential community, and has an OS designation.

10. **Where a project in the Downtown SCPA includes or abuts the SCRDNC District, the density, development and design standards contained in Section 138.XIII and Section 139 shall apply.**

Response: The proposed community is not in the Downtown SCPA and does not include or abut the SCRDNC District, thus the above criteria does not apply.

11. **Where a project in the Orenco SCPA includes or abuts the SCR-OTC the density, development and design standards contained in Section 138.XIII and Section 140 shall apply.**

Response: The project is not in the Orenco SCPA. Thus, the above criterion does not apply.

12. **Except where a proposed residential or mixed use project is part of a phased or on-going development under the same or related ownership, residential development within a SCR-HD, SCR-MD, SCRLD or SCR-V District located adjacent to a neighborhood of single family detached houses located in a subdivision or development platted before the effective date of the Station Area Interim Protection Ordinance, shall transition the type and density of the abutting new housing to be compatible with the single family character of the previously established neighborhood. Development within 100 feet, including road right-of-way, of an existing single family neighborhood shall not exceed a density of 7 dwelling units per net acre unless the existing neighborhood is zoned at a density exceeding 7 units per net acre in which case the new development shall match the density of the existing neighborhood.**

Response: Previously approved portions of the approved Orenco Woods CDP abut the Orenco Townsite Conservation (SCR-OTC) district. The design was found to meet this criterion; it does not apply to this proposed CDP modification.

13. Ancillary dwelling units are permitted in the SCR-MD, SCR-LD. SCR-V SCR-DNC and SCR-OTC Districts upon compliance with the following standards: ...

Response: The proposed community does not include ancillary units, thus the above criterion does not apply.

14. Where the residential density requirements of any SCPA district conflict or overlap with the adopted residential density requirements of any other zone or district associated with land uses within 1,300 feet of a transit trunk route where peak period service is provided on at least a 20 minute headway basis and service is provided on the route at least every 30 minutes during the off-peak period between the hours of 5:00 a.m. and 1:00 a.m. of the following day, the requirement with the greatest residential density provision that affects the property shall apply, provided such bus service is in place at the time of the Development Review application for the property in question.

Response: The proposed community does not conflict or overlap with the adopted residential density requirements of any other zone or district associated with land uses within 1,300-feet of transit trunk route; therefore this section does not apply. In addition, the proposed project provides a dense mixed-use community as set forth in the Station Community Planning Area guidelines.

15. If a project proposes to meet minimum residential density requirements through or partially through remodeling of and/or additions to an existing dwelling, plans for the additional dwelling units shall be confirmed during the Development Review application process.

Response: The proposed project does not intend to remodel existing dwellings to meet minimum residential requirements. This provision does not apply.

VI. MINIMUM FLOOR AREA RATIOS

B. Standards -

For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75.

Response: The proposed neighborhood commercial and other employment uses have a total building square footage of 53,417, on a site area of 52,619 SF, which results in an FAR of 0.4. This meets the standard.

VII. MINIMUM NON-RESIDENTIAL DENSITY OBJECTIVES

A. Purpose

Minimum density objectives are a tool for helping to achieve a desired intensity of development and encouraging increased use of light rail transit. These provisions are intended to help ensure development and employment opportunities will occur at levels supportive of transit in areas identified for non-residential uses which are within walking distance of light rail stations. Data on employment densities also helps the City determine the demand for and size of the roadway and infrastructure system.

In residential districts where non-residential development is a permitted or conditional use, specified minimum non-residential density targets may not be applicable where such targets cannot be achieved by the size of commercial uses permitted in that district.

Response: Target employment levels are guidelines, rather than standards. Actual employment levels will be reviewed with the Detailed Development Plan when the final detailed land uses have been determined. This provision does not apply to the CDP modification.

VIII. MINIMUM AND MAXIMUM SETBACKS FROM STREETS AND ALLEYS

B. Standards

1. **See Table 1 of this Section.**

   Minimum front yard setback from streets and alleys = None, except as to accommodate building code, public utility easements or public open space requirements.
   Maximum front yard setback from streets and alleys = 13 feet for rowhouses and townhouses, 15 feet for mid-rise apartments, multi-family and garden apartments, 19 feet for single-family detached and duplexes.
   Maximum side yard setback = None for all housing types

2. **Front setback standards shall apply to all sides of a building abutting a street or alley.**

Response: The proposed CDP modification includes public streets around the perimeter of the modification district, and no public streets or alleys internal to the district. All buildings are within 13 feet of the public rights-of-way, meeting the maximum front yard setback standards for all uses. Setbacks can be reviewed in greater detail in the Detailed Development Plan application.

X. MINIMUM AND MAXIMUM BUILDING HEIGHT REQUIREMENTS

B. Standards

1. **See Table 1 of this Section. Within Station Community Planning Areas, building height is measured from native grade, four feet outside the foundation of the structure.**

Response: No units are proposed under one story or over three stories. The condominium units will be between three stories, the office building will be two stories, and the day care and retail buildings will be one story, which is appropriate for a village residential neighborhood. As proposed, this standard is met.

2. **Private recreation facilities within 800 feet of an LRT station in a SCRV District may be one (1) story provided the footprint of the building and any outdoor recreation facility does not exceed 7,500 square feet, and such facilities do not abut a major pedestrian route.**

Response: The proposed community does not contain any private recreation facilities. This provision does not apply.

3. **The maximum height allowed by Variance to Table 1, including any roof-top equipment or structures, for all building types and uses in all Station Community Planning Area Districts shall be ninety feet (90'); except that industrial uses in the SCI or SCBP Districts may increase the maximum height for the sole purpose of accommodating manufacturing processes, up to a maximum of ninety-nine feet (99').**

Response: No variance from the maximum height is requested, thus this provision does not apply.

4. **In the event a maximum building height permitted by Table 1 or by this subsection as applied to a specific building site conflicts with that specified in the Hillsboro Airport Compatibility Study (May 1993), and the Federal Aviation Administration continues to certify the need for such a height restriction, the Hillsboro Airport Compatibility Study shall supersede and control.**

Response: The maximum building height does not conflict with that specified in the Hillsboro Airport Compatibility Study, thus this guideline does not apply.

XI. MINIMUM AND MAXIMUM OFF-STREET PARKING REQUIREMENTS

B. Standards

1. **Table 2, below, contains the maximum off-street parking ratio standards for non-residential development within all SCPA Districts. The minimum non-residential off-street parking requirements of such uses within SPCAs is equal to fifty percent (50%) of the maximum. Table 3 contains the minimum and maximum off-street parking standards for residential and similar uses. Variance to minimum and maximum parking standards is allowed. Pursuant to the results of the Traffic Impact Study required under Section 137.XVI.B.2., the City Engineer may require off-street parking above the minimum standard to mitigate impacts of a use on the street system.**

Table 2: Maximum Non-Residential Parking Standards in Station Community Districts (1)

Land Use (2)	Maximum Parking More Than 1,300 Feet And Less Than 2,600 Feet (1/2 Mile +/-) From A LRT Station (per 1000 square feet of gross floor area, unless otherwise specified)	Minimum Bicycle Parking (4) (greater of two spaces or the following):
Retail and Service Commercial (5)	6.2	0.25 (6)
Medical/Dental/Veterinary Clinics, Medical Office Buildings	5.9	0.25
Office and Similar Uses (7)	4.1	0.125
Eating or Drinking Establishments: Fast Food Casual Dining (8) Fine Dining	 9.0 15.0 12.0	 2.0 (9) 0.25 0.125
Theaters, Conference Centers and Assembly Halls	0.5 space per seat	1 space per 20 seats
Health Spa, Gym, Indoor Sport Club	6.5	1.5
Bowling Center	6 spaces per lane	0.5 spaces per lane
Social club, amusement or recreation facility	6.8	0.125
Library or Reading Room	4.8	2.0
Hotel or Residential Hotel (10)	1.0 space/ guest room, plus 0.6 space per employee (11)	0.125
College, University, Technical School , or High School	0.3 space per FTE student and employee	5% of FTE, day students
Elementary, Middle and Junior High Schools	0.8 spaces per employee	10% of FTE, non-bussed day students
Places of Worship, Mortuaries and similar peak-loading facilities	0.5 space per seat	1 space per 40 seats
Mixed-Use Residential	100% of the spaces per dwelling unit allowed in Table 3, plus 75% of the spaces required for the commercial	1 per dwelling plus commercial
Fairgrounds and Outdoor Sports Facilities	1.0 per 1,000 sq. ft. of visitor space	2.0 per 1,000 sq. ft. of visitor space
Manufacturing, Processing, Compounding, Light Industrial, Predominantly Industrial Flex Space, Campus Industrial And Accessory Industrial Uses	4.5	0.20
Laboratories and Research Facilities	5.0	0.20

Additional footnotes for Table 2: Maximum Non-Residential Parking Standards in Station Community Districts.

(1) Parking standards within this table apply only to property within 2,600 feet of a Light Rail Station. For property outside that distance the City-wide parking standards contained in Zoning Ordinance Section 84 shall apply.

(2) Where a particular use is not listed, approximate based on the most analogous use shown in the table.

(3) Upon the effective date of any City of Hillsboro ordinance to implement Metro legislation adopting Region-wide parking standards for all local jurisdictions within the Metro boundary any maximum parking standards shall be those established by such ordinance.

(4) Except in the case of schools, the first 2 spaces of any required bicycle parking and 10% of those thereafter must be covered or within lockers. Except for schools, at the option of the applicant, required bicycle parking ratios may be reduced by 75% after the first fifty (50) spaces.

(5) Includes automotive service uses in the SCC-HOD.

(6) Required bicycle parking at automotive service uses within the SCC-HOD is 1 space per 20 employees.

(7) Includes office buildings, flex space and mixed use buildings that are predominantly in office use, governmental uses, and child care facilities.

(8) Examples of this type include Applebee's, Elmer's, Hale's, Shari's, Newport Bay , Reedville Café, etc.

(9) Bicycle parking for all restaurant uses shall be calculated using the dining area space only.
(10) May add additional spaces to accommodate restaurants open to non-guests, at the applicable casual dining ratio.
(11) Where a per employee standard is used in this table, the number of employees on the largest eight-hour working shift is to be used in the calculation; except in the case of a continuous industrial process use with approximately equal shift staffing where a multiplication factor of 1.5 may be applied. Otherwise, no additional parking allowance is made for shift overlap.

Table 3: Residential Parking Standards in Station Community Districts

Housing Type	Minimum Required Parking (Per Dwelling Unit)	Maximum Allowed Parking (Per Bedroom)	Minimum Required Bicycle Parking (1)
Single Family Detached	1.0	0.90	None
Single Family Attached	1.0	0.90	None
Rowhouse	1.0	0.90	None
Townhouse	1.0	0.90	1.0
Duplex	1.0	0.90	1.0
Attached Duplex	1.0	0.90	1.0
Multi-Family Dwelling	1.5	0.90	1.0
Garden Apartment	1.25	0.90	1.0
Mid-rise Multi-family	1.5	0.90	1.0
Flats and Apartments over Commercial space, and for Live/Work units	1.0	0.90	1.0
Senior Housing	0.25	0.75	None
Student Housing (Per dormitory type room)	0.25	0.75	1 per room

(1) Expressed in number of covered bicycle parking spaces per dwelling.

2. **Off-street surface parking provided by any project or use within a Station Community Planning Area shall be at or below the maximum standards listed in this subsection. Multi-family, student housing and senior housing uses listed in Table 3, Maximum Allowed Parking, includes off-street short-term and guest parking.**

Response: The proposed CDP modification contains 64 condominium dwelling units. Each of the eight condominium buildings contains eight private garage parking spaces, plus eight driveway spaces. In addition, there are twelve general parking spaces in the condominium complex, for a total of 140 spaces for 64 units, or 2.19 spaces per unit. This exceeds the minimum standard of 1.5 spaces per dwelling unit required for Multi-Family Dwellings. The maximum parking requirement is based on the number of bedrooms, which is not known at this time. To meet the maximum parking standard, each unit would need an average of 2.4 bedrooms per unit. This standard will need to be confirmed during the Detailed Development Plan process. Bicycle parking for the residential units is required as one parking space per unit, which can be accommodated within the private garages, therefore this standard is met.

The proposed CDP modification contains 35,777 SF of neighborhood commercial uses, which has a maximum parking ratio of 6.2 spaces per thousand square feet, or a maximum of 222 spaces. The minimum is 50 percent of the maximum, or 111 spaces. The neighborhood retail parcel contains 107 spaces. The proposal also contains 17,650 SF of other employment uses, which has a maximum parking ratio of 4.1 spaces per thousand square feet, or 72 spaces. The minimum is 50 percent of the maximum, or 36. The plan proposes 46 spaces, which exceeds the standard, but when considered in combination

with the neighborhood retail, the overall plan meets the standard. The total maximum is 294, the total minimum is 147. The total number of proposed stalls is 153.

7. **No maximum bicycle parking standards apply, but a minimum of two (2) covered spaces (or one (1) locker) per establishment is required regardless of calculation results. Where a calculation would otherwise result in a required bicycle parking requirement of less than two (2) spaces, owners of one or more adjacent small uses, or a single owner of a commercial building with multiple tenants, may aggregate their respective gross square footage into one calculation and provide the requisite number of common or joint use bicycle parking spaces; in which case the requirement for a minimum of two (2) covered spaces per establishment shall no longer apply provided at least two covered joint use spaces are provided by the consortium of users.**

Response: Bicycle parking will be reviewed in detail with the Detailed Development Plan.

8. **Where calculation of maximum residential parking results in fewer parking spaces than the required minimum, the minimum requirement shall apply.**

Response: The maximum allowable residential off-street parking calculation does not result in fewer parking spaces for than the minimum, thus this provision does not apply.

XII. MINIMUM USABLE OPEN SPACE REQUIREMENTS

B. Standards

1. **Residential subdivisions, Residential Village, commercial and industrial developments in all districts shall include usable open space within a project based on the gross acreage of the project. In the SCC-CBD, and SCC-HOD Districts, the minimum amount of usable open space shall be five percent (5%) of gross acreage within the project. In the SCC-MM District the following provisions apply: In all other Districts the following table shall apply:**

Project Gross Area	Required Usable Open Space (%)
1.01-5	5.00
5.1-15	7.50
15.1-25	10.00
25.1-50	15.00
51-69	13.50
70-99	12.50
100-149	11.50
150 or more	10.00

Response: Open space requirements were reviewed with the approved Orenco Woods CDP. The proposed modification does not change the open space calculations. Therefore, the adopted open space findings show compliance with the standard.

III. CONCLUSION

The above narrative and the attached exhibits explain how this proposal meets all applicable code requirements for properties located in Station Community Planning Areas as outlined in Sections 136 – 142 of the Hillsboro Zoning Ordinance. The Applicant respectfully requests approval of this modification to the approved Orenco Woods Concept Development Plan (CDP) for the 55 acres described in this application. Approval of this application will allow the applicant to develop a thoughtfully designed mixed-use neighborhood that is respectful of the adjacent existing neighborhood's concerns, preserves valuable natural resources, and is consistent with the goals of the City of Hillsboro for Station Community Planning Areas.

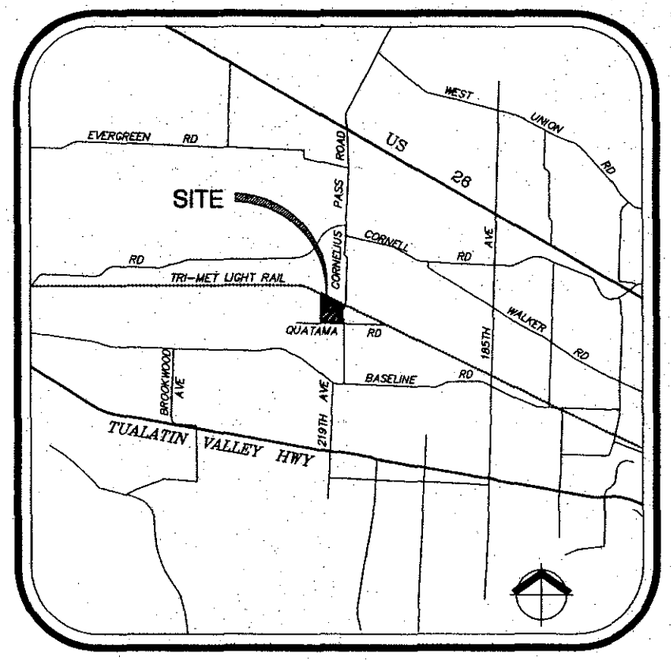
Site Plans

ORENCO WOODS CROSSING

CONCEPT DEVELOPMENT PLAN MODIFICATION

INDEX OF SHEETS

C000	COVER SHEET
C001	OVERALL SITE PLAN 1
C002	OVERALL SITE PLAN 2
C003	OVERALL SITE PLAN 3
C004	OVERALL SITE AERIAL
C101	EXISTING CONDITIONS/TREE REMOVAL
C102	EXISTING CONDITIONS/TREE REMOVAL
C103	EXISTING CONDITIONS/TREE REMOVAL
C104	EXISTING CONDITIONS/TREE REMOVAL
C601	SITE PARKING PLAN
C602	SITE PARKING PLAN
C603	SITE PARKING PLAN
C604	SITE PARKING PLAN
C700	TYPICAL STREET SECTIONS
C701	TYPICAL STREET SECTIONS
C801	PUBLIC IMPROVEMENT PLAN
C802	PUBLIC IMPROVEMENT PLAN



VICINITY MAP

NOT TO SCALE

BENCHMARK

VERTICAL DATUM: WASHINGTON COUNTY

BENCHMARK NO. 23

A BRASS DISK SET IN CONCRETE ON BASELINE RD. 500' E OF 231ST AVE., 14' N OF PAVEMENT EDGE, 55' W OF DRIVEWAY AT 22855 BASELINE. 60' E. OF 1ST BRIDGE E. OF 231ST, 10' S. OF TELEPHONE POLE #463.

ELEVATION = 152.00 FEET

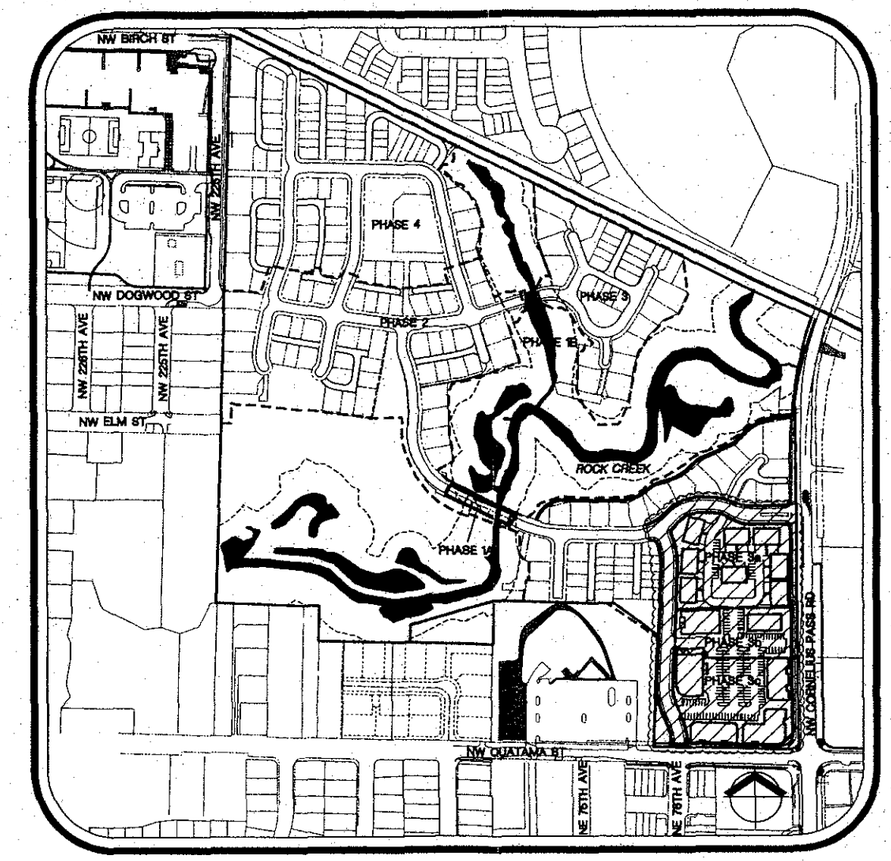
SITE INFORMATION

BORDERED BY CORNELIUS PASS ROAD, QUATAMA ROAD, NW 225TH AVENUE, AND TRI-MET LIGHT RAIL

HILLSBORO, OR 97124

MAP -1N23500

TAX LOTS - 3400 & 6600



SITE MAP

1"=200'

PROJECT TEAM

DEVELOPER
VENTURE PROPERTIES
ATTN: KELLY RITZ
4230 GALEWOOD STREET, SUITE 100
LAKE OSWEGO, OR 97035
(503) 387-7600
(503) 387-7617 (FAX)

CIVIL ENGINEER
WRG DESIGN, INC.
ATTN: JOHN HOWORTH
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PORTLAND, 97221
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(503) 419-2600 (FAX)

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(503) 419-2600 (FAX)

SURVEYOR
WRG DESIGN, INC.
ATTN: PAUL GALLI
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PORTLAND, 97221
(503) 419-2500
(503) 419-2800 (FAX)

GEOTECHNICAL ENGINEER
GEOPACIFIC ENGINEERING, INC
ATTN: JIM IMBRIE
7312 SW DURHAM RD.
PORTLAND, 97224
(503) 598-8445
(503) 598-8705 (FAX)

UTILITY CONTACTS

WATER
CITY OF HILLSBORO
ATTN: MARK HAMREL
123 WEST MAIN STREET, ROOM 250
HILLSBORO, OR 97123
(503) 615-6576
(503) 615-6585 (FAX)

POWER
PORTLAND GENERAL ELECTRIC
ATTN: BOB MARREL
4950 NW 235TH AVENUE
HILLSBORO, OR 97124
(503) 844-5333
(503) 844-5300 (FAX)

TELEPHONE
VERIZON
ATTN: MONTE FLAHERTY
4155 SW CEDAR HILLS BLVD.
BEAVERTON, OR 97075-1100
(503) 644-1645
(503) 643-0977 (FAX)

CABLE
COMCAST
ATTN: MARGARET PORTER
14200 SW BROADOON COURT
BEAVERTON, OR 97005
(503) 605-4833
(503) 605-4997 (FAX)

GAS
N.W. NATURAL
ATTN: MARK SCHAEFER
220 NW SECOND AVE
PORTLAND, OR 97209
(503) 226-4211
(503) 271-2528 (FAX)

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Orenco Woods CROSSING

COVER SHEET
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

COVER SHEET
C000

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Orenco Woods CROSSING

OVERALL SITE PLAN 1
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN377&00
DATE:	8/01/08
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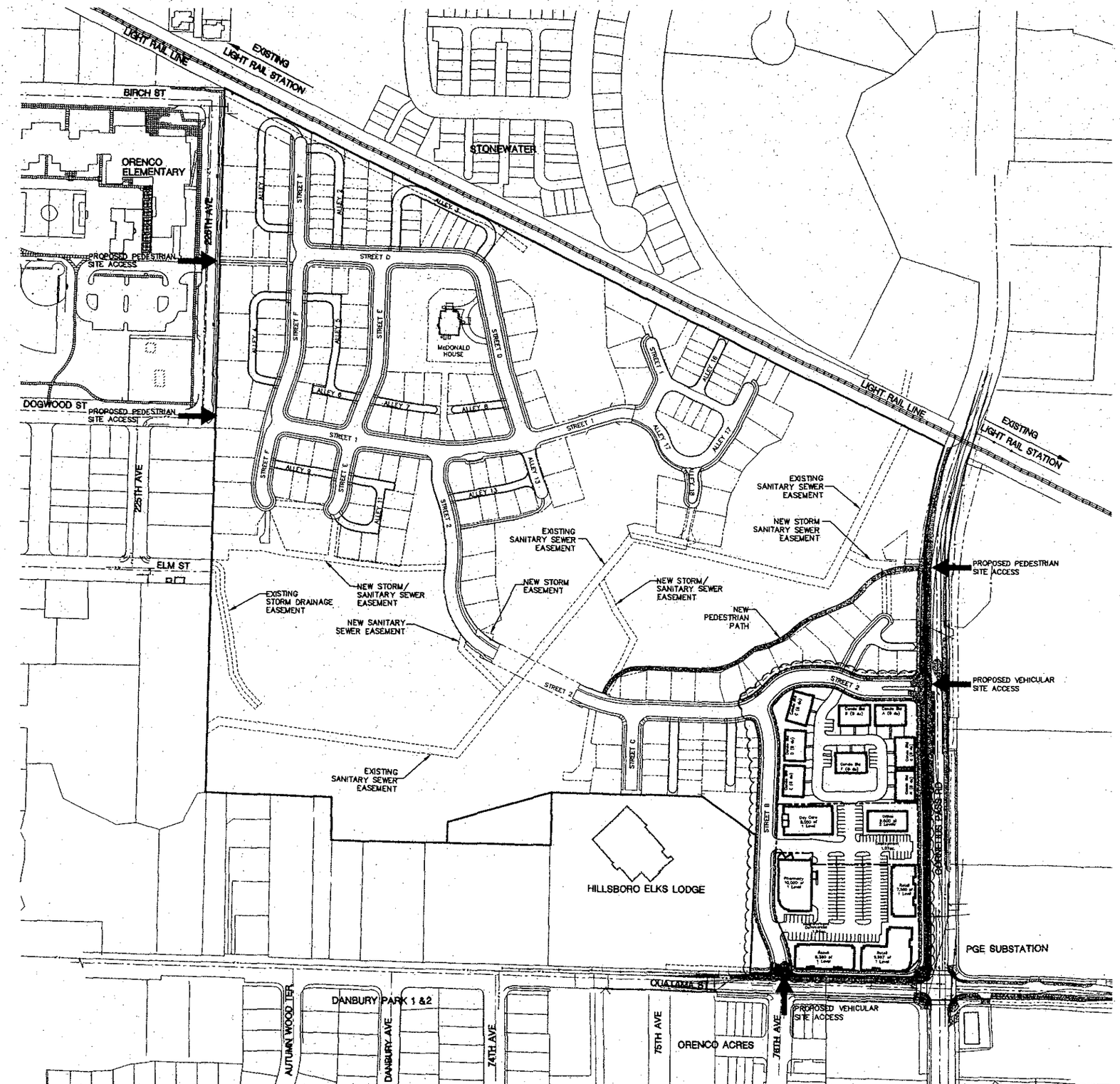
OVERALL SITE PLAN 1

C001



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Orenco Woods CROSSING

OVERALL SITE PLAN 2
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
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CHECKED BY:	JDH

OVERALL SITE PLAN 2

C002

SITE STATISTICS:

RESIDENTIAL

	APPROVED PLAN	REVISED PLAN (THIS PLAN)
SINGLE-FAMILY DETACHED	143 UNITS	120 UNITS
TOWNHOUSE UNITS	109 UNITS	65 UNITS
CONDOMINIUM (FLATS)	N/A	64 UNITS
TOTAL	252	249*

NON-RESIDENTIAL	PROPOSED LAND AREA	PROPOSED BUILDING AREA	REQUIRED MINIMUM BUILDING AREA (FAR0.40)
NEIGHBORHOOD COMMERCIAL	1.94 AC	35,777 SF	33,802 SF
EMPLOYMENT AREA	1.08 AC	17,650 AC	18,817 SF
TOTALS:	3.02 AC	53,427 SF	52,619 SF

* – LOTS 65–67 ARE NOT INCLUDED TO AVOID RENUMBERING APPROVED PLAN.

NOTES:

(1) EACH CONDOMINIUM BUILDING INCLUDES EIGHT DWELLING UNITS

(2) NEIGHBORHOOD COMMERCIAL PERMITTED TO OCCUPY 10% OF TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4.

(3) EMPLOYMENT USES ARE PERMITTED TO OCCUPY 20% OF THE TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4

(4) NON-RESIDENTIAL USES SHALL ACHIEVE A MINIMUM OF .40 FLOOR TO AREA RATIO.

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Orenco Woods CROSSING

OVERALL SITE PLAN 3
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

OVERALL SITE PLAN 3
C003

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Orenco Woods CROSSING

OVERALL SITE AERIAL
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN377&00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

SITE AERIAL
C004

STORM SEWER NOTES

(15) DI SUMP
IE 12" PVC OUT (NE)

(21) CB SUMP
GRATE EL=183.02
IE 10" PVC OUT (NW) 179.02
C/L FLOW=177.57

(22) STORM MH
RIM EL=183.08
IE 12" PVC IN (W)
IE 12" PVC IN (E)
IE 12" PVC OUT (S)
C/L FLOW=177.08

(27) CB SUMP
GRATE EL=184.59
IE 12" PVC OUT (W) 182.84
C/L FLOW=180.99

(28) CB SUMP
GRATE EL=184.66
IE 12" MTL OUT (NE) 182.51
C/L FLOW=181.16

(29) CB SUMP
GRATE EL=184.47
IE 12" MTL OUT (NE) 182.77
IE 12" PVC IN (E) 182.97
C/L FLOW=181.47

(30) CB SUMP
GRATE EL=184.10
IE 12" MTL IN (SE) 181.55
IE 12" PVC OUT (NE) 181.35
C/L FLOW=180.40

(31) CB SUMP
GRATE EL=182.92
IE 12" PVC IN (SW) 180.47
IE 12" MTL OUT (NW) 180.32
C/L FLOW=178.57

(38) 12" CONC
IE=181.51 (W)
IE=181.16 (E)

(39) 12" CONC
IE=181.70 (W)
IE=181.37 (E)

(40) 10" CONC E
IE=181.05

(41) 12" PVC NE
IE=181.65

(42) 12" PVC S
IE=181.71

(44) 12" PVC E
IE=182.42

(45) 12" CMP N
IE=182.38

(46) 12" METAL NW
IE=180.08

(47) 12" PVC
IE=179.84 (S)
IE=179.48 (N)

(48) 8" CONC
IE=177.44 (S)
IE=176.69 (N)

(49) 10" CONC
IE=169.37 (S)
IE=168.65 (N)

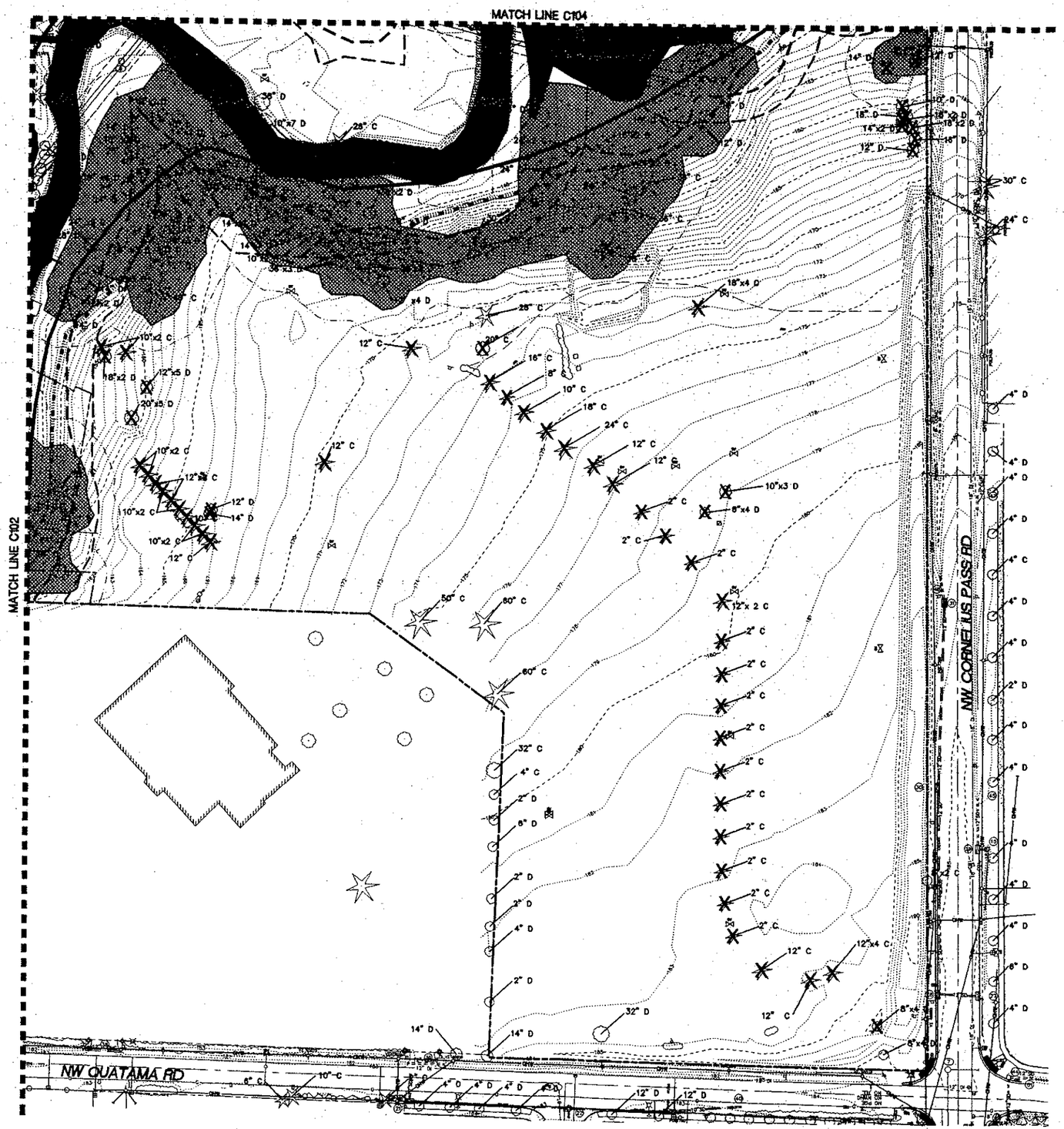
(50) 24" METAL
IE=149.01 (E)
IE=145.42 (W)

SANITARY SEWER NOTES

(6) SAN MH
RIM EL=183.49
IE 8" PVC OUT (SE)
173.49

(8) SAN MH
RIM EL=144.84
IE 48" CONC IN (NE)
IE 48" CONC OUT (SW)
FLL=124.80

(9) SAN MH
RIM 144.90
IE 48" CONC IN (SE)
IE 48" CONC OUT (NW)
FLL 124.82



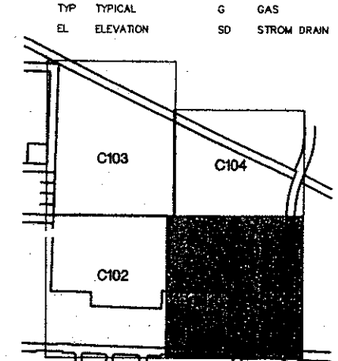
0 25 50 100

LEGEND

- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- TELEPHONE VAULT
- POWER RISER
- STREET LIGHT
- GAS VALVE
- HOSE BIB
- WATER METER
- FIRE HYDRANT
- WATER VALVE
- MAIL BOX
- RIGHT-OF-WAY LINE
- CENTER LINE
- SANITARY SEWER LINE
- FENCE LINE
- EXISTING 5' CONTOURS
- EXISTING 1' CONTOURS
- STORM SEWER LINE
- WETLAND LINE
- 100 YR FLOODPLAIN LINE
- 100 YR FLOODWAY LINE
- SNRO 25 FT UPLAND TREE IMPACT LINE
- CWS SNRO TITLE 3 SETBACK LINE
- CWS SNRO 75' IMPACT LINE
- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- EXISTING GRAVEL SURFACE
- EXISTING CREEK
- SNRO UPLAND RESCOURCE AREA
- TREE TO BE REMOVED
- _" DIAMETER DECIDUOUS TREE TO BE RETAINED
- _" DIAMETER CONIFEROUS TREE TO BE RETAINED
- SHRUB/HEDGE

ABBREVIATIONS

C	CONIFEROUS TREE	CB	CATCH BASIN
D	DECIDUOUS TREE	MTL	MATERIAL
IE	INVERT ELEVATION	C/L	CENTERLINE
CONC	CONCRETE	SS	SANITARY SEWER
OHW	OVERHEAD WIRE	MH	MANHOLE
TYP	TYPICAL	G	GAS
EL	ELEVATION	SD	STROM DRAIN



SHEET LEGEND

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Orenco Woods CROSSING

EXISTING CONDITIONS/ TREE REMOVAL
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

EX. CON./ TREE REMOVAL

C101

STORM SEWER NOTES

(20) CB SUMP
GRATE EL=183.20
IE 10" PVC OUT 180.70
C/L FLOW=179.40

(36) 24" CMP
IE=135.17 (NE)
IE=135.97 (SW)

(37) 8" PVC
IE=140.80 (SW)
IE=140.98 (NE)

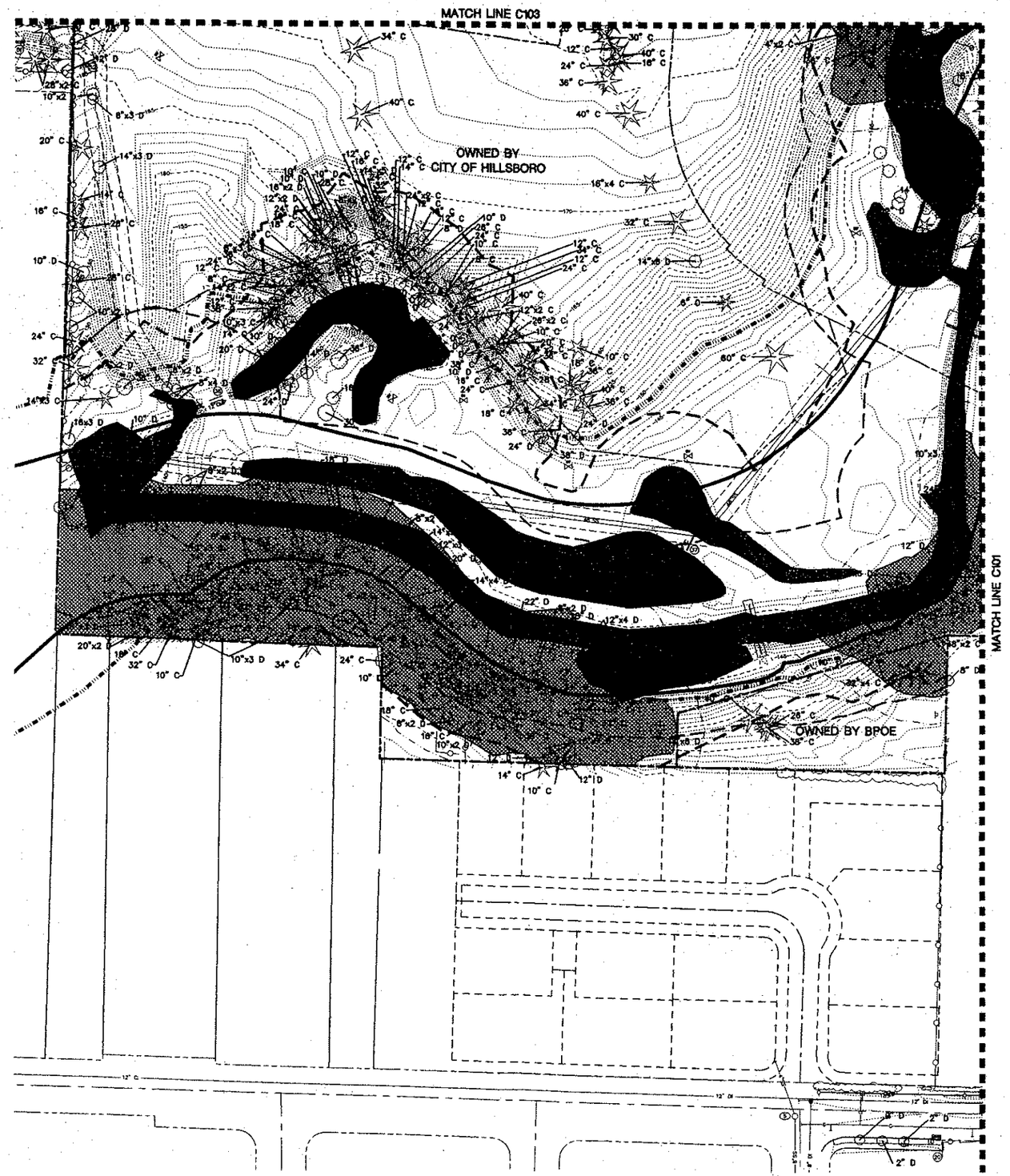
(51) 12" CONC
IE=164.16 (E)

(52) 27" CONC
IE=164.08 (SE)

SANITARY SEWER NOTES

(5) SAN MH
RIM EL=184.36
IE 4" PVC IN (NW)
IE 8" PVC OUT (S)
CL FLOW=176.50

(4) SAN MH
RIM 143.98
IE 48" CONC IN (NE)
IE 48" CONC OUT (SW)
FLL 124.77



0 25 50 100

LEGEND

- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- TELEPHONE VAULT
- POWER RISER
- STREET LIGHT
- GAS VALVE
- HOSE BIB
- WATER METER
- FIRE HYDRANT
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- EXISTING GRAVEL SURFACE
- EXISTING CREEK
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- TREE TO BE REMOVED
- " DIAMETER DECIDUOUS TREE TO BE RETAINED
- " DIAMETER CONIFEROUS TREE TO BE RETAINED
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ABBREVIATIONS

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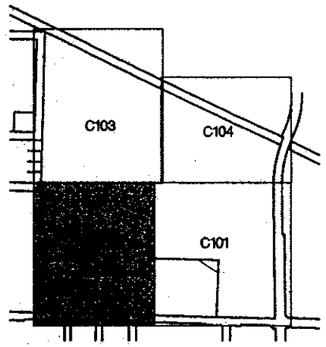
OHW	OVERHEAD WIRE	MH	MANHOLE
TYP	TYPICAL	G	GAS
EL	ELEVATION	SD	STROM DRAIN



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Orenco Woods CROSSING

EXISTING CONDITIONS/ TREE REMOVAL
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO.:	VEN3778.00
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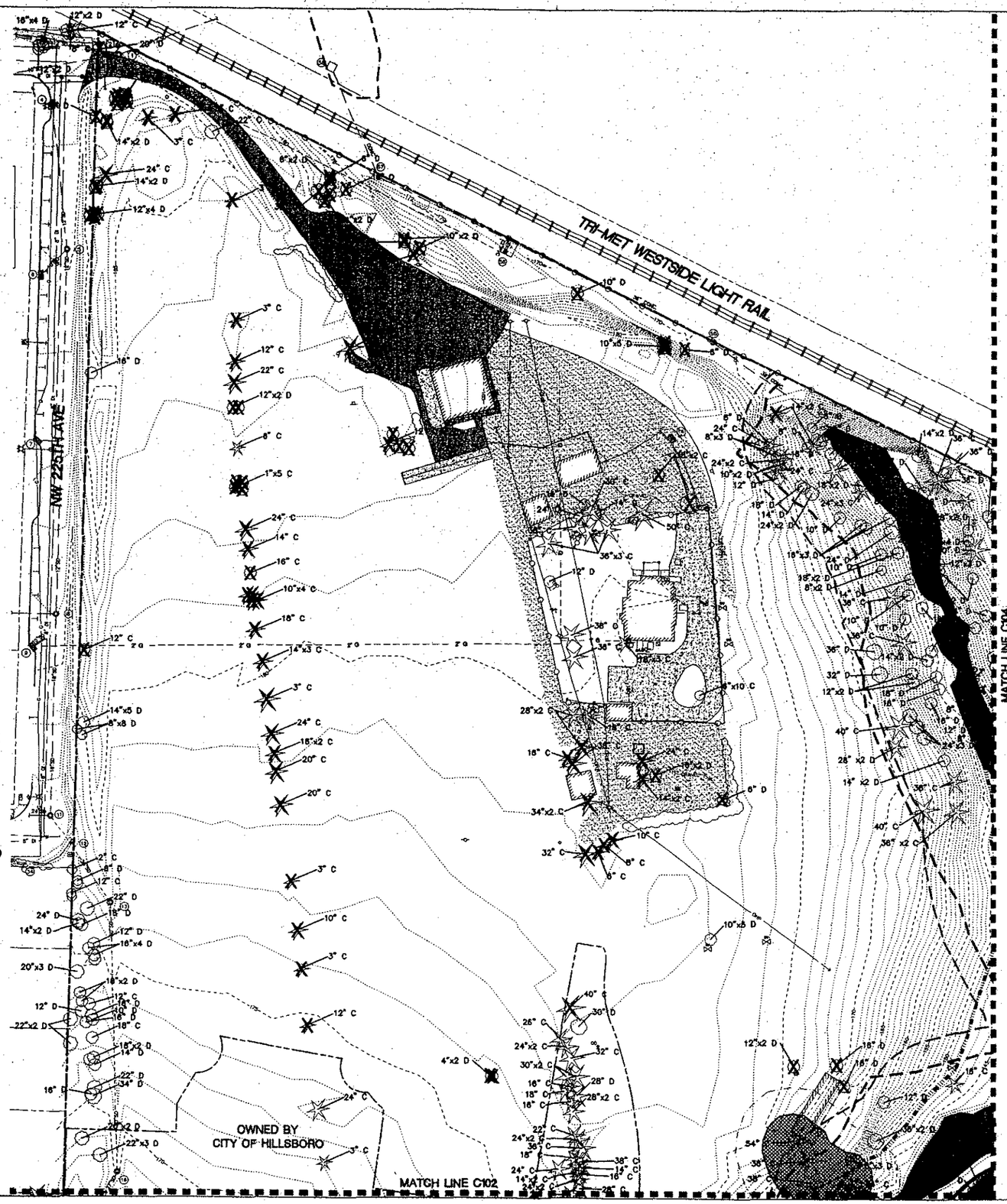
CHECKED BY:	JDH

EX. CON./ TREE REMOVAL
C102



STORM SEWER NOTES

1. STORM MH
RIM 187.28
IE 12" PVC IN (NW)
IE 10" PVC IN (SW)
IE 12' PVC OUT (NE)
C/L FLOW 180.47

2. DI SUMP
IE 6" MTL (NE)
IE 12" PVC (NW)

4. CB SUMP
GRATE EL=188.54
IE 10" PVC OUT SE
182.24
C/L FLOW=181.04

5. STORM MH
RIM 185.23
IE 12" PVC IN (NW)
IE 12" PVC OUT (S)
IE 10" PVC IN (W)
C/L FLOW 179.47

6. CB SUMP
GRATE EL=184.85
IE 10" PVC OUT (E) 180.43
C/L FLOW=179.45

7. CB SUMP
GRATE EL=183.11
IE 10" PVC OUT (E) 178.56
C/L FLOW=177.08

8. STORM MH
RIM 181.07
IE 12" PVC IN (N)
IE 18" PVC IN (W)
IE 18" PVC OUT (S)
C/L FLOW 176.17

9. CB SUMP
GRATE EL=180.10
IE 10" OUT (NE) 175.90
C/L FLOW=174.80

11. STORM MH
RIM 177.74
IE 18" PVC IN (N)
IE 24" PVC IN (W)
IE 30" PVC OUT (SE)
C/L FLOW 159.59

12. DI SUMP
IE 12" PVC OUT (NE)

13. STORM MH
RIM 179.02
IE 30" PVC IN (NW)
IE 30" PVC OUT (S)
C/L FLOW 168.20

14. CB OIL TRAP
GRATE EL=178.59

16. STORM MH
RIM 170.53
IE 30" PVC IN (NW)
IE 27" PVC OUT (SW)
C/L FLOW 154.88

34. 12" CONC
IE=175.23 (W)
IE=175.07 (E)

53. 36" CONC.
IE 151.31 (SE) END

54. 12" CCP
IE 152.51 (SE) END
ORIGINATION UNKOWN

55. STORM MH
RIM EL=171.39
IE 36" CONC IN (W)
IE 36" CONC OUT (E)
C/L FLOW 153.75

56. AREA DRAIN
TOP GRATE EL 170.38
TOE GRATE EL 168.83
12" PVC OUT (N)
IE 167.07

57. STORM MH
RIM EL=173.39
IE 36" CONC IN (NW)
IE 36" CONC OUT (E)
C/L FLOW 158.97

58. DI
GRATE EL 165.73
IE 36" CONC OUT (SE)
IE=160.23

0 25 50 100

LEGEND

- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- TELEPHONE VAULT
- POWER RISER
- STREET LIGHT
- GAS VALVE
- HOSE BIB
- WATER METER
- FIRE HYDRANT
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- EXISTING 1' CONTOURS
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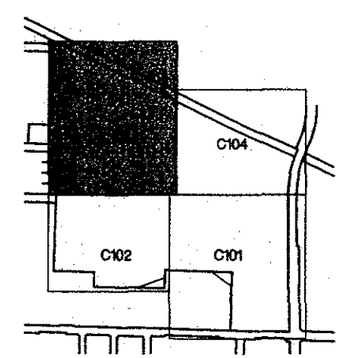
- EXISTING CONCRETE SURFACE
- EXISTING GRAVEL SURFACE
- EXISTING CREEK
- SNRO UPLAND RESCOURCE AREA
- TREE TO BE REMOVED
- " DIAMETER DECIDUOUS TREE TO BE RETAINED
- " DIAMETER CONIFEROUS TREE TO BE RETAINED
- SHRUB/HEDGE

ABBREVIATIONS

C	CONIFEROUS TREE	CB	CATCH BASIN
D	DECIDUOUS TREE	MTL	MATERIAL
IE	INVERT ELEVATION	C/L	CENTERLINE
CONC	CONCRETE	SS	SANITARY SEWER
OHW	OVERHEAD WIRE	MH	MANHOLE
TYP	TYPICAL	G	GAS
EL	ELEVATION	SD	STROM DRAIN



SHEET LEGEND

WRG DESIGN
5415 SW Westgate Dr, Ste 100 Portland, OR 97221
Tel. 503.419.2500 Fax. 503.419.2600
PLANNERS • ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS

Orenco Woods CROSSING

EXISTING CONDITIONS/ TREE REMOVAL
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

EX. CON/ TREE REMOVAL

C103

STORM SEWER NOTES

(32) AREA DRAIN
GRATE EL=142.10

(33) AREA DRAIN
GRATE EL=142.50

(50) 24" METAL
IE=149.01 (E)
IE=145.42 (W)

0 25 50 100

LEGEND

- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- TELEPHONE VAULT
- POWER RISER
- STREET LIGHT
- GAS VALVE
- HOSE BIB
- WATER METER
- FIRE HYDRANT
- WATER VALVE
- MAIL BOX
- RIGHT-OF-WAY LINE
- CENTER LINE
- SANITARY SEWER LINE
- FENCE LINE
- EXISTING 5' CONTOURS
- EXISTING 1' CONTOURS
- STORM SEWER LINE
- WETLAND LINE
- 100 YR FLOODPLAIN LINE
- 100 YR FLOODWAY LINE
- SNRO 25 FT UPLAND TREE IMPACT LINE
- CWS SNRO TITLE 3 SETBACK LINE
- CWS SNRO 75' IMPACT LINE
- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- EXISTING GRAVEL SURFACE
- EXISTING CREEK
- SNRO UPLAND RESCOURCE AREA
- TREE TO BE REMOVED
- "-" DIAMETER DECIDUOUS TREE TO BE RETAINED
- "-" DIAMETER CONIFEROUS TREE TO BE RETAINED
- SHRUB/HEDGE

ABBREVIATIONS

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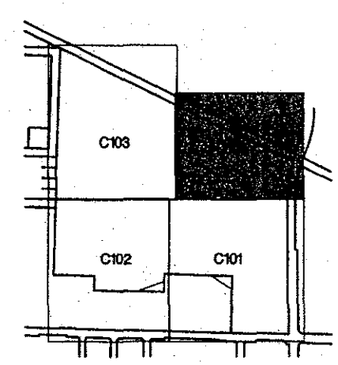
OHW	OVERHEAD WIRE	MH	MANHOLE
TYP	TYPICAL	G	GAS
EL	ELEVATION	SD	STROM DRAIN



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Orenco Woods CROSSING

EXISTING CONDITIONS/ TREE REMOVAL
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

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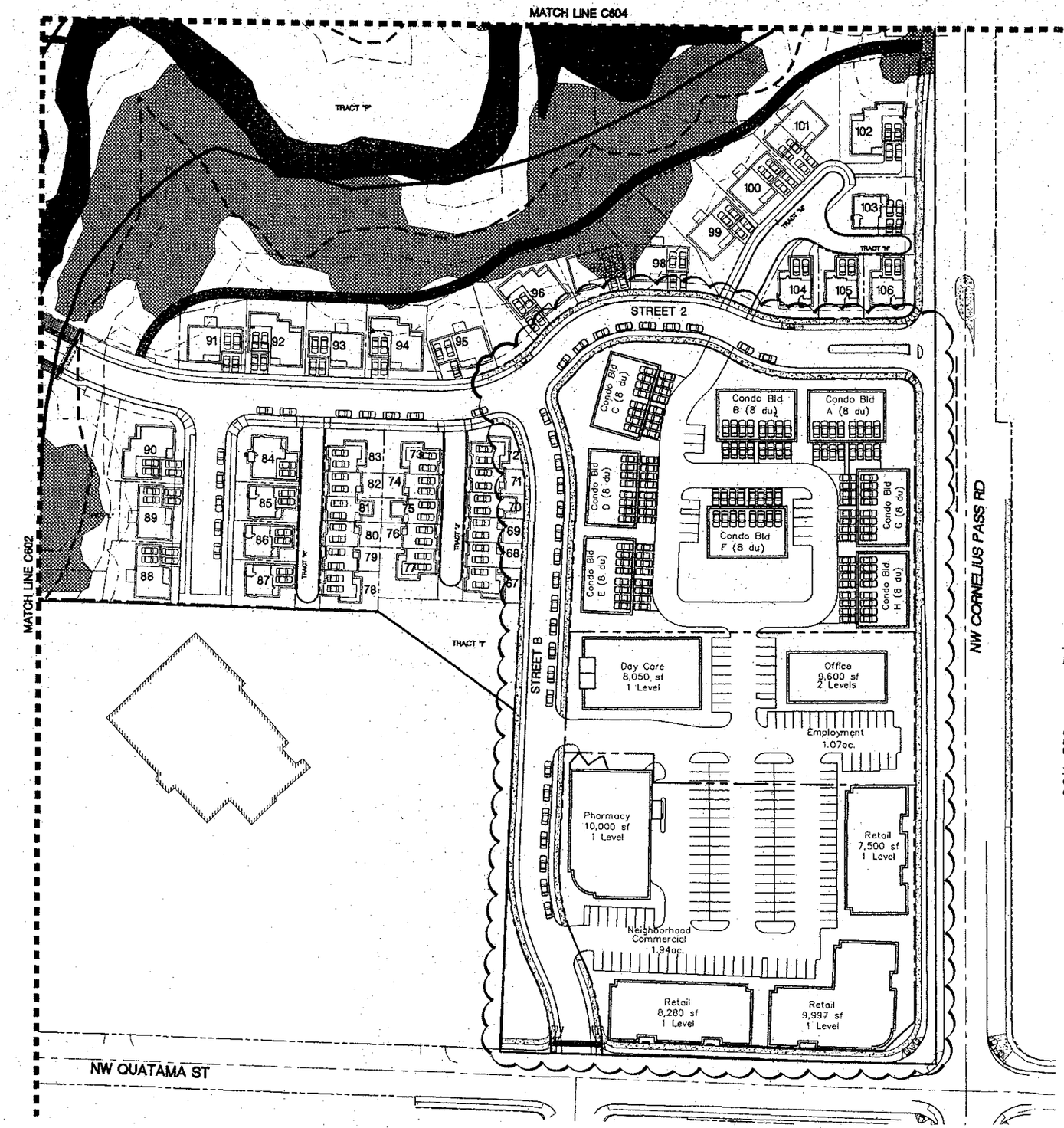
EX. CON./
TREE REMOVAL
C104



LEGEND

- EXISTING RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION LOT LINE
- EXISTING CENTER LINE
- EXISTING CURB LINE
- PROPOSED MODIFICATION CURB LINE
- EXISTING SIDEWALK
- PROPOSED MODIFICATION SIDEWALK
- EXISTING WETLAND LINE
- EXISTING 100 YR FLOODPLAIN LINE
- EXISTING 100 YR FLOODWAY LINE
- SNRO 25 FT UPLAND TREE IMPACT LINE
- CWS SNRO TITLE 3 SETBACK
- CWS SNRO 75' IMPACT LINE
- PROPOSED MODIFICATION BUILDING OUTLINE
- EXISTING UPLAND TREE RESOURCE AREA
- EXISTING CONCRETE SURFACE
- EXISTING CREEK
- PROPOSED MODIFICATION PARKING SPACE
- PARKING SPACE

PARKING ANALYSIS

PARKING SPACE DETAILS

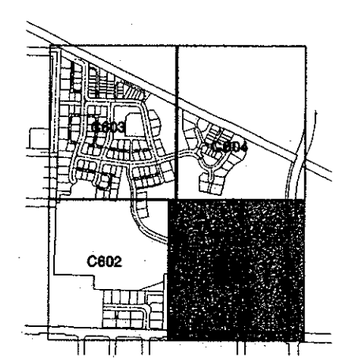
ON STREET PARKING: 23'
OFF STREET PARKING: 20'

ON/OFF STREET PARKING: 9'

CONDOMINIUM PARKING: 140 SPACES
EMPLOYMENT PARKING TOTAL SF: 17,650; PARKING: 46 SPACES
NEIGHBORHOOD COMMERCIAL TOTAL SF: 35,777; PARKING: 107 SPACES

TOTAL PARKING COUNTS (MODIFICATION)
OFF STREET PARKING: 293 SPACES
ON STREET PARKING: 29 SPACES

0 25 50 100



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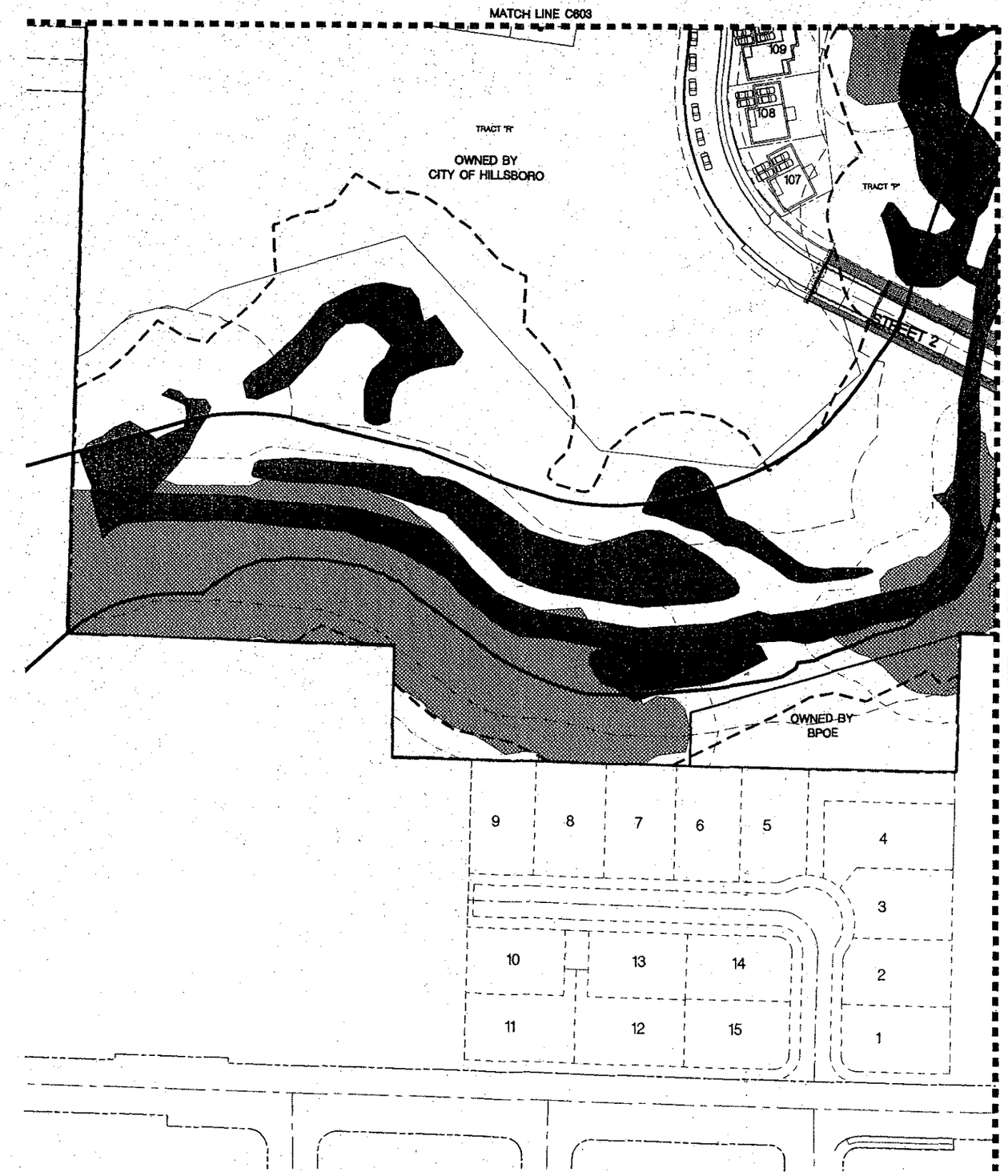
Orenco Woods CROSSING

SITE PARKING PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO.:	VEN377.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

SITE PARKING PLAN

C601



LEGEND

- EXISTING RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION LOT LINE
- EXISTING CENTER LINE
- EXISTING CURB LINE
- PROPOSED MODIFICATION CURB LINE
- EXISTING SIDEWALK
- PROPOSED MODIFICATION SIDEWALK
- EXISTING WETLAND LINE
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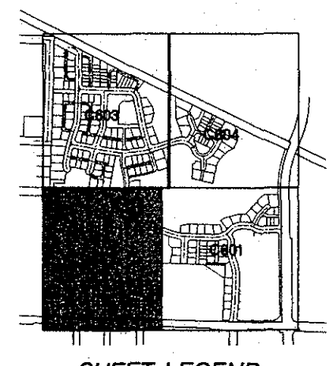
- CWS SNRO TITLE 3 SETBACK
- CWS SNRO 75' IMPACT LINE
- PROPOSED MODIFICATION BUILDING OUTLINE
- EXISTING UPLAND TREE RESOURCE AREA
- EXISTING CONCRETE SURFACE
- EXISTING CREEK
- PROPOSED MODIFICATION PARKING SPACE
- PARKING SPACE

0 25 50 100'



SHEET LEGEND

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Orenco Woods CROSSING

SITE PARKING PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

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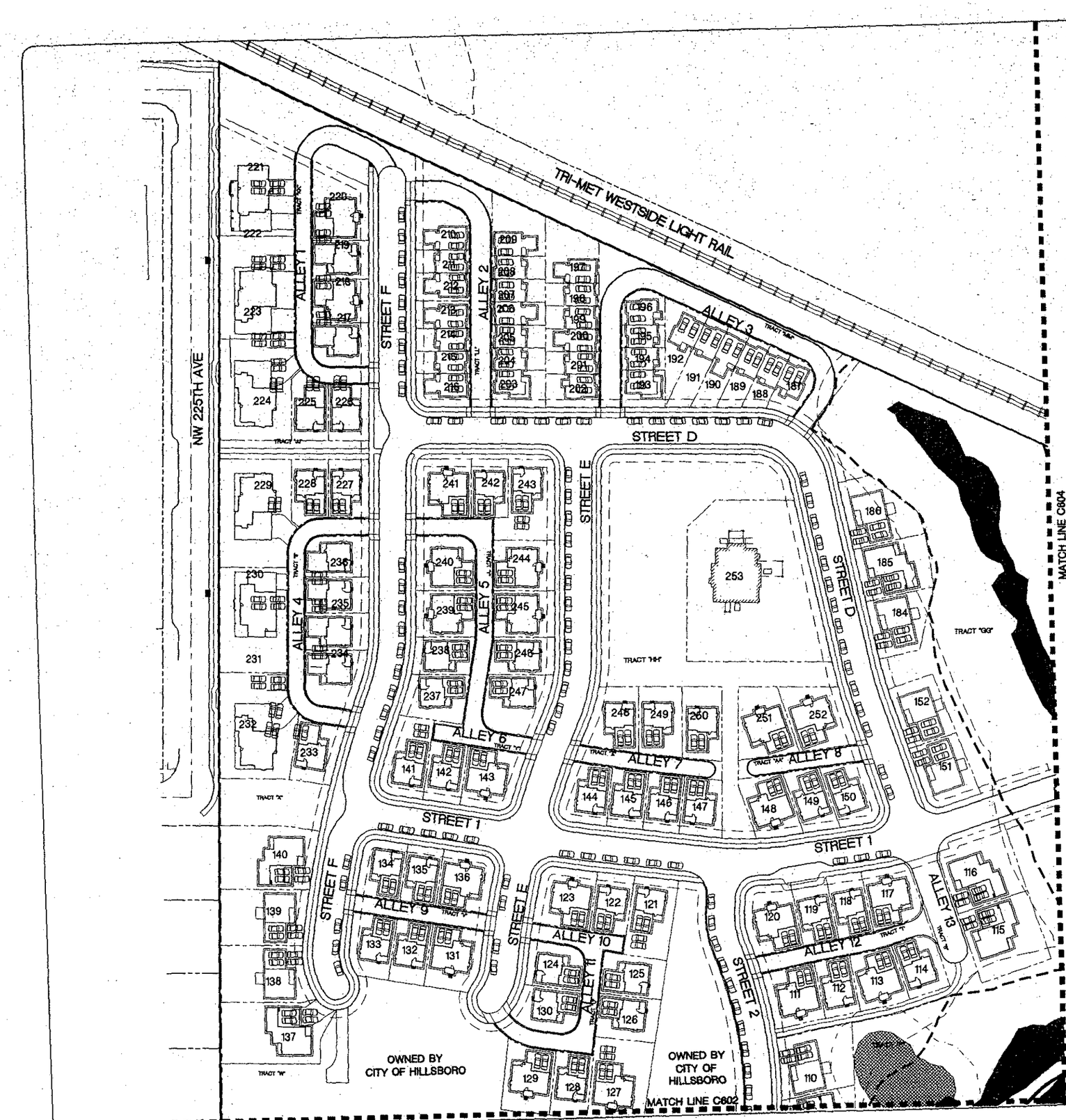
SITE PARKING PLAN

C602



LEGEND

- EXISTING RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION LOT LINE
- EXISTING CENTER LINE
- EXISTING CURB LINE
- PROPOSED MODIFICATION CURB LINE
- EXISTING SIDEWALK
- PROPOSED MODIFICATION SIDEWALK
- EXISTING WETLAND LINE
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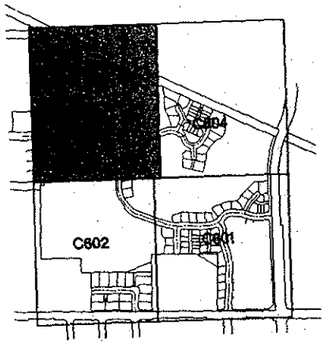
- EXISTING CONCRETE SURFACE
- EXISTING CREEK
- PROPOSED MODIFICATION PARKING SPACE
- PARKING SPACE

0 25 50 100



SHEET LEGEND

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Orenco Woods CROSSING

SITE PARKING PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/06
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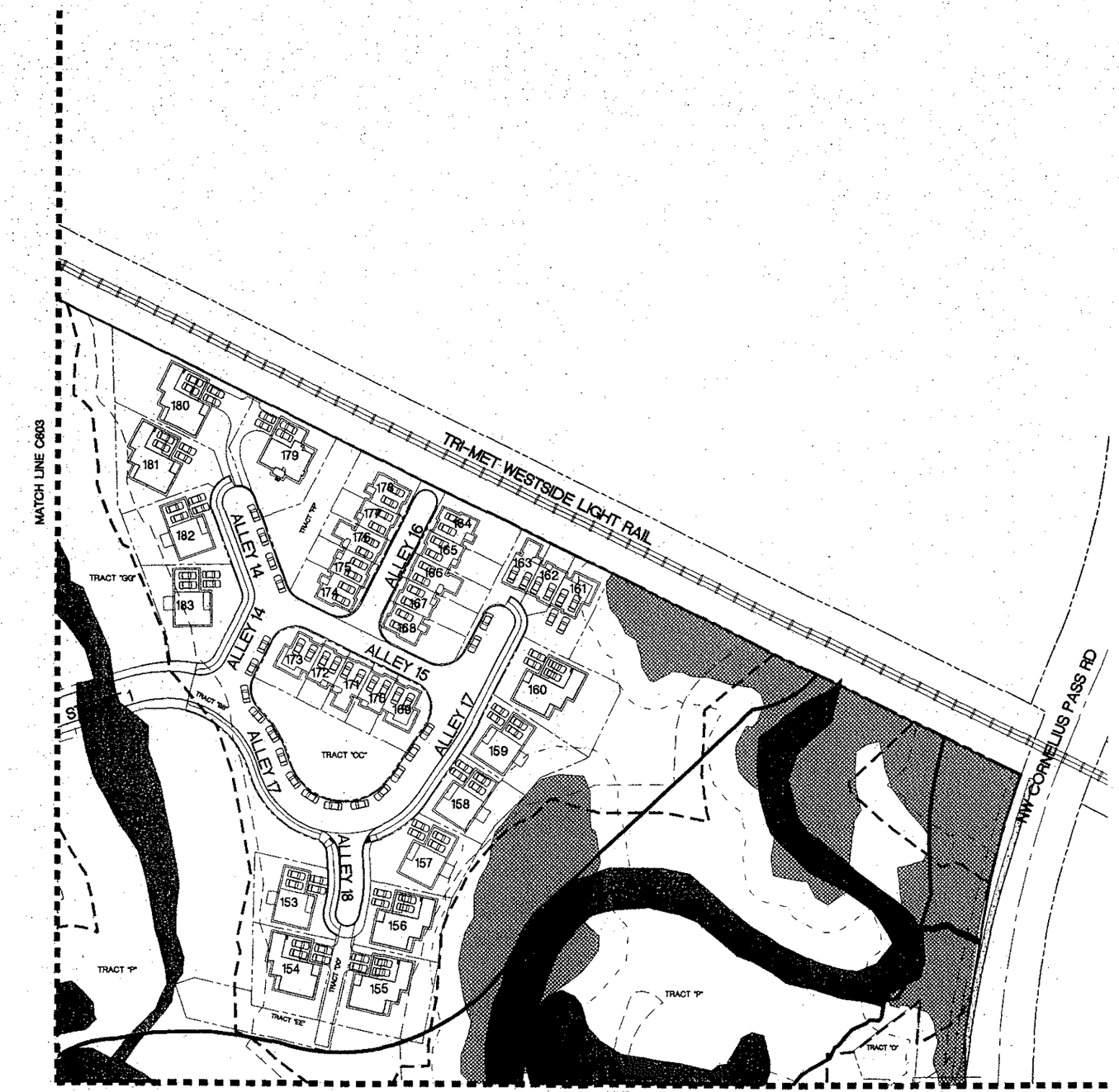
CHECKED BY:	JDH

SITE PARKING PLAN

C603 1465



LEGEND

- EXISTING RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION LOT LINE
- EXISTING CENTER LINE
- EXISTING CURB LINE
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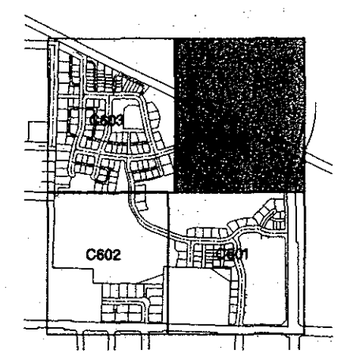
- EXISTING UPLAND TREE RESOURCE AREA
- EXISTING CONCRETE SURFACE
- EXISTING CREEK
- PROPOSED MODIFICATION PARKING SPACE
- PARKING SPACE

0 25 50 100



SHEET LEGEND

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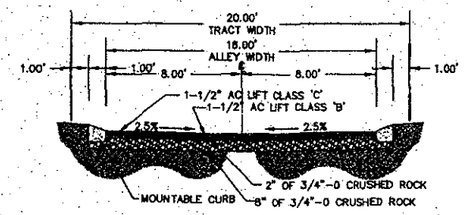
Orenco Woods CROSSING

SITE PARKING PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

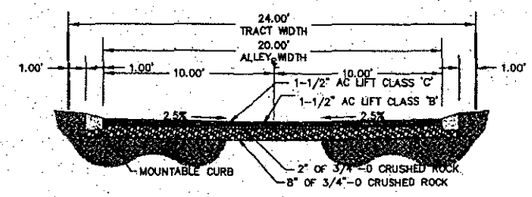
PROJECT NO:	VEN3778.00
DATE:	6/01/06
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

SITE PARKING PLAN
C604



ALLEY TYPE A

SCALE: NTS



ALLEY TYPE B

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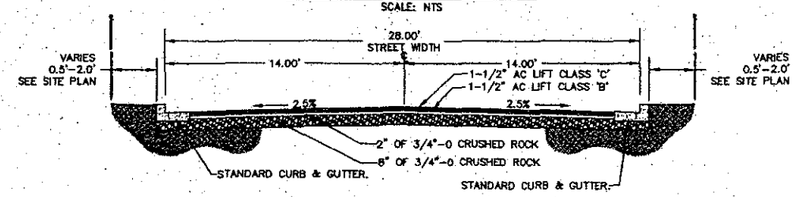

PRIVATE STREET TYPE A

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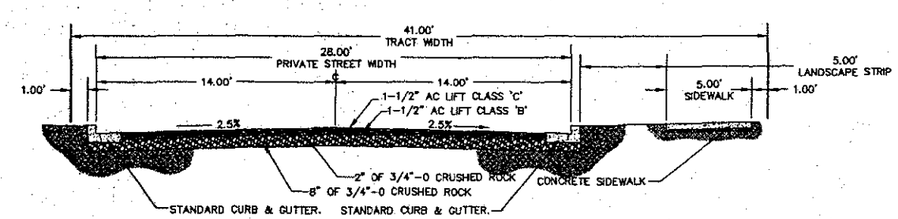

PRIVATE STREET TYPE B

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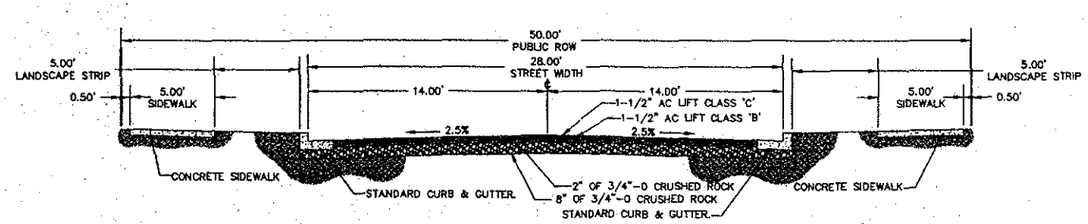

LOCAL STREET

SCALE: NTS
STREET B
STREET 2

STREET SECTION TABLE

STREETS	SECTION
2	LOCAL STREET/ BRIDGE SECTION
A	LOCAL STREET
B	LOCAL STREET
C	LOCAL STREET
ALLEYS	**SECTION**
19	ALLEY TYPE B
20	ALLEY TYPE B
21	ALLEY TYPE B
21a	ALLEY TYPE A
FRONTAGE	**SECTION**
CORNELIUS PASS	CORNELIUS PASS HALF STREET
QUANTAMA	QUATAMA HALF STREET

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Orenco Woods CROSSING

TYPICAL STREET SECTIONS
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

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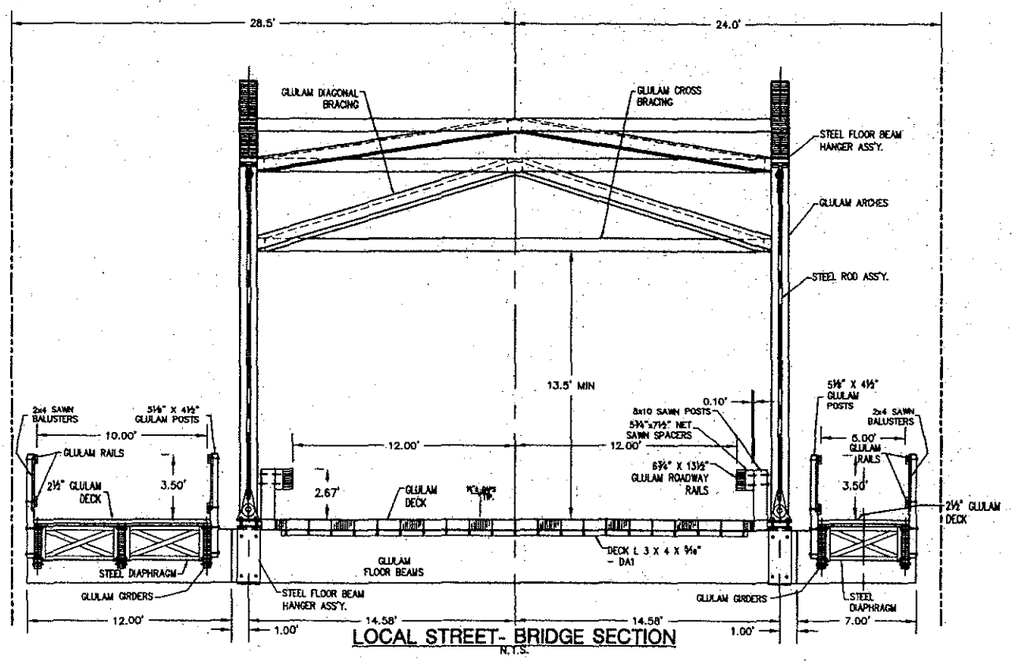
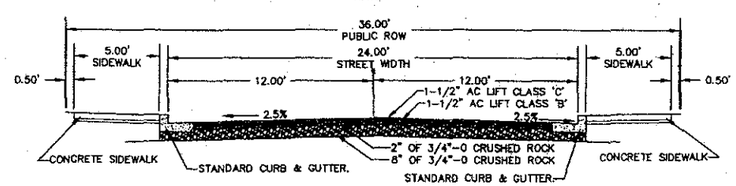
STREET SECTIONS

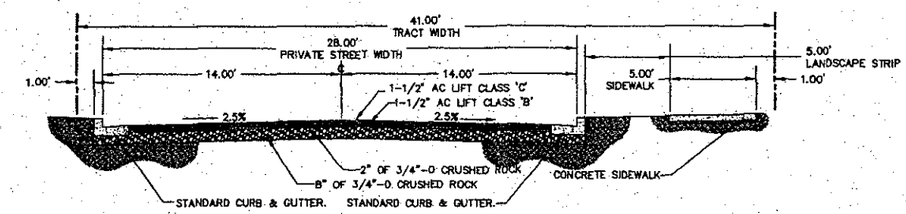
C700



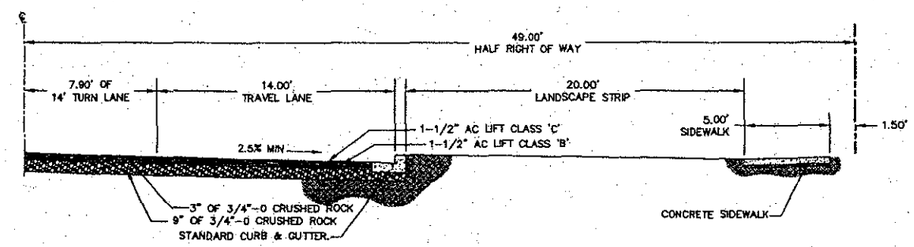
LOCAL STREET- BRIDGE SECTION
N.T.S.



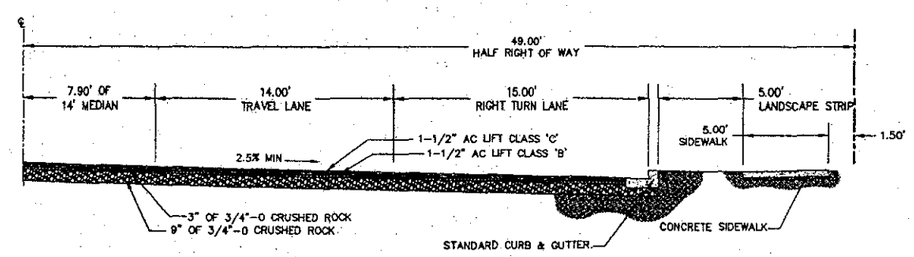
CULVERT CROSSING
SCALE: NTS



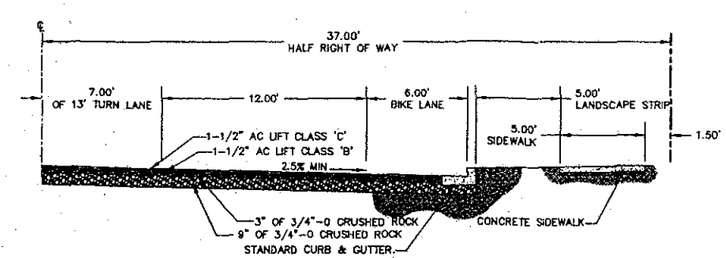
PUBLIC PARK STREET
SCALE: NTS



CORNELIUS PASS HALF STREET
SCALE: NTS *STA: 183+50 to 190+50*



CORNELIUS PASS HALF STREET
SCALE: NTS *STA: 190+50 to 192+00*



QUATAMA HALF STREET
SCALE: NTS

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Orenco Woods CROSSING

TYPICAL STREET SECTIONS
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

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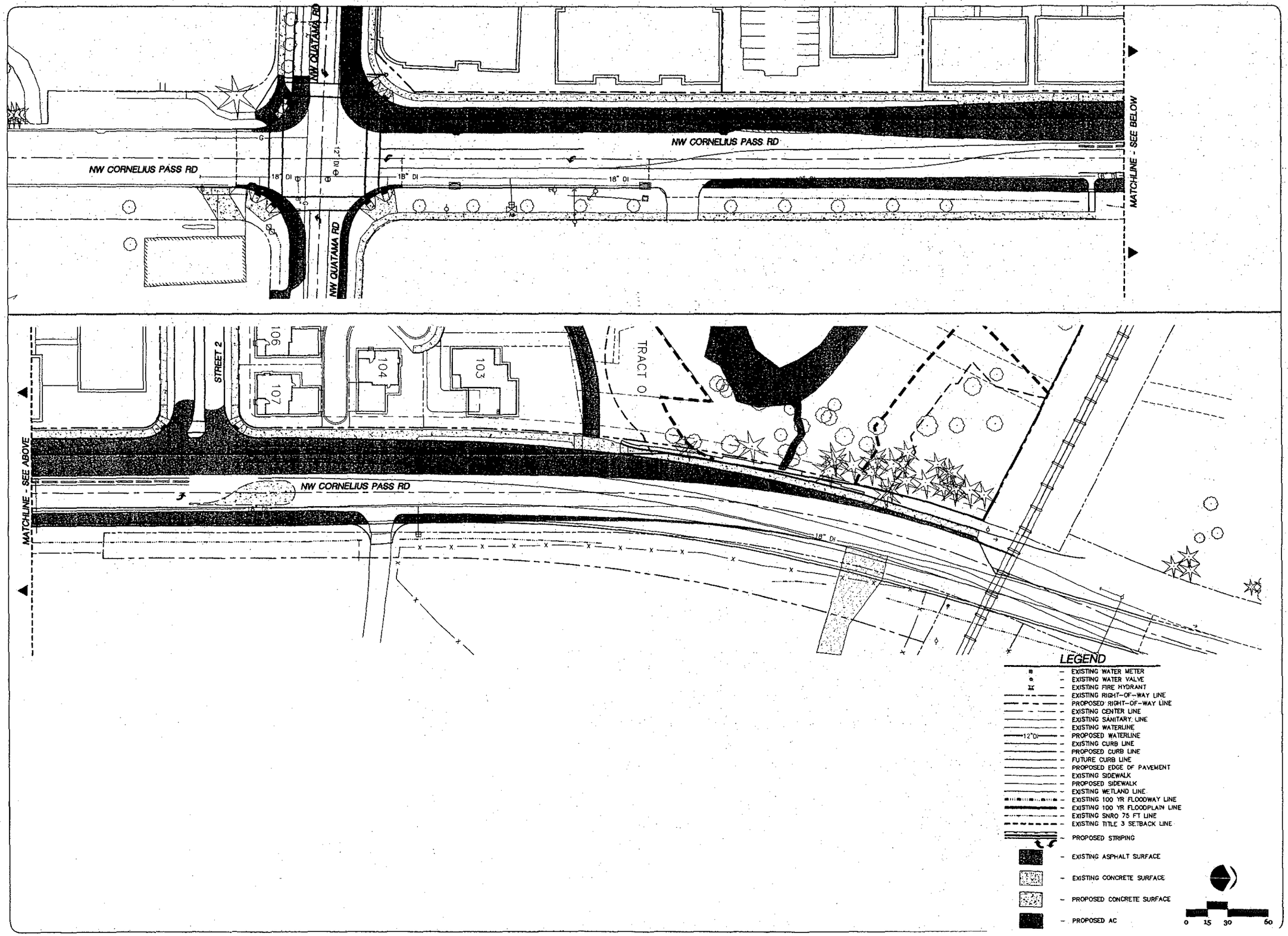
STREET SECTIONS
C701



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Orenco Woods CROSSING

PUBLIC IMPROVEMENTS PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
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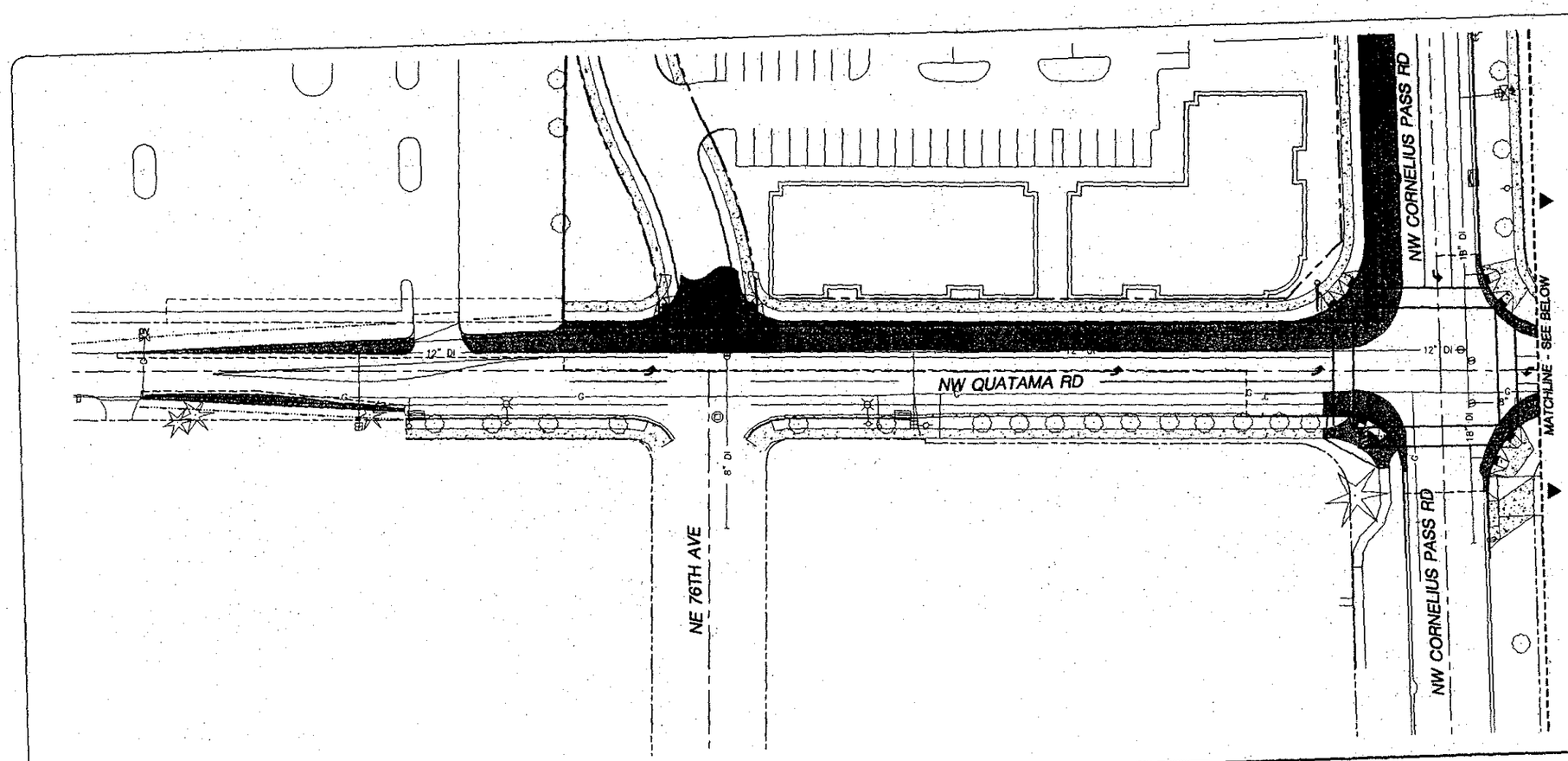
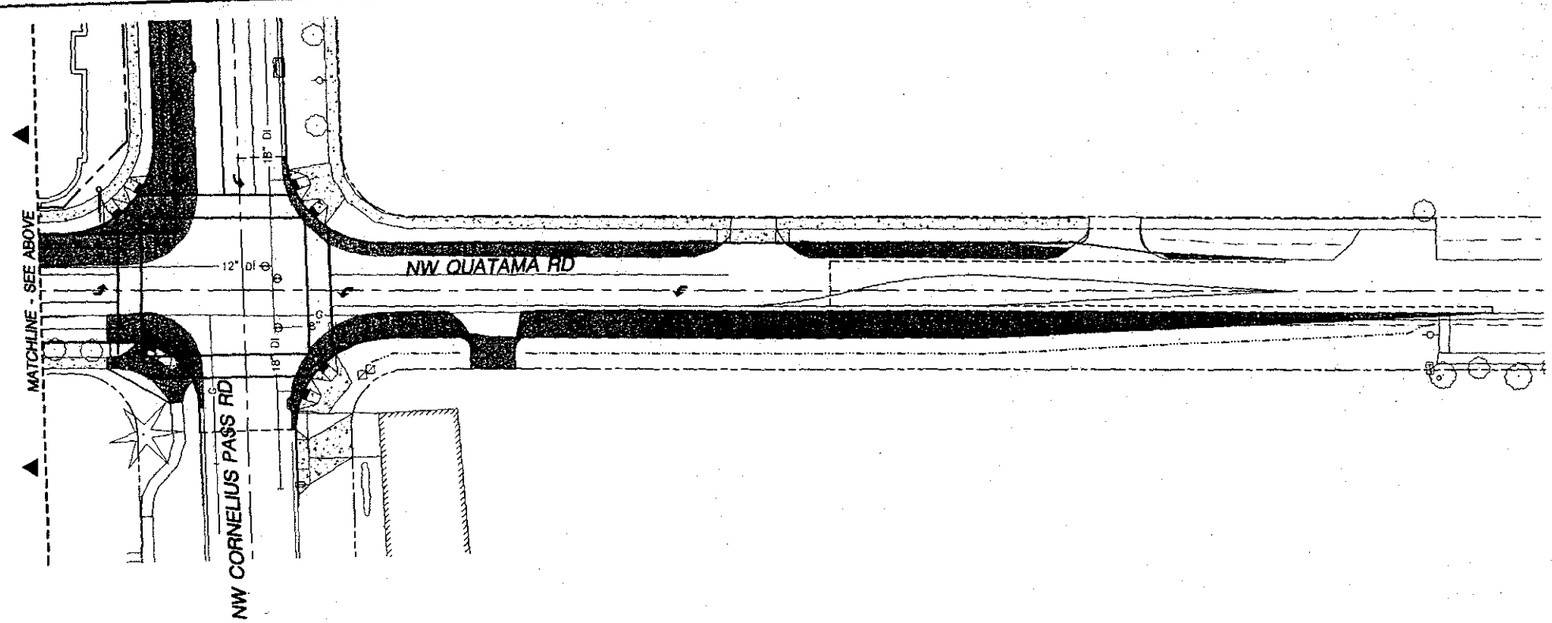
PUBLIC IMPROVEMENTS

C801





LEGEND

- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING CENTER LINE
- EXISTING SANITARY LINE
- EXISTING WATERLINE
- PROPOSED WATERLINE
- EXISTING CURB LINE
- PROPOSED CURB LINE
- FUTURE CURB LINE
- PROPOSED EDGE OF ASPHALT
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING WETLAND LINE
- EXISTING 100 YR FLOODWAY LINE
- EXISTING 100 YR FLOODPLAIN LINE
- EXISTING SNRO 75 FT LINE
- EXISTING TITLE 3 SETBACK LINE
- PROPOSED STRIPING
- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE SURFACE
- PROPOSED CONCRETE SURFACE
- PROPOSED AC

0 15 30 60

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HILLSBORO, OREGON

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PUBLIC IMPROVEMENTS

C802

Application

150 East Main Street, Hillsboro, OR 97123
4th Floor • 503/681-6153
FAX 503/681-6245
www.ci.hillsboro.or.us

CONCEPT DEVELOPMENT PLAN APPLICATION

NOTICE TO APPLICANT: On original application form, please print legibly using black/dark blue ink or type. Applicants are advised to review the list of submittal requirements and recommendations indicated on each land use application form and in the applicable Ordinance prior to submitting an application. When applicable, applicants are also advised to submit three (3) draft application packages in advance of deadline dates for public hearings: a list of meeting dates and deadlines is available on request. **INCOMPLETE APPLICATIONS WILL NOT BE SCHEDULED FOR PUBLIC HEARING UNTIL THE PLANNING DEPARTMENT RECEIVES ALL REQUIRED SUBMITTAL MATERIALS.**

TRACKING INFORMATION (For Office Use Only)

File #_____ Planner:_____ Hearing Date: _____

Applicant_____ Property Owner_____

APPLICATION TYPE: *(plea se check one)*

☐ **Original Concept Development Plan:** original application for a new concept development plan.

☒ **Concept Development Plan Modification:** modification of an existing concept development plan.

SITE LOCATION & DESCRIPTION

Tax Map #(s) 1N23500, 1N235CB & 1N235CA Tax Lot #(s) 3400, 8200 & 100(.5 acre portion)

Frontage Street or Address 22180 NW Birch Street (Formerly 22200 NW Birch Street)

Nearest Cross Street Northeast corner of NW 225th Avenue and NW Birch Street

Plan Designation RL, RM, FP, OS Zoning SCR-V Site Size 55.05 acres or sq. ft.

SUMMARY OF REQUEST

Project Type/Narrative Summary: *(Provide a brief summary and specify project type: Single Family Residential (SFR), Multi-family Residential (MFR), Commercial, Industrial, Mixed Use)* The applicant requests approval of a modification to the approved CDP 1-06. The modification will add an additional type of residential structures and add neighborhood commercial and other employment uses to the southeast corner of the site.

Proposed Project Name Orenco Woods Crossing

# of Phases Proposed 4 Total # of Lots 251 Useable Open Space & Improvements 16.36 %

If Residential, please indicate the no. of units: Total 249 SFR Detached 120 SFR Attached 65 MFR 64

Maximum Lot Size 8,850 sq.ft. Minimum Lot Size 1,080 sq.ft.

Average Lot Size 3,252 sq.ft. / # of lots below average size ____ (not to exceed 30% - applicable only to residential)

***NOTE:* If a residential project is proposed, a Residential Density Calculation Worksheet (attached) must be submitted.**

If Mixed Use, please specify types of uses and approximate percentages of overall site are in each use:

Commercial 10 % Industrial 5.5 % Residential 84.5 %

If Commercial or Industrial: # of Non-residential buildings: 6 Total square footage: 53,427sf

CONTINUED ON PAGE 2

CONCEPT DEVELOPMENT PLAN APPLICATION
(CONTINUED)

DETAILED SITE INFORMATION

Are any of the following present on the site? *If so, please specify number of acres and/or percentage of site affected.*

Floodplain 13.6 acres/25% Wetlands 4.11 acres/7% Significant Natural Resources 15.89/29%

Cultural Resources 0.51ac /1% Airport Noise Contours N/A Slopes greater than 25% 6.59ac/12%

Are alternative design standards requested? ☐ Yes ☒ No *(If Yes, cite applicable code standards.)*

Water Provider: ☒ City of Hillsboro ☐ Tualatin Valley Water District ☐ Other: _____

Does the site have access to City Street(s) ☒ Yes ☐ No *(Please explain)* NW Cornelius Pass Road to the east; NW Quatama Rd to the south; and pedestrian and emergency vehicle access off NW 225th Ave to the west.

Does the site have access to County Road(s) ☐ Yes ☒ No *(Please explain)* _____

Are there existing structures on the site? ☒ Yes ☐ No *(If Yes, briefly explain future status of structures.)* McDonald House will be retained. Golf buildings to be removed.

OWNERSHIP AND APPLICANT INFORMATION

Property Owner(s) Name(s) Orenco Woods Crossing, LLC - Kelly Ritz

Mailing Address/State/Zip 4230 SW Galewood Street, Lake Oswego, OR 97035

Phone # 503-387-6702 Fax # 503-387-7617 Email Address kritz@dmrealty.com

Does the owner of this site also own any adjacent property? ☐ Yes ☒ No *(If Yes, please list tax map and tax lots)*

Property Owner's Signature [signature] Date: 7-24-08

(If more than one property owner, please attach additional sheet with names and signatures.)

Applicant Name Orenco Woods Crossing, LLC - Kelly Ritz

Mailing Address/State/Zip 4230 SW Galewood Street, Lake Oswego, OR 97035

Phone # 503-387-6702 Fax # 503-387-7617 Email Address kritz@dmrealty.com

Applicant's Signature [signature] Date: 7-24-08

Applicant's interest in property _____

CONTINUED ON PAGE 3

CONCEPT DEVELOPMENT PLAN APPLICATION
(CONTINUED)

DETAILED SITE INFORMATION

Are any of the following present on the site? *If so, please specify number of acres and/or percentage of site affected.*

Floodplain_____ Wetlands_____ Significant Natural Resources_____

Cultural Resources_____ Airport Noise Contours_____ Slopes greater than 25%_____

Are alternative design standards requested? ☐ Yes ☐ No *(If Yes, cite applicable code standards.)*

_____

_____

_____

Water Provider: ☐ City of Hillsboro ☐ Tualatin Valley Water District ☐ Other: _____

Does the site have access to City Street(s) ☐ Yes ☐ No *(Please explain)* _____

_____

Does the site have access to County Road(s) ☐ Yes ☐ No *(Please explain)* _____

_____

Are there existing structures on the site? ☐ Yes ☐ No *(If Yes, briefly explain future status of structures.)*_____

_____

OWNERSHIP AND APPLICANT INFORMATION

Property Owner(s) Name(s) Hillsboro Elks Lodge No. 1862, Inc.

Mailing Address/State/Zip 21865 NW Quatama Road, Hillsboro, OR 97124

Phone # 503-648-1862 Fax #_____ Email Address_____

Does the owner of this site also own any adjacent property? ☐ Yes ☒ No *(If Yes, please list tax map and tax lots)*

_____

Property Owner's Signature [signature] Date: 7-24-08

TRUSTEE Chairman

(If more than one property owner, please attach additional sheet with names and signatures.)

Applicant Name_____

Mailing Address/State/Zip_____

Phone #_____ Fax #_____ Email Address_____

Applicant's Signature_____ Date:_____

Applicant's interest in property_____

_____

CONTINUED ON PAGE 3

CONCEPT DEVELOPMENT PLAN APPLICATION
(CONTINUED)

ADDITIONAL PROJECT TEAM MEMBERS

Civil Engineer WRG Design, Inc. - John Howorth, P.E.

Mailing Address/State/Zip 5415 SW Westgate Drive, #100, Portland, OR 97221

Phone # 503-419-2500 Fax # 503-419-2600 Email Address john.howorth@wrgdesign.com

Architect _____

Mailing Address/State/Zip _____

Phone # _____ Fax # _____ Email Address _____

Additional Personnel WRG Design, Inc. - Mimi Doukas, AICP, RLA

Mailing Address/State/Zip 5415 SW Westgate Drive, #100, Portland, OR 97221

Phone # 503-419-2500 Fax # 503-419-2600 Email Address mimi.doukas@wrgdesign.com

Additional Personnel _____

Mailing Address/State/Zip _____

Phone # _____ Fax # _____ Email Address _____

COMPLETENESS CHECK
(For Office Use Only)

Received by _____ Date _____

Accepted as complete by _____ Date _____

Additional reviews pending? ☐ Yes ☐ No If yes, File # _____

Receipt # _____ Fee(s) Paid _____

123 West Main Street, Hillsboro, OR 97123
Suite 250 • 503/681-6153
FAX 503/681-6245
www.ci.hillsboro.or.us

RESIDENTIAL DENSITY CALCULATION WORKSHEET

To monitor compliance with State regulations and the Metro Functional Plan, the City must track the net densities of new residential developments in the City. This worksheet must be completed by the applicant and submitted with the preliminary application for any residential Subdivision, Planned Unit Development, Concept Development Plan, Major Partition, Minor Partition, or Development Review approval.

Project Name: Orenco Woods Crossing

Developer / Applicant: Orenco Woods Crossing, LLC - Kelly Ritz

Project Site Address: 22180 NW Birch Street

Tax Map #(s) 1N23500 & 1N235CB Tax Lot #(s) 3400 & 8200

Plan Designation RL, RM, FP, OS Zoning SCR-V

Minimum density is calculated on net residential acreage, which is gross acreage *minus* "undevelopable land":

1. Dedications for public rights-of-way and easements, and for internal streets required for fire access;
2. Storm water treatment and detention facilities;
3. Required usable open space (varies according to application);
4. Optional open space within inventoried Significant Natural Resource areas or in proximity to inventoried Cultural Resource structures.
5. Delineated wetlands and vegetated corridors as required by Clean Water Services;
6. Any land with 25%+ slopes, or within the 100-year floodplain, unless used for building or parking purposes.

Residential Density Calculations: *Fill in the blanks below to calculate the net residential density.*

Total Gross Area of Subject Site (1 acre = 43,560 sq. ft.): *Please see page 24 of the narrative for density calculations. _____ square feet

Less "undevelopable land": *(as applicable)*	Public street right-of-way dedication	_____
	Public easements	_____
	Private street tracts	_____
	Required fire access drive areas	_____
	Storm water treatment and detention areas	_____
	Wetlands and required CWS vegetated corridors	_____
	Slopes greater than 25%	_____
	100-year floodplain	_____
	Required usable open space	_____

Total Net Area (total gross area minus undevelopable land): _____ square feet

Net Acreage of Subject Site (total net area divided by 43,560): _____ acres

Total Number of Residential Units Proposed: _____ units

Net Residential Density (proposed units divided by net acreage): _____ units per net acre

Property Title Information

Fidelity National Title Company

The Closing Company

Prepared For:

Prepared By: **Alexander Cotgreave**
Information Services Department
1001 SW Fifth Avenue Suite 400 - Portland, Oregon 97204
Phone: (503) 227-LIST (5478) Fax: (503) 274-5472
E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Hillsboro City Of	*Ref Parcel Number*	: 1N235CB 08200
CoOwner	:	*T*: 01N *R*: 02W *S*: 35 *Q*: 252	
Site Address	: *no Site Address*	*Parcel Number*	: R2153304
Mail Address	: 123 W Main St Hillsboro Or 97123	*Map Number*	:
Telephone	: *Owner*: 503-681-6146 *Tenant*:	*County*	: **Washington (OR)**

SALES AND LOAN INFORMATION

Transferred	: 02/20/2007	*Loan Amount*	:
Document #	: 18348	*Lender*	:
Sale Price	:	*Loan Type*	:
Deed Type	:	*Interest Rate*	:
% Owned	:	*Vesting Type*	:

PROPERTY DESCRIPTION

Map Page & Grid	:
Census	: *Tract*: *Block*:
Subdivision/Plat	:
Neighborhood Cd	: ZTV
Land Use	: 2005 Vacant,Commercial
Legal	: ACRES 11.36
	:
	:
Class Code	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $4,138,840
Mkt Structure	:
Other	:
Mkt Total	: $4,138,840
% Improved	:
07-08 Taxes	: $2,895.29
Exempt Amount	:
Exempt Type	:
Levy Code	: 00117
Millage Rate	: 17.1015
M50 Assd Value	: $169,300

PROPERTY CHARACTERISTICS

Bedrooms	:	*Lot Acres*	: 11.36	*Year Built*	:
Bathrooms	:	*Lot SqFt*	: 494,841	*EffYearBlt*	:
Heat Method	:	*Bsm Fin SqFt*	:	*Floor Cover*	:
Pool	:	*Bsm Unfin SqFt*	:	*Foundation*	:
Appliances	:	*Bsm Low SqFt*	:	*Roof Shape*	:
Dishwasher	:	*Bldg SqFt*	:	*Roof Matl*	:
Hood Fan	:	*1st Flr SqFt*	:	*InteriorMat*	:
Deck	:	*Upper Flr SqFt*	:	*Paving Matl*	:
Garage Type	:	*Porch SqFt*	:	*Const Type*	:
Garage SF	:	*Attic SqFt*	:	*Ext Finish*	:
		Deck SqFt	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

Fidelity National Title Company of Oregon

Map # 1N235CB 08200

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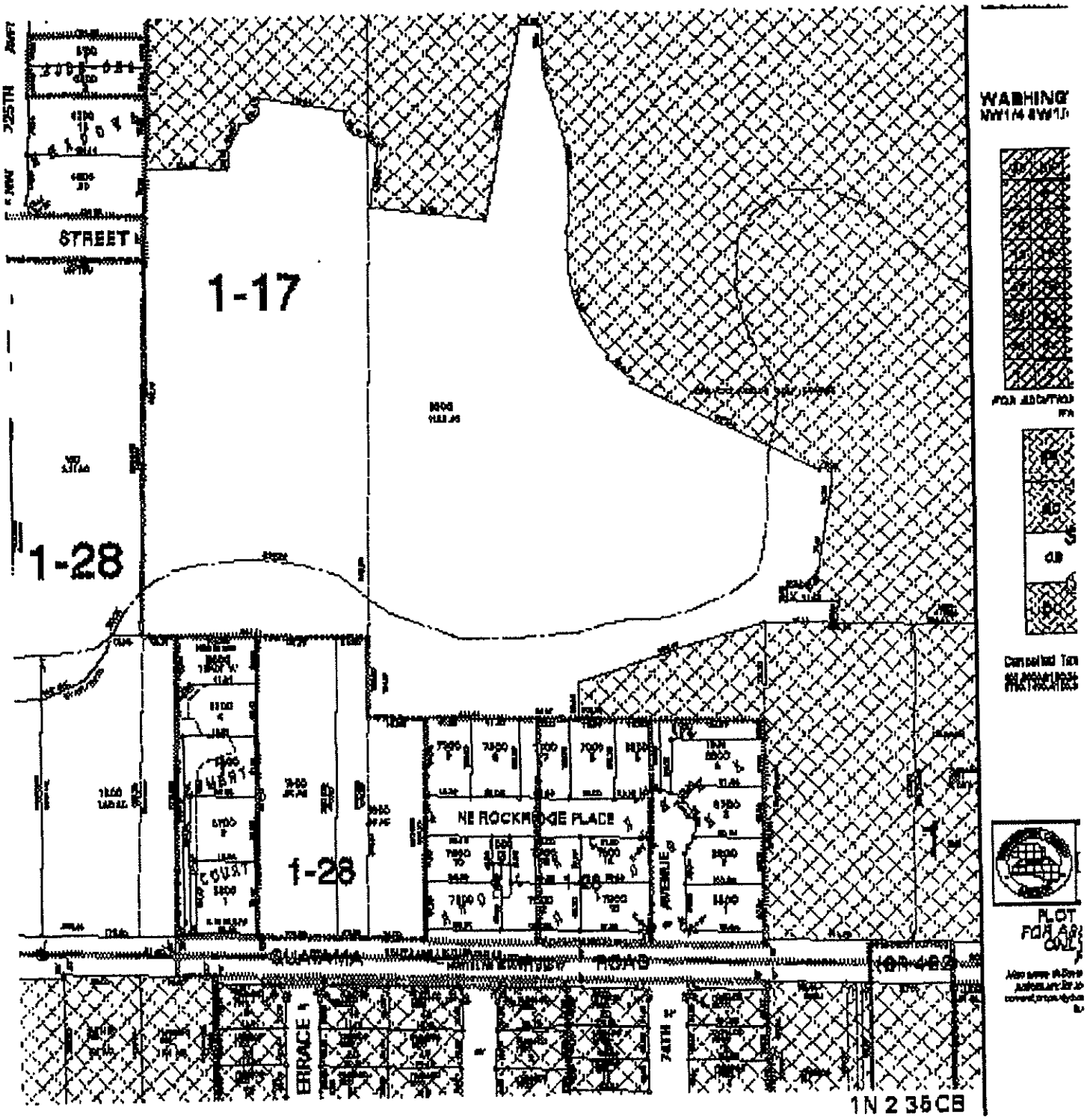
The drawing below is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title Company of Oregon

Map # **1N235CB 08200**

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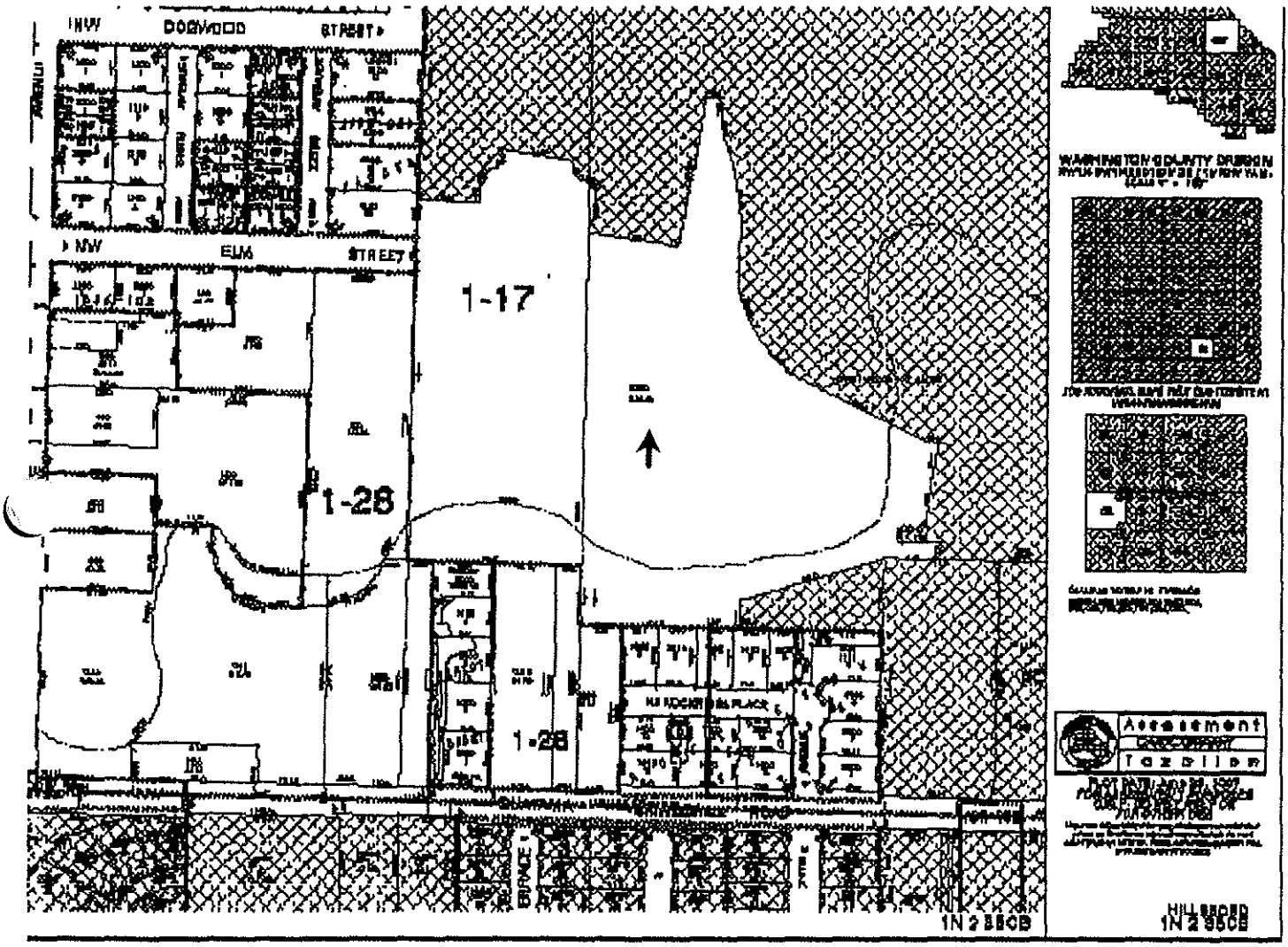
The drawing below is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



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11
6

Washington County, Oregon 2007-018348
THIS SP 02/20/2007 10:26:28 AM
D-DBS Cnt=1 Stn=7 K GRUNEWALD
$20.00 $8.00 $11.00 - Total = $37.00

01076435200700183480040041

I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk

After recording return to:
Hillsboro Elks Lodge #1862
Attn: Robert Smith
22200 NW Birch St. Hillsboro, OR 97123

Until a change is requested all tax statements shall be sent to the following address:
Same as above

Escrow No.
Title No.

FMCO# 902562-060

BARGAIN AND SALE DEED FOR PROPERTY LOT LINE ADJUSTMENT

Hillsboro Elks Lodge No. 1862, Grantor, conveys to, Hillsboro Elks Lodge No. 1862, Grantee, the following described real property:

SEE EXHIBIT "B-1, B-2" FOR NEWLY CONFIGURED TRACT 2

GRANTOR / GRANTEE ARE VESTED BY DOC. NO. FEE NO. 2006-131962, Washington County Deed Records

GRANTOR AND GRANTEE EXECUTE THIS DEED TO FACILITATE AN APPROVED PROPERTY LOT LINE ADJUSTMENT FOR THE CITY OF HILLSBORO CASE FILE NO. PLA 24-06

This property is free of liens and encumbrances, EXCEPT: THOSE OF PUBLIC RECORD,THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

True consideration for this conveyance is $ 0 (Here comply with the requirements of ORS 93.030)

Dated this 16 day of February, 2007.

Hillsboro Elks Lodge No. 1862 - Grantor / Grantee

By: Robert Cox

By: Michael Marceau

By: Michael Plester

By: Ellis Shipley

GRANTOR/Ray Wold

STATE OF OREGON
County of Washington } ss.

This instrument was acknowledged before me on this 16 day of February, 2007 by Robert Cox, Michael Marceau, Michael Plester, Ellis Shipley and Ray Wold as authorized representatives of the Hillsboro Elks Lodge No. 1862

Notary Public for Oregon

OFFICIAL SEAL
C L SHIREY
NOTARY PUBLIC-OREGON
COMMISSION NO. 411306
MY COMMISSION EXPIRES DEC. 14, 2010

My commission expires: 12-14-10

*My Commission expires Dec 14, 2010

Exhibit "B-1"

LEGAL DESCRIPTION
Orenco Woods (VEN3778.10)
LLA#2 Resultant Tract 2 Legal Description
January 12, 2007
Page 1 OF 3

A portion of that land described as Tract 1 (Resultant Parcel of Orenco Woods) in Deed Document Number 2006-131962, Washington County Deed Records, located in the east half of Section 35, Township 1 North, Range 2 West, Willamette Meridian, Washington County, Oregon, being more particularly described as follows:

COMMENCING at a 2 inch brass disk at the Southwest Corner of the Isaac Butler D.L.C. No. 48 on the centerline of NW Quatama Road (County Road Number 462); Thence along said centerline South 88° 28' 14" East, 1958.14 feet to the intersection of said centerline with a southerly extension of the easterly line of that land described as Tract 2 (Resultant Parcel of Elks Lodge Number 1862) of said Deed Document Number 2006-131962; Thence along said southerly extension and said easterly line North 02° 08' 47" East, 354.22 feet to an angle point in said line; Thence along the northeasterly line of said Tract 2 North 54°21'35" West, 161.77 feet to an angle point in said line; Thence along northerly line of said Tract 2 North 88°29'41" West, 266.67 feet to the **POINT OF BEGINNING**; Thence leaving said northerly line North 08° 55' 59" East, 29.06 feet; Thence North 88° 30' 23" West, 68.55 feet; Thence North 01° 29' 37" East, 18.68 feet; Thence South 88° 30' 23" East, 21.92 feet; Thence North 43° 43' 09" East, 27.51 feet; Thence North 09° 09' 48" East, 71.16 feet; Thence North 09° 09' 48" East, 63.25 feet, to a point of 318.00 foot radius curve to the right; Thence along said curve to the right (The center of which bears North 20° 55' 15" East, 318.00 feet) through a central angle of 02° 54' 32" an arc distance of 16.15 feet (the chord of which bears North 67° 37' 29" West, 16.14 feet); Thence South 23° 49' 47" West, 4.34 feet; Thence North 63° 32' 49" West, 271.68 feet; Thence North 33° 27' 25" East, 5.57 feet, to a point of 205.00 foot radius curve to the right; Thence along said curve to the right (The center of which bears North 33° 27' 25" East, 205.00 feet) through a central angle of 12° 41' 51" an arc distance of 45.43 feet (the chord of which bears North 50° 11' 39" West, 45.34 feet); Thence North 46° 09' 16" East, 4.50 feet, to a point of 200.50 foot radius curve to the right; Thence along said curve to the right (The center of which bears North 46° 09' 16" East, 200.50 feet) through a central angle of 50° 53' 33" an arc distance of 178.09 feet (the chord of which bears North 18° 23' 57" West, 172.30 feet), to a point of 409.50 foot radius curve to the left; Thence along said curve to the left (The center of which bears North 82° 57' 11" West, 409.50 feet) through a central angle of 27° 47' 51" an arc distance of 198.67 feet (the chord of which bears North 06° 51' 06" West, 196.73 feet), to a point of 115.50 foot radius curve to the right; Thence along said curve to the right (The center of which bears North 69° 14' 58" East, 115.50 feet) through a central angle of 25° 48' 05" an arc distance of 52.01 feet (the chord of which bears North 07° 50' 59" West, 51.57 feet); Thence North 05° 03' 03" East, 13.14 feet, to a point of 23.50 foot radius curve to the left; Thence along said curve to the left (The center of which bears North 84° 56' 57" West, 23.50 feet) through a central angle of 33° 53' 08" an arc distance of 13.90 feet (the chord of which bears North 11° 53' 31" West, 13.70 feet); Thence North 82° 16' 08" West, 25.55 feet; Thence South 10° 01' 25" West, 262.24 feet; Thence North 82° 16' 08" West, 151.13 feet; Thence North 07° 43' 52" East, 76.86 feet, to a point of 68.00 foot radius curve to the right; Thence along said curve to the right (The center of which bears North 36° 26' 58" East, 68.00 feet) through a central angle of 18° 28' 58" an arc distance of 21.94 feet (the chord of which bears North 44° 18' 33" West, 21.84 feet),

Exhibit "B-1" (Continued)

LEGAL DESCRIPTION
Orenco Woods (VEN3778.10)
LLA#2 Resultant Tract 2 Legal Description
January 12, 2007
Page 2 OF 3

to a point of 25.00 foot radius curve to the right; Thence along said curve to the right (The center of which bears North 05° 50' 02" West, 25.00 feet) through a central angle of 114° 38' 20" an arc distance of 50.02 feet (the chord of which bears North 38° 30' 52" West, 42.08 feet); Thence North 79° 58' 35" West, 118.64 feet, to a point of 25.00 foot radius curve to the right; Thence along said curve to the right (The center of which bears South 65° 37' 46" West, 25.00 feet) through a central angle of 115° 21' 02" an arc distance of 50.33 feet (the chord of which bears South 33° 18' 17" West, 42.25 feet); Thence South 30° 55' 46" West, 34.92 feet; Thence South 01° 31' 19" West, 26.39 feet; Thence North 88° 28' 41" West, 106.18 feet to a point on the west line of said Tract 1; Thence along said west line South 01° 31' 46" West, 622.70 feet to the most westerly southwest corner of said Tract 1; Thence along the southerly line of said Tract 1 South 88° 28' 14" East, 299.31 feet; Thence along the westerly line of said Tract 1 South 00° 59' 43" West, 104.17 feet; Thence along the southerly line of said Tract 1 South 88° 29' 49" East, 274.05 feet to the westerly line of said Tract 2; Thence along said westerly line North 01° 08' 22" East, 50.00 feet to the most westerly northwest corner of said Tract 2; Thence along the northerly line of said Tract 2 North 73° 06' 09" East, 256.61 feet; Thence continuing along said northerly line South 88° 29' 41" East, 91.62 feet to said **POINT OF BEGINNING**;
Contains 11.399 acres, more or less.

The attached Exhibit "B-2" entitled "Resultant Tract 2" is made a part hereof.

1/12/07

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Paul D Galli

OREGON
JANUARY 10, 2006
PAUL D. GALLI
76970

EXPIRATION DATE: 6/30/07

M:\Data\VEN3778.10\Legal Descriptions\VEN3778-SUR-LLA#2-Legal-Resultant Tract 2-2007-01-12.doc

Fidelity National Title Company

The Closing Company

Prepared For:

Prepared By: **Alexander Cotgreave**
Information Services Department
1001 SW Fifth Avenue Suite 400 - Portland, Oregon 97204
Phone: (503) 227-LIST (5478) Fax: (503) 274-5472
E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Orenco Woods Crossing Llc	*Ref Parcel Number*	: 1N23500 03400
CoOwner	:	*T*: 01N *R*: 02W *S*: 35 *Q*:	
Site Address	: 22180 NW Birch St Hillsboro 97124	*Parcel Number*	: R0727271
Mail Address	: 4230 Galewood St Lake Oswego Or 97035	*Map Number*	:
Telephone	: *Owner*: *Tenant*:	*County*	: **Washington (OR)**

SALES AND LOAN INFORMATION

Transferred	: 10/12/2007	*Loan Amount*	:
Document #	: 108906	*Lender*	:
Sale Price	:	*Loan Type*	:
Deed Type	:	*Interest Rate*	:
% Owned	:	*Vesting Type*	:

PROPERTY DESCRIPTION

Page & Grid	: 594 B4
Census	: *Tract*: 324.05 *Block*: 2
Subdivision/Plat	:
Neighborhood Cd	: ZTV
Land Use	: 2015 Com,Improved
Legal	: ACRES 43.19, PORTION OF ACCOUNT
	: NON-ASSESSABLE
	:
Class Code	: E4

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $15,735,660
Mkt Structure	: $448,330
Other	:
Mkt Total	: $16,183,990
% Improved	: 3
07-08 Taxes	: $11,084.52
Exempt Amount	:
Exempt Type	:
Levy Code	: 00117
Millage Rate	: 17.1015
M50 Assd Value	: $648,160

PROPERTY CHARACTERISTICS

Bedrooms	:	*Lot Acres*	: 43.19	*Year Built*	:
Bathrooms	:	*Lot SqFt*	: 1,881,356	*EffYearBlt*	:
Heat Method	:	*Bsm Fin SqFt*	:	*Floor Cover*	:
Pool	:	*Bsm Unfin SqFt*	:	*Foundation*	:
Appliances	:	*Bsm Low SqFt*	:	*Roof Shape*	:
Dishwasher	:	*Bldg SqFt*	: 4,402	*Roof Matl*	:
Hood Fan	:	*1st Flr SqFt*	: 4,402	*InteriorMat*	:
Deck	:	*Upper Flr SqFt*	:	*Paving Matl*	:
Garage Type	:	*Porch SqFt*	:	*Const Type*	:
Garage SF	:	*Attic SqFt*	:	*Ext Finish*	:
		Deck SqFt	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

Fidelity National Title Company of Oregon

Map # **1N23500 03400**

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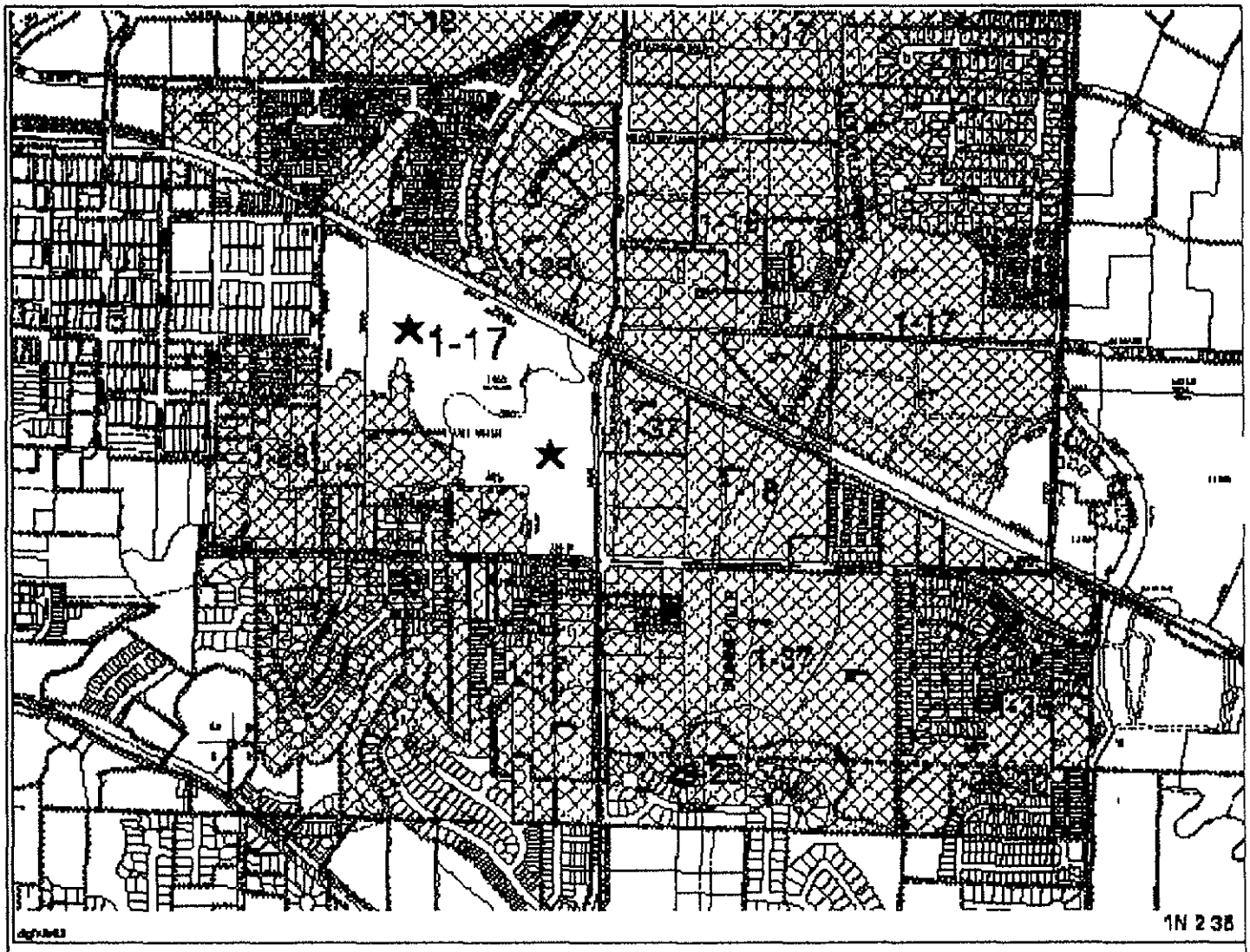
The drawing below is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



Fidelity National Title Company of Oregon

Map # **1N23500 03400**

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W E
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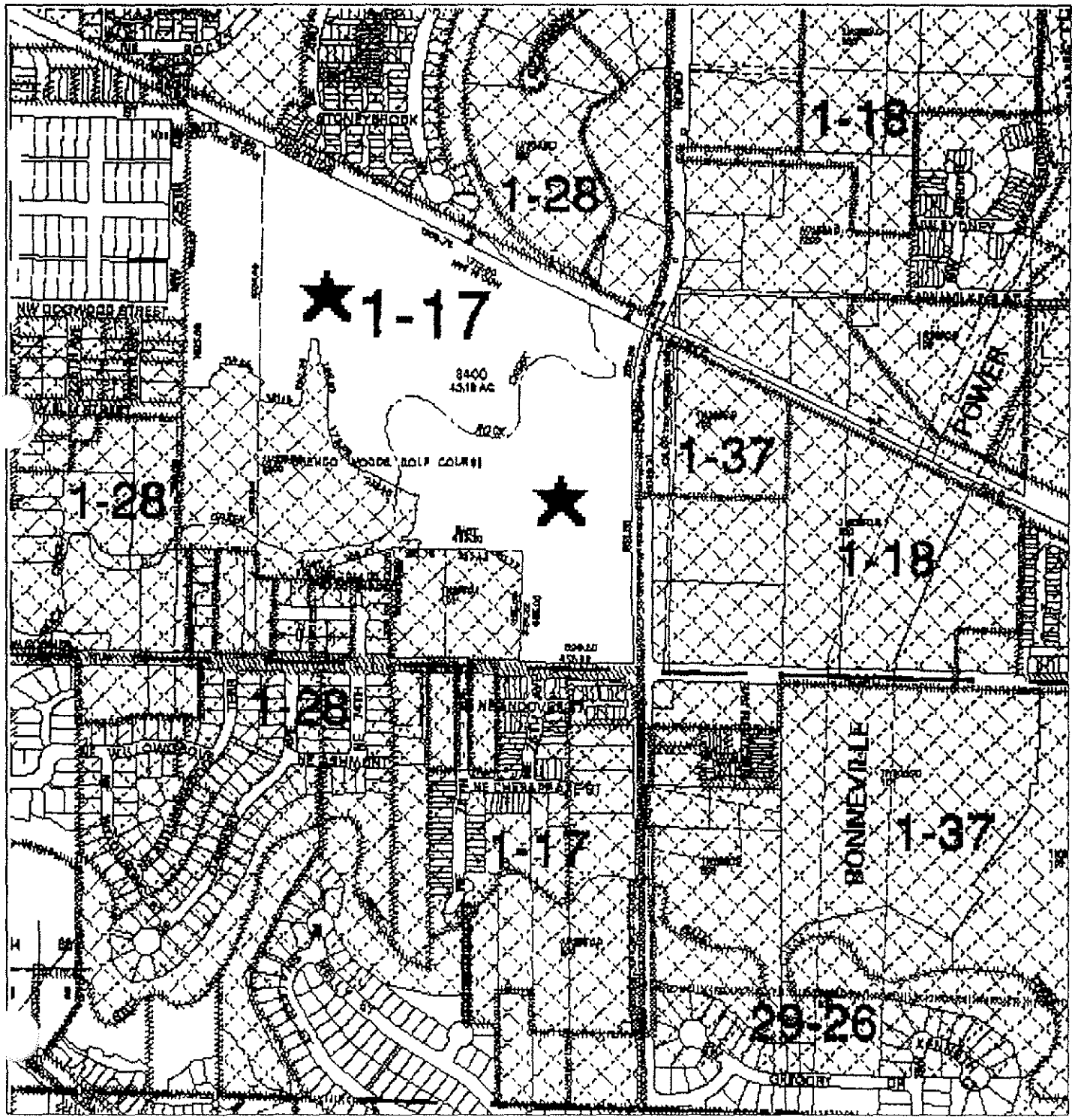
The drawing below is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



25
14
41

Washington County, Oregon
10/12/2007 09:58:47 AM
D-DBS Cnt=1 Stn=8 C PFEIFER
$25.00 $5.00 $11.00 - Total = $41.00

2007-108906

01175822200701089060050056

I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk

THIS SPACE RESERVED

After recording return to:
Venture Properties, Inc. an Oregon Corporation
4230 Galewood
Lake Oswego, Oregon 97035

Until a change is requested all tax statements shall be sent to the following address:
Venture Properties, Inc. an Oregon Corporation
4230 Galewood
Lake Oswego, Oregon 97035

File No.: 7034-378816 (GJM)
Date: October 10, 2007

FATCO. NO. 962962-299

STATUTORY BARGAIN AND SALE DEED

Venture Properties, Inc. an Oregon Corporation , Grantor, conveys to **Orenco Woods Crossing LLC, an Oregon Limited Liability Company**, Grantee, the following described real property:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

The true consideration for this conveyance is **$1.00.** (Here comply with requirements of ORS 93.030)

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.

Dated this 11th day of October, 2007.
Venture Properties, Inc. an Oregon Corporation

Kelly L. Ritz, President

1496

STATE OF Oregon)
)ss.
County of Washington)

This instrument was acknowledged before me on this 4th day of October, 2007
by **Kelly L. Ritz, President of Venture Properties, Inc. an Oregon Corporation.**

Gloria Miller
Notary Public for Oregon
My commission expires: 4-16-2010

OFFICIAL SEAL
GLORIA MILLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 404368
MY COMMISSION EXPIRES APR. 16, 2010

EXHIBIT A

LEGAL DESCRIPTION:

PARCEL I:

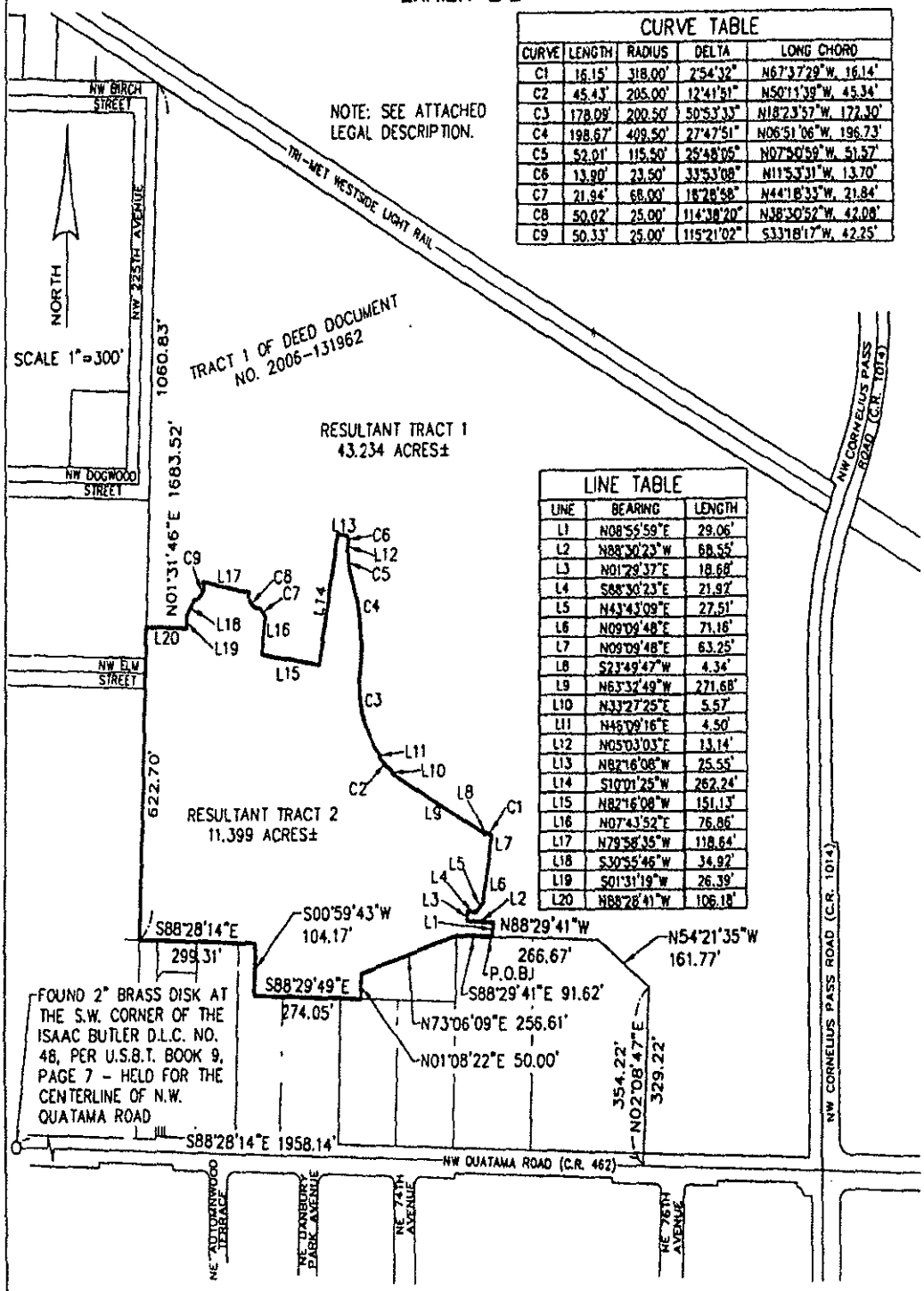
A PORTION OF THAT LAND DESCRIBED AS TRACT 1 (RESULTANT PARCEL OF ORENCO WOODS) IN DEED DOCUMENT NUMBER 2006-131962, WASHINGTON COUNTY DEED RECORDS, LOCATED IN THE EAST HALF OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A 2 INCH BRASS DISK AT THE SOUTHWEST CORNER OF THE ISAAC BUTLER D.L.C. NO. 48 ON THE CENTERLINE OF NW QUATAMA ROAD (COUNTY ROAD NUMBER 462); THENCE ALONG SAID CENTERLINE SOUTH 88° 28' 14" EAST, 1958.14 FEET TO THE INTERSECTION OF SAID CENTERLINE WITH A SOUTHERLY EXTENSION OF THE EASTERLY LINE OF THAT LAND DESCRIBED AS TRACT 2 (RESULTANT PARCEL OF ELKS LODGE NUMBER 1862) OF SAID DEED DOCUMENT NUMBER 2006-131962; THENCE ALONG SAID SOUTHERLY EXTENSION NORTH 02° 08' 47" EAST, 25.00 FEET TO THE SOUTHEAST CORNER OF SAID TRACT 2 BEING THE POINT OF BEGINNING; THENCE ALONG SAID EASTERLY LINE OF SAID TRACT 2 NORTH 02° 08' 47" EAST, 329.22 FEET TO AN ANGLE POINT IN SAID LINE: THENCE ALONG THE NORTHEASTERLY LINE OF SAID TRACT 2 NORTH 54°21'35" WEST, 161.77 FEET TO AN ANGLE POINT IN SAID LINE; THENCE ALONG NORTHERLY LINE OF SAID TRACT 2 NORTH 88°29'41" WEST, 266.67 FEET TO A POINT; THENCE LEAVING SAID NORTHERLY LINE NORTH 08° 55' 59" EAST, 29.06 FEET; THENCE NORTH 88° 30' 23" WEST, 68.55 FEET; THENCE NORTH 01° 29' 37" EAST, 18.68 FEET; THENCE SOUTH 88° 30' 23" EAST, 21.92 FEET; THENCE NORTH 43° 43' 09" EAST, 27.51 FEET; THENCE NORTH 09° 09' 48" EAST, 71.16 FEET; THENCE NORTH 09° 09' 48" EAST, 63.25 FEET, TO A POINT OF 318.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 20° 55' 15" EAST, 318.00 FEET) THROUGH A CENTRAL ANGLE OF 02° 54' 32" AN ARC DISTANCE OF 16.15 FEET (THE CHORD OF WHICH BEARS NORTH 67° 37' 29" WEST, 16.14 FEET); THENCE SOUTH 23° 49' 47" WEST, 4.34 FEET; THENCE NORTH 63° 32' 49" WEST, 271.68 FEET; THENCE NORTH 33° 27 25" EAST, 5.57 FEET, TO A POINT OF 205.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 33° 27' 25" EAST, 205.00 FEET) THROUGH A CENTRAL ANGLE OF 12° 41' 51" AN ARC DISTANCE OF 45.43 FEET (THE CHORD OF WHICH BEARS NORTH 50° 11' 39" WEST, 45.34 FEET); THENCE NORTH 46° 09' 16" EAST, 4.50 FEET, TO A POINT OF 200.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 46° 09' 16" EAST, 200.50 FEET) THROUGH A CENTRAL ANGLE OF 50° 53' 33" AN ARC DISTANCE OF 178.09 FEET (THE CHORD OF WHICH BEARS NORTH 18° 23' 57" WEST, 172.30 FEET), TO A POINT OF 409.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 82° 57' 11" WEST, 409.50 FEET) THROUGH A CENTRAL ANGLE OF 27° 47' 51" AN ARC DISTANCE OF 198.67 FEET (THE CHORD OF WHICH BEARS NORTH 06° 51' 06" WEST 196.73 FEET), TO A POINT OF 115.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 69° 14' 58" EAST, 115.50 FEET) THROUGH A CENTRAL ANGLE OF 25° 48' 05" AN ARC DISTANCE OF 52.01 FEET (THE CHORD OF WHICH BEARS NORTH 07° 50' 59" WEST, 51.57 FEET); THENCE NORTH 05° 03' 03" EAST, 13.14 FEET, TO A POINT OF 23.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 84° 56' 57" WEST, 23.50 FEET) THROUGH A CENTRAL ANGLE OF 33° 53' 08" AN ARC DISTANCE OF 13.90 FEET (THE CHORD OF WHICH BEARS NORTH 11° 53' 31" WEST, 13.70 FEET); THENCE NORTH 82° 16' 08" WEST, 25.55 FEET; THENCE SOUTH 10° 01' 25" WEST, 262.24 FEET;THENCE NORTH 82° 16' 08" WEST, 151.13 FEET; THENCE NORTH 07° 43' 52" EAST, 76.86 FEET, TO A POINT OF 68.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 36° 26' 58" EAST, 68.00 FEET) THROUGH A CENTRAL ANGLE OF 18° 28' 58" AN ARC DISTANCE OF 21.94 FEET (THE CHORD OF WHICH BEARS NORTH 44°

18' 33" WEST, 21.84 FEET), TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 05° 50' 02" WEST, 25.00

FEET) THROUGH A CENTRAL ANGLE OF 114° 38' 20" AN ARC DISTANCE OF 50.02 FEET (THE CHORD OF WHICH BEARS NORTH 38° 30' 52" WEST, 42.08 FEET); THENCE NORTH 79° 58' 35" WEST, 118.64 FEET, TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS SOUTH 65° 37' 46" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 115° 21' 02" AN ARC DISTANCE OF 50.33 FEET (THE CHORD OF WHICH BEARS SOUTH 33° 18' 17" WEST, 42.25 FEET); THENCE SOUTH 30° 55' 46" WEST, 34.92 FEET; THENCE SOUTH 01° 31' 19" WEST, 26.39 FEET; THENCE NORTH 88° 28' 41" WEST, 106.18 FEET TO A POINT ON THE WEST LINE OF SAID TRACT 1; THENCE ALONG SAID WEST LINE NORTH 01° 31' 46" EAST, 1060.83 FEET TO THE NORTHWEST CORNER OF SAID TRACT 1; THENCE ALONG THE NORTHERLY LINE OF SAID TRACT 1 SOUTH 63° 41' 50" EAST, 1905.75 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF NW CORNELIUS PASS ROAD (COUNTY ROAD 1014), TO A POINT OF 848.51 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY AND SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS SOUTH 70° 18' 33" EAST, 848.51 FEET) THROUGH A CENTRAL ANGLE OF 20° 10' 58" AN ARC DISTANCE OF 298.89 FEET (THE CHORD OF WHICH BEARS SOUTH 09° 35' 58" WEST, 297.35 FEET); THENCE CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY SOUTH 00° 29' 31" EAST, 983.86 FEET TO THE INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NW QUATAMA ROAD; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE NORTH 88° 28' 14" WEST, 417.22 FEET TO SAID POINT OF BEGINNING.

EXHIBIT "B-2"

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	LONG CHORD
C1	16.15'	318.00'	2°54'32"	N67°37'29"W, 16.14'
C2	45.43'	205.00'	12°41'51"	N50°11'39"W, 45.34'
C3	178.09'	200.50'	50°53'33"	N18°23'57"W, 172.30'
C4	198.67'	409.50'	27°47'51"	N06°51'06"W, 196.73'
C5	52.01'	115.50'	25°48'05"	N07°50'59"W, 51.57'
C6	13.90'	23.50'	33°53'08"	N11°53'31"W, 13.70'
C7	21.94'	68.00'	18°28'58"	N44°18'35"W, 21.84'
C8	50.02'	25.00'	114°38'20"	N38°30'52"W, 42.08'
C9	50.33'	25.00'	115°21'02"	S33°18'17"W, 42.25'



LINE TABLE		
LINE	BEARING	LENGTH
L1	N08°55'59"E	29.06'
L2	N88°30'23"W	68.55'
L3	N01°29'37"E	18.68'
L4	S88°30'23"E	21.92'
L5	N43°43'09"E	27.51'
L6	N09°09'48"E	71.16'
L7	N09°09'48"E	63.25'
L8	S23°49'47"W	4.34'
L9	N63°32'49"W	271.68'
L10	N33°27'25"E	5.57'
L11	N46°09'16"E	4.50'
L12	N05°03'03"E	13.14'
L13	N82°16'08"W	25.55'
L14	S10°01'25"W	262.24'
L15	N82°16'08"W	151.13'
L16	N07°43'52"E	76.86'
L17	N79°58'35"W	118.64'
L18	S30°55'46"W	34.92'
L19	S01°31'19"W	26.39'
L20	N88°28'41"W	106.18'

W R G DESIGN INC.
5415 SW Westgate Dr, Ste 100 / Portland, OR 97221 / Tel. 503.419.2500

RESULTANT TRACT 2, A PORTION OF TRACT 1 OF DEED DOCUMENT NO. 2006-131962

E 1/2 OF SEC. 35, TOWNSHIP 1 NORTH, RANGE 2 WEST, W.M.
CITY OF HILLSBORO, WASHINGTON COUNTY, OREGON

PROJECT NO.	VEN3778.10
DATE:	01/12/2007
BY:	MLJ
SCALE:	1" = 300'
SHEET NO.	3 OF 3

Fidelity National Title Company

The Closing Company

Prepared For:

Prepared By:
Information Services Department
1001 SW Fifth Avenue Suite 400 - Portland, Oregon 97204
Phone: (503) 227-LIST (5478) Fax: (503) 274-5472
E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Benevolent Prot Order Of	*Ref Parcel Number*	: 1N235CA 00100
CoOwner	: Elks Lodge No 1862	*T*: 01N *R*: 02W	*S*: 35 *Q*: 252
Site Address	: 21865 NW Quatama Rd Hillsboro 97124	*Parcel Number*	: R0727262
Mail Address	: PO Box 455 Hillsboro Or 97123	*Map Number*	:
Telephone	: *Owner*: *Tenant*:	*County*	: **Washington (OR)**

SALES AND LOAN INFORMATION

Transferred	:	*Loan Amount*	:
Document #	: 9680839	*Lender*	:
Sale Price	:	*Loan Type*	:
Deed Type	:	*Interest Rate*	:
% Owned	:	*Vesting Type*	:

PROPERTY DESCRIPTION

Page & Grid	: 594 B5
sus	: *Tract*: 324.05 *Block*: 2
Subdivision/Plat	:
Neighborhood Cd	: ZGC
Land Use	: 9555 Soc,Fraternal Organization
Legal	: ACRES 5.03, NON-ASSESSABLE
	:
	:
Class Code	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $22,700
Mkt Structure	:
Other	:
Mkt Total	: $22,700
% Improved	:
07-08 Taxes	:
Exempt Amount	:
Exempt Type	:
Levy Code	: 00117
Millage Rate	: 17.1015
M50 Assd Value	:

PROPERTY CHARACTERISTICS

Bedrooms	:	*Lot Acres*	: 5.03	*Year Built*	:
Bathrooms	:	*Lot SqFt*	: 219,106	*EffYearBlt*	:
Heat Method	:	*Bsm Fin SqFt*	:	*Floor Cover*	:
Pool	:	*Bsm Unfin SqFt*	:	*Foundation*	:
Appliances	:	*Bsm Low SqFt*	:	*Roof Shape*	:
Dishwasher	:	*Bldg SqFt*	:	*Roof Matl*	:
Hood Fan	:	*1st Flr SqFt*	:	*InteriorMat*	:
Deck	:	*Upper Flr SqFt*	:	*Paving Matl*	:
Garage Type	:	*Porch SqFt*	:	*Const Type*	:
Garage SF	:	*Attic SqFt*	:	*Ext Finish*	:
		Deck SqFt	:		

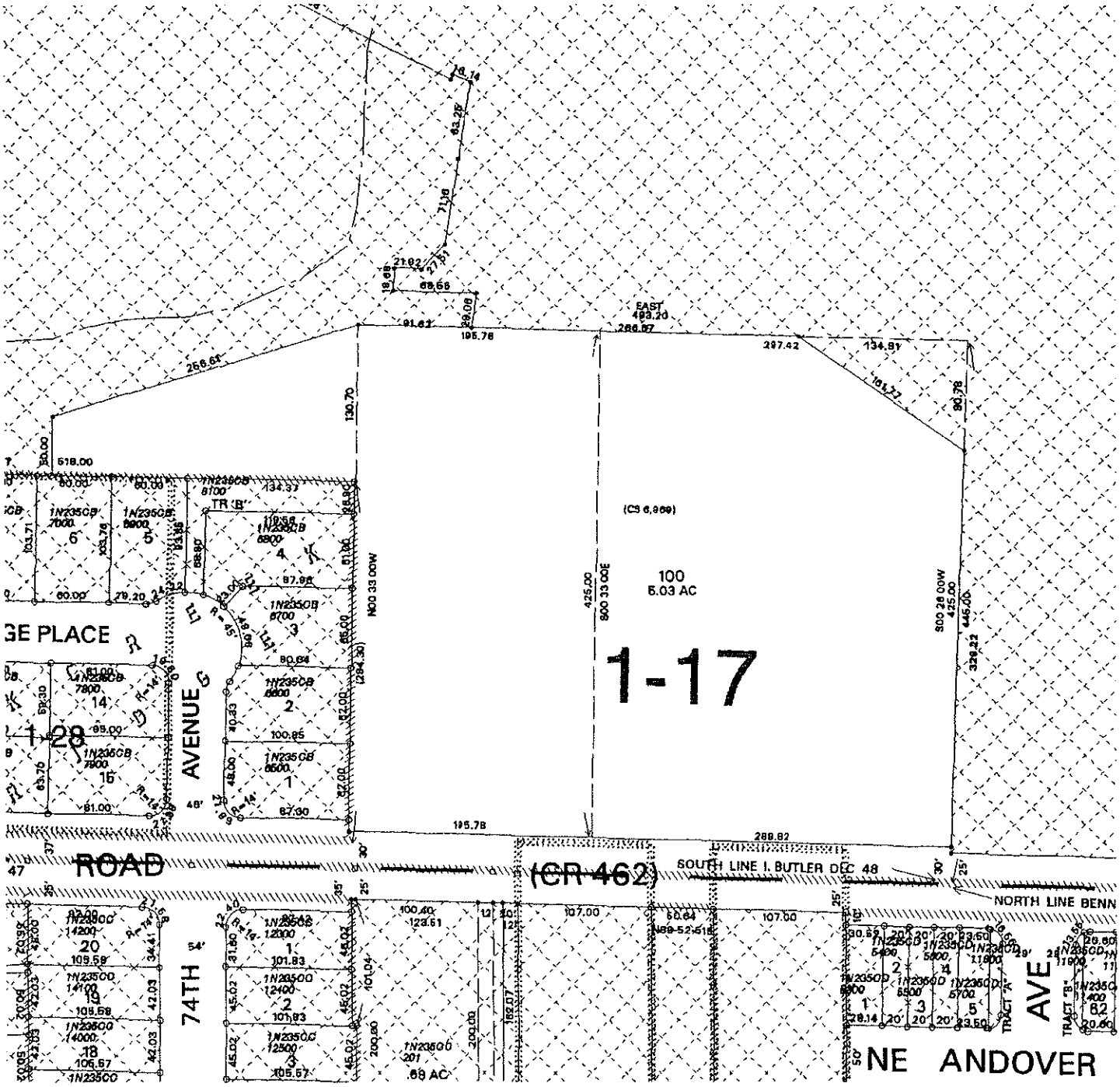
This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

Fidelity National Title Company of Oregon

Map # 1N235CA 00100

N
W E
S

The drawing below is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.

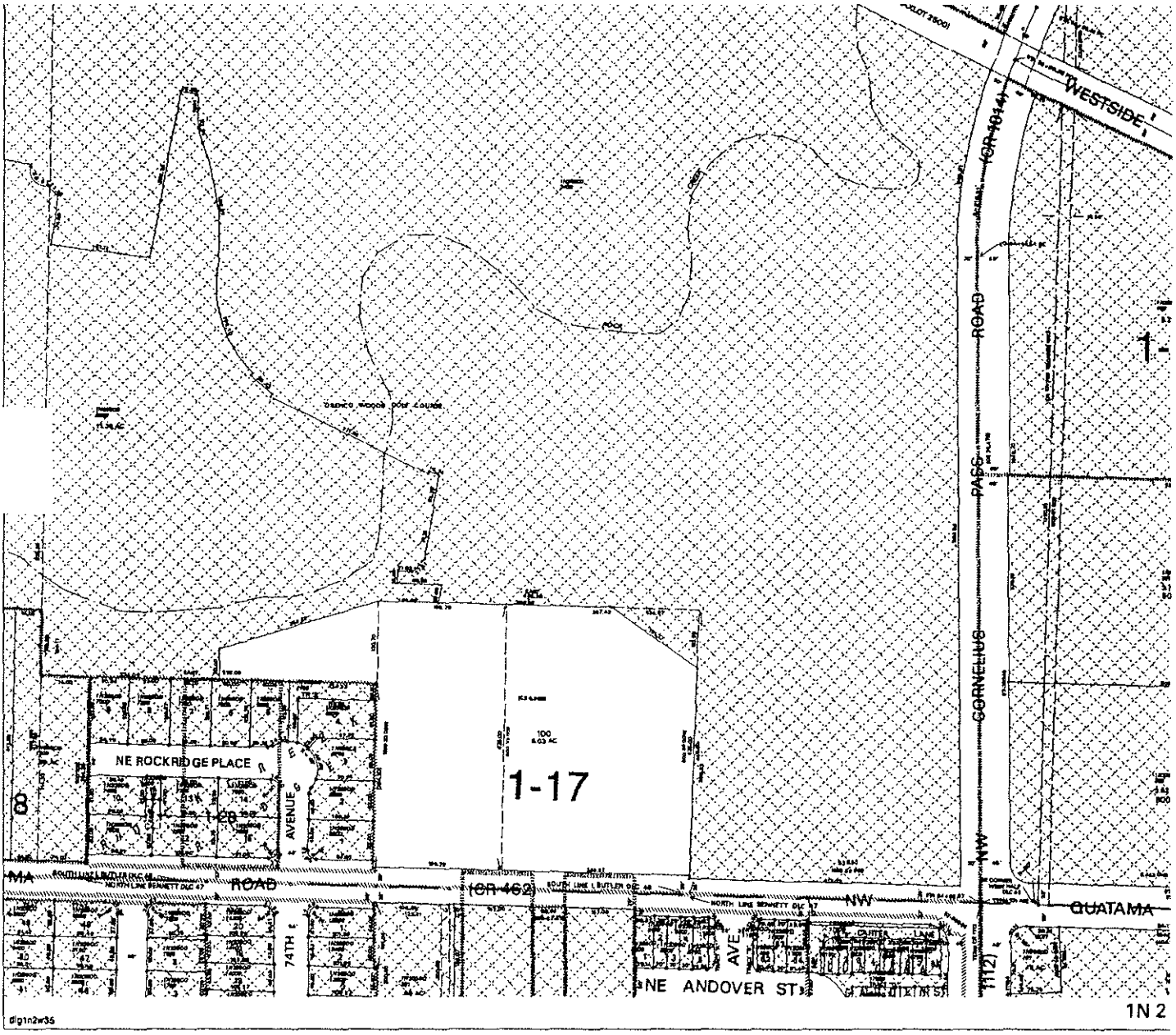


Fidelity National Title Company of Oregon

Map # 1N235CA 00100

N
W E
S

The drawing below is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



FORM No. 633—WARRANTY DEED. 2309 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

1967 ISO

KNOW ALL MEN BY THESE PRESENTS, That A. Melvin Anderson and M. Louise Anderson, husband and wife,

, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by Lodge No. 1862 (Hillsboro), Benevolent and Protective Order of Elks, a non-profit corporation

, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Washington *and State of Oregon, described as follows, to-wit:*

A tract of land in the Isaac Butler DLC #48, in Section 35, Township 1 North, Range 2 West, W.M., Washington County, Oregon, described as follows, to-wit: Beginning at a point on the south line of the Isaac Butler DLC #48, which is East 1669.48 feet from the Southwest corner of said DLC, said point being also the Southeast corner of that tract of land conveyed to Frederick Allen Serjent et ux by deed recorded in Deed Book 408, page 442, on August 27, 1958; thence North 00° 33' West 445.00 feet along the East line of said Serjent tract to an iron rod on the Northeast corner thereof; thence East 297.42 feet to a fir tree from which an iron pipe bears West 1.0 feet; thence South 0° 26' West 445.00 feet to a point on the South line of said Butler DLC; thence West 289.82 feet along said South line to the place of beginning.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances

and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $31,000.00 *①However, the actual consideration consists of or includes other property or value given or promised which is* part of the / the whole *consideration (indicate which).①*

In construing this deed and where the context so requires, the singular includes the plural.

WITNESS grantor's hand this 1st *day of* April, *19*74.

x A. Melvin Anderson

x x M. Louise Anderson

STATE OF OREGON, County of Washington) ss. April 1, 1974

Personally appeared the above named A. MELVIN ANDERSON AND M. LOUISE ANDERSON

and acknowledged the foregoing instrument to be THEIR *voluntary act and deed.*

Before me: [signature]

(OFFICIAL SEAL) *Notary Public for Oregon*

My commission expires 7-26-74

NOTE—The sentence between the symbols ①, if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

Deed

WARRANTY DEED

TO

(DON'T USE THIS SPACE; RESERVED FOR RECORDING LABEL IN COUNTIES WHERE USED.)

AFTER RECORDING RETURN TO

Hillsboro Elks Lodge
PO Box 435
Hillsboro

No.

633

BOOK 968 PAGE 839

Until a change is requested, all tax statements shall be sent to the following name and address: Hillsboro Elks Lodge

STATE OF OREGON
County of Washington } ss.

INDEXED

I, Roger Thomssen, Director of Records and Elections and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said County

No.

Witness my hand and seal affixed.
ROGER THOMSSEN, Director of Records & Elections

S. Kendel
Deputy

APR 2 2:02 PM '74

1506

Transportation Impact Analysis

Dunn
TRAFFIC ENGINEERING

REVISED

TRANSPORTATION IMPACT ANALYSIS REPORT

ORENCO WOODS CROSSING

HILLSBORO, OR

Prepared For:
Venture Properties, Inc.
4230 SW Galewood Street, Suite 100
Lake Oswego, OR 97035

Prepared By:
Dunn Traffic Engineering, LLC

Project #0092

July 2008

107 SE Washington St., Ste. 445, Portland, OR 97214 ◆ PHONE 503.774.2669 ◆ FAX 503.774.8000

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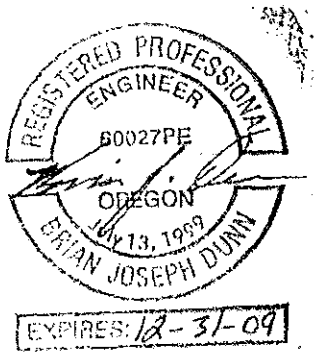

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EXECUTIVE SUMMARY

This study evaluates the transportation impacts associated with Venture Properties, Inc.'s proposal to modify the site plan for the approved Orenco Woods Crossing development. The modified site plan includes a new mixture of housing types as well as the addition of neighborhood commercial and employment area building space. The addition of commercial and employment area building space conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning that now applies to the subject site.

It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

EXISTING TRAFFIC CONDITIONS

- All but one of the study intersections within the defined "impact area" of the proposed development currently operate at levels which meet the transportation standards supported by Washington County and the City of Hillsboro with respect to intersection levels of service and volume-to-capacity ratios during both the weekday a.m. and p.m. peak hours. The NW Cornelius Pass Road/NW Wilkins Street intersection currently operates at LOS E during the weekday a.m. and p.m. peak hours, which does not satisfy the City of Hillsboro's "preferred" standard of LOS D.
- The NW Cornelius Pass Road/NW Quatama Road intersection is a Washington County High Accident SPIS location.

YEAR 2011 BACKGROUND TRAFFIC CONDITIONS

- A traffic signal installation is planned for construction prior to the year 2011 at the NW Cornelius Pass Road/NW Wilkins Street intersection. This signal installation is part of a conditional improvement for an on-going development adjacent to this intersection.
- Year 2011 background traffic conditions (without the proposed development) were evaluated based on an accounting of residual trips associated with all identified "in-process" developments in the site vicinity, in addition to a 2% annual increase in existing traffic levels over a three-year period (6% total growth) to account for regional growth patterns.
- The year 2011 background traffic operations analysis results revealed that all study intersections will operate at levels which meet Washington County and City of Hillsboro transportation standards during both the weekday a.m. and p.m. peak hours.

PROPOSED DEVELOPMENT PLAN

- This transportation impact study accounts for the development of 120 single family detached homes, 129 townhome/condominium units, with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space.
- The estimated site trip generation is as follows:
    - 4,672 total primary trips for an average weekday;
    - 344 total primary trips for the weekday a.m. peak hour; and
    - 437 total primary trips for the weekday p.m. peak hour.

- Construction of the proposed development will begin in 2009, with full build-out and occupancy of all phases expected to occur by 2011.
- Proposed access to the site will be from two external public street connections consisting of a full access to NW Quatama Road (directly across from NE 76th Avenue) and a limited right-in/right-out/left-in only access to NW Cornelius Pass Road (just over 600 feet north of NW Quatama Road). The proposed location and traffic control features at these two external street connections have not changed relative to the original site plan.
- Proposed site frontage improvements along NW Quatama Road will consist of widening the roadway to three travel lanes and establishing bicycle lanes on both sides of the street and a new planting strip and sidewalk on the north side of the street.
- Proposed site frontage improvements along NW Cornelius Pass Road will consist of widening the roadway from two to three travel lanes between NW Quatama Road and the proposed street access. A right-turn deceleration lane will be constructed on the southbound approach to the proposed street access. A continuous sidewalk will also be provided along the site frontage in its ultimate location, connecting the regional trail access with NW Quatama Road.
- Proposed improvements at the NW Quatama Road/NW Cornelius Pass Road intersection will consist of widening the eastbound and westbound approaches to establish exclusive left-turn lanes and the addition of a right-turn lane on the southbound approach. The existing permitted left-turn signal phasing on the eastbound and westbound approaches will be maintained, as will the protected/permitted left-turn signal phasing which now exists on the northbound and southbound approaches.

YEAR 2011 TOTAL TRAFFIC CONDITIONS

- Under forecast year 2007 total traffic conditions (with the proposed development and street/intersection improvements in place), all study intersections are forecast to operate at levels which meet Washington County and City of Hillsboro transportation standards during the weekday a.m. and p.m. peak hours.
- 95th-percentile vehicle queues can be accommodated within the existing or proposed lane storage at the study intersections under year 2011 total traffic conditions during the weekday a.m. and p.m. peak hours.
- The proposed street access to NW Quatama Road complies with the Washington County access spacing standards. However, the proposed street access to NW Cornelius Pass Road does not. An "Access Modification Request" letter containing a long-range traffic impact analysis has been prepared separately from this study and submitted to Washington County to seek an exception to the County's access spacing standard. A previous access modification request was approved by Washington County for the original site plan.
- Intersection sight distance will be adequate at each of the proposed street accesses to NW Quatama Road and NW Cornelius Pass Road.

CONCLUSIONS AND RECOMMENDATIONS

Based on the transportation impact analysis findings documented in this report, the proposed Orenco Woods Crossing development can be developed while maintaining acceptable levels of operation and safety on the surrounding transportation system. This study resulted in the following recommendations:

- Construct a new public street access to NW Cornelius Pass Road at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Construct a right-turn deceleration lane with appropriate storage and taper transition on the southbound approach of NW Cornelius Pass Road at the proposed new access. Construct a left-turn lane with 75 feet of storage distance on the northbound approach. Limit traffic movements at the proposed new intersection to right-in/right-out/left-in only through the construction of a raised median and installation of appropriate signing and striping.

- Widen NW Cornelius Pass Road from two to three travel lanes between NW Quatama Road and the proposed public street access to the site, with an appropriate taper transition back to two travel lanes north of the proposed access;
- Construct a continuous sidewalk along the site frontage of NW Cornelius Pass Road in its ultimate planned location, between the regional trail access and NW Quatama Road.
- Construct a new public street access to NW Quatama Road, directly across from NE 76th Avenue.
- Widen NW Quatama Road along the site frontage to facilitate a three-lane section (one travel lane in each direction and a center left-turn lane) with bicycle lanes on both sides of the street, and a new planting strip and sidewalk along the north side of the street.
- Widen the eastbound and westbound approaches of the NW Quatama Road/NW Cornelius Pass Road intersection to establish 125 feet of striped storage on the eastbound approach and 175 feet of striped storage on the westbound approach. Install a right turn lane with 150 feet of storage on the southbound approach. Maintain the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this intersection, and maintain the protected/permissive left-turn signal phasing that now exists on the northbound and southbound approaches.
- Maintain any landscaping provided along the site frontages of NW Cornelius Pass Road and NW Quatama Road to ensure adequate sight distance along these roadways.

INTRODUCTION

This study represents a revision to the original December 2005 transportation impact analysis prepared for the Orenco Woods Crossing Development, located on the site of the former Orenco Woods Golf Course, which fronts the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. The purpose of preparing this study is to assess Venture Property Inc.'s proposal to modify the site plan originally approved for the Orenco Woods Crossing Development to include a new mix of housing, as well as the addition of neighborhood commercial and employment area building space in a manner that conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning. A site vicinity map is illustrated in Figure 1 with the modified site plan shown in Figure 2.

It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

STUDY SCOPE

The Orenco Woods Crossing development was previously approved for development by the City of Hillsboro through a detailed process that involved a Conceptual Development Plan, a Detailed Development Plan, and a Subdivision Plat. Under the CDP/DDP process, *Hillsboro Zoning Ordinance No. 1945 - Section 137-XVI* applies, which establishes the guidelines for preparing a transportation impact study and traffic operations standards. Based on this city ordinance and the transportation impact study requirements of Washington County R&O 86-95, the limits of this study extend to those transportation facilities that are contained within the "impact area" of the project and within a one-mile radius of the site. The "impact area" is defined by Washington County R&O 86-95 to include those roadway sections and intersections that will experience a ten percent or higher increase in average daily trips as a result of the site traffic generation and assignment. Table 1 defines all roadway sections which lie within the "impact area" of the site.

TABLE 1
Determination Of Impact Area Roadways

Roadway	Section Location	Existing ADT	Site ADT	Percent Impact	Impact Area Road?
NW Cornelius Pass Road	NW Quatama Road to the north	19,792 [1]	1,578	8.0%	No
	NW Quatama Road to the south	21,168 [1]	792	3.7%	No
NW Wilkins Street	NW Cornelius Pass Road to the east	2,593 [2]	285	11.0%	Yes
NW Quatama Road	NW Cornelius Pass Road to the east	4,765 [2]	894	18.8%	Yes
	NE 76th Avenue to the west	1,244 [3]	1,406	113.0%	Yes
NW Dogwood Street	NW 231st Avenue to the east	1,138 [3]	694	61.0%	Yes
NW 231st Avenue	NW Dogwood Street to the north	7,563 [3]	370	4.9%	No
	NW Dogwood Street to the south	7,741 [3]	324	4.2%	No

1. Based on 2007 ADT station count conducted by Washington County.
2. Based on proportional relationship between the weekday p.m. peak hour turn movement count conducted at the adjacent study intersection and the 2007 ADT station count for NW Cornelius Pass Road.
3. Based on 2008 ADT traffic counts conducted by City of Hillsboro.

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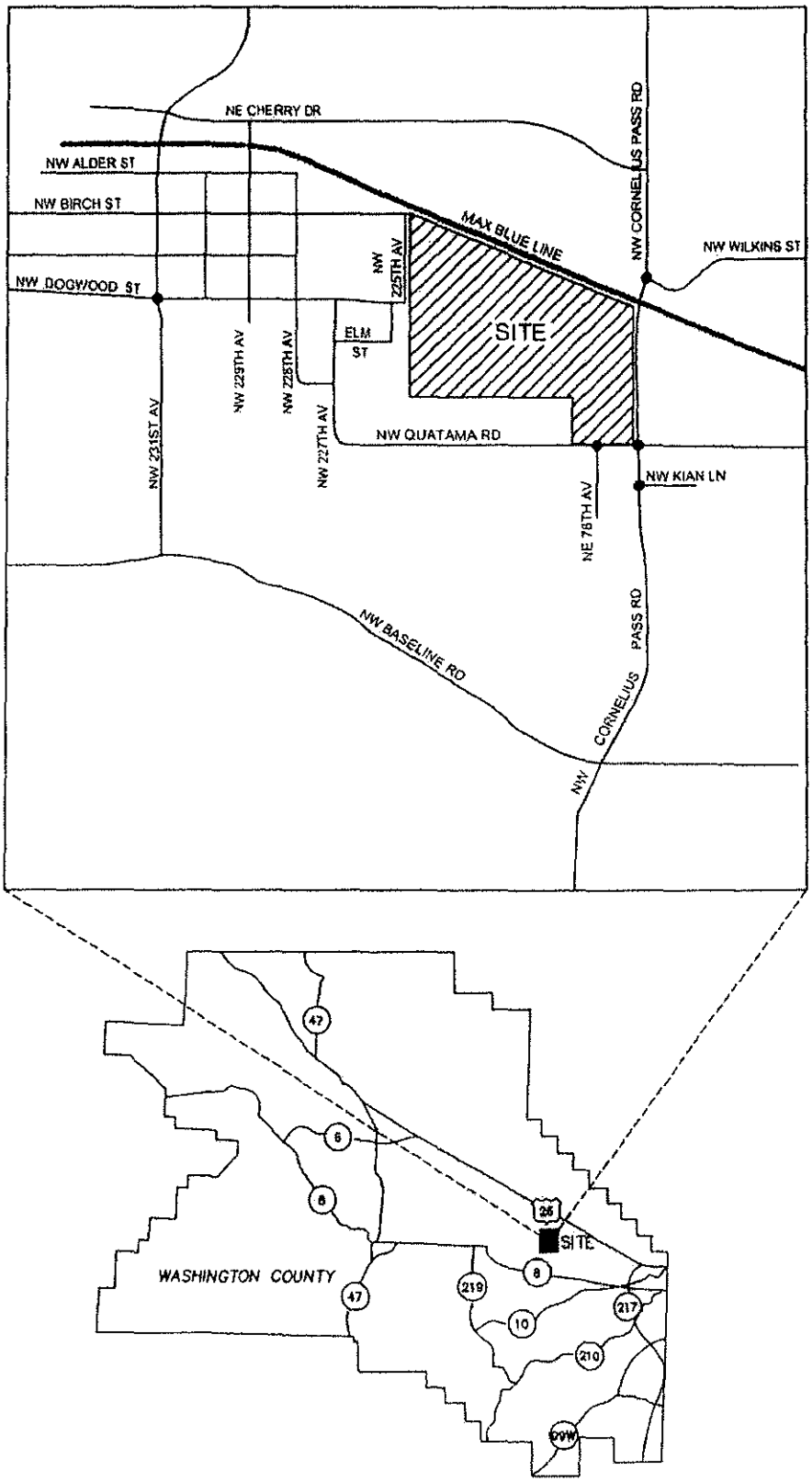
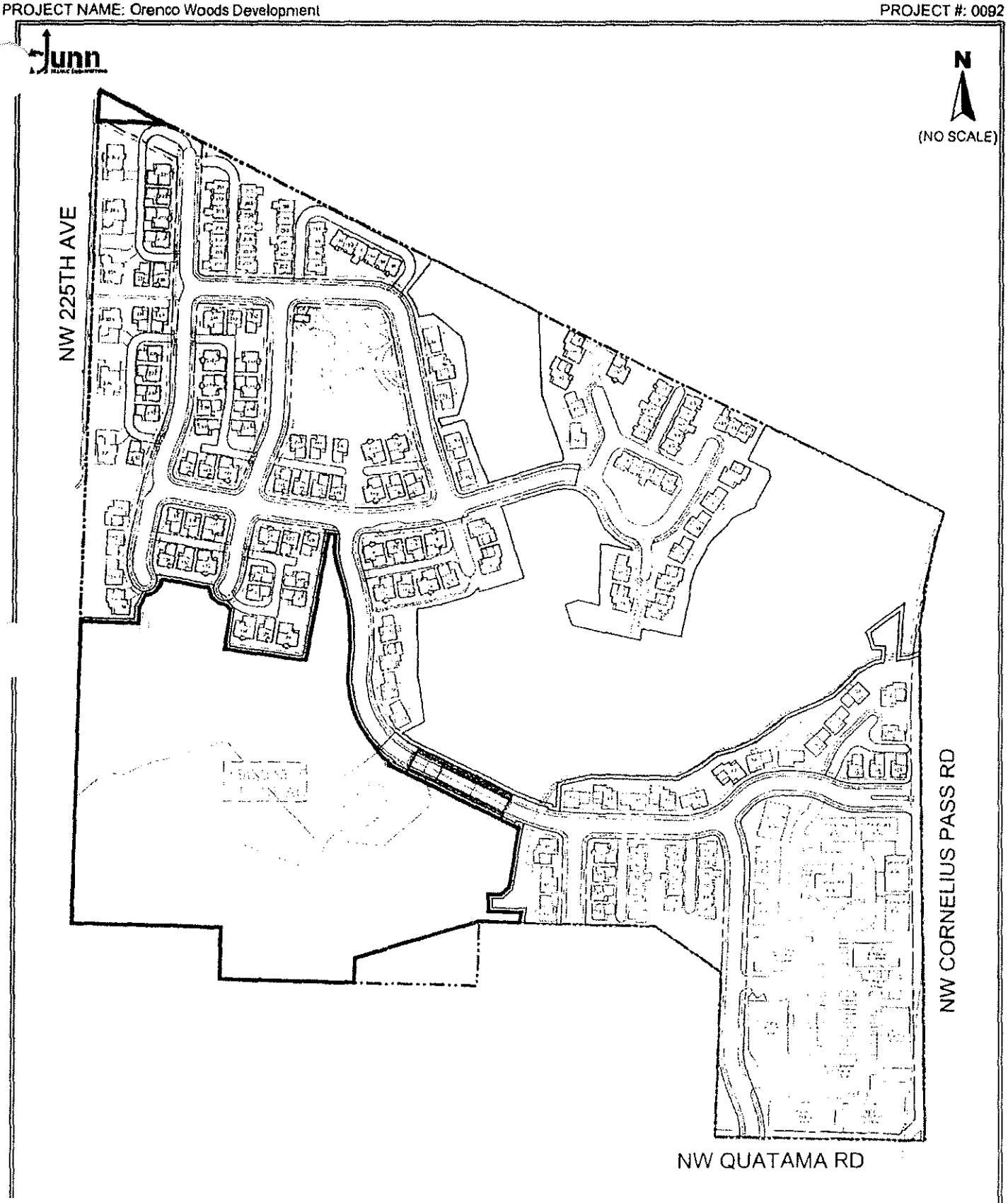


LEGEND	SITE VICINITY MAP	FIGURE No.:
● = STUDY INTERSECTION	JULY, 2008	1

PROJECT NAME: Orenco Woods Development

PROJECT #: 0092



LEGEND	MODIFIED SITE PLAN	FIGURE No.:
	JULY, 2006	2

As a requirement of Washington County R&O 86-95, this study also focuses on those roadways and intersections located within the "influence area" of the site. Based on the *Minor Arterial* classification of NW Cornelius Pass Road, the "influence area" along this roadway extends along the site property frontage plus an additional 600 feet north and south of the property boundary. The "influence area" along NW Quatama Road, which is a *Collector* street, extends along the site frontage plus 100 feet to the east and west of the property boundary. Figure 3 illustrates the "influence area map" for this study.

For this study, operational and safety analyses were performed at the following five existing intersections within the "influence area" and "impact area" of the site:

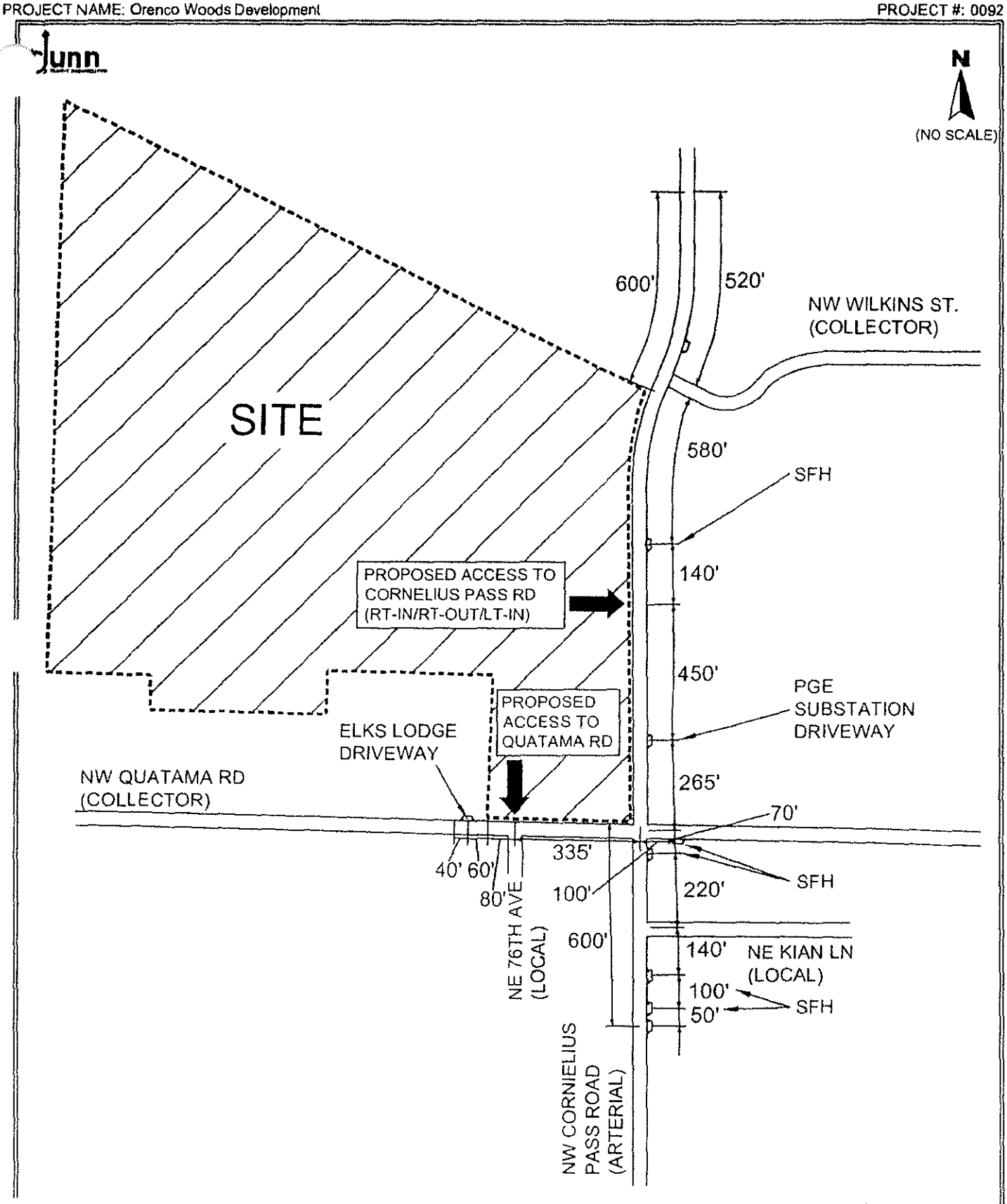
- NW Cornelius Pass Road/NW Wilkins Street;
- NW Cornelius Pass Road/NW Quatama Road;
- NW Cornelius Pass Road/NW Kian Lane;
- NE 76th Avenue/NW Quatama Road; and
- NW 231st Avenue/NW Dogwood Street.

This study identifies the transportation-related impacts associated with the proposed development. Specifically, this report addresses the following transportation issues:

- A review of current year 2008 transportation system conditions, including an inventory of transportation facilities and access locations, analysis of weekday a.m. and p.m. peak hour traffic operations, and a review of intersection safety;
- A review of planned transportation improvements and in-process developments in the study area;
- An assessment of build-out year 2011 background traffic conditions without the proposed site development during the weekday a.m. and p.m. peak hours at all existing study intersections;
- Site trip generation estimates for an average weekday and for the weekday a.m. and p.m. peak hours;
- A forecast of build-out year 2011 total traffic conditions during the weekday a.m. and p.m. peak hours at all existing and proposed new study intersections;
- A review of access spacing, sight distance, turn lane and vehicle queue requirements, and traffic signal warrants for all study intersections;
- Identification of off-site transportation system deficiencies, and
- Conclusions and recommendations.

PROJECT NAME: Orenco Woods Development

PROJECT #: 0092



LEGEND

= DRIVEWAY TO SINGLE-FAMILY HOME

INFLUENCE AREA MAP

JULY, 2008

FIGURE No.: 3

EXISTING TRANSPORTATION CONDITIONS

The existing conditions analysis identifies conditions of the development site and surrounding land uses, provides an inventory of the geometric characteristics of roadways in the study area, and summarizes existing traffic operations and safety at the study intersections. The purpose of this discussion is to provide a basis for comparison to future conditions analyses.

SITE CONDITIONS/SURROUNDING LAND USES

The site of the proposed development is located in the northwest quadrant of the NW Cornelius Pass Road/NW Quatama Road Avenue intersection. Prior to August 2004, the site was in unincorporated Washington County but has since then been annexed into the city limits of Hillsboro. The underlying Comprehensive Plan designation has also been changed from *Open Space* to a mixture of *Open Space, Low Density Residential, Medium Density Residential,* and *Floodplain.* As mentioned previously, the underlying zoning of the subject site is now SCR-V (*Station Community Residential – Village),* which allows for residential uses and a certain portion of "Neighborhood Commercial" uses.

As shown in the site plan in Figure 2, the site is bounded by features such as the MAX light rail line to the north, NW Quatama Road to the south, NW Cornelius Pass Road to the east, and NW 225th Avenue to the west. The subject property is approximately 55 acres in size, but roughly 17 acres are located in wetland or environmentally sensitive areas and cannot be developed.

The proposed development site is located on the former Orenco Woods Golf Course and was previously owned by the Hillsboro Elks Lodge. Venture Properties, Inc. has since purchased the property. Near the golf course driveway entrance at the east end of NW Birch Street and adjacent to the driving range is the "McDonald House", where services and living quarters are provided for women in need. Although the northwest portion of the golf course area will be redeveloped with residences, the "House of Ruth" structure and business function will remain as they exist today.

The subject property is surrounded by a mixture of land uses, most of which are residential in nature with pockets of newer urban or older established residential neighborhoods. Examples of established residential areas include the Old Orenco Neighborhood immediately west of the site out to NW 231st Avenue. The newer Orenco Station neighborhood lies further to the west past NW 231st Avenue. The Danbury Park residential subdivision is located on the south side of NW Quatama Road just west of the site property frontage. A series of townhome developments and an assisted living center have been approved for development or have been recently constructed south of NW Quatama Road, between NW Cornelius Pass Road and NE 76th Avenue. A new residential subdivision known as "Stonewater" has been fully developed on the north side of the MAX tracks adjacent to the northwest corner of the site. Other land uses in the site vicinity include the Orenco Industrial area, which is industrial property bordering the northeast corner of the site and the west side of NW Cornelius Pass Road. There is also the Orenco Elementary School located along a portion of the site's western property boundary along NW 225th Avenue. Immediately east of the site, there is a PGE substation on the northeast corner of the NW Cornelius Pass Road/NW Quatama Road intersection. The remaining area across from the site frontage along the east side of NW Cornelius Pass Road contains a large field and a single-family residence. Lastly, the site of the Hillsboro Elks Lodge located between the site property boundary and NW Quatama Road will remain an established meeting hall for the Elks Lodge.

ROADWAY FACILITIES

An inventory was performed in July 2008 of all roadway facilities within the site's study area. These facilities are described in Table 1 and the following sections. Figure 4 identifies the location of all study intersections and their respective lane configurations and traffic control devices.

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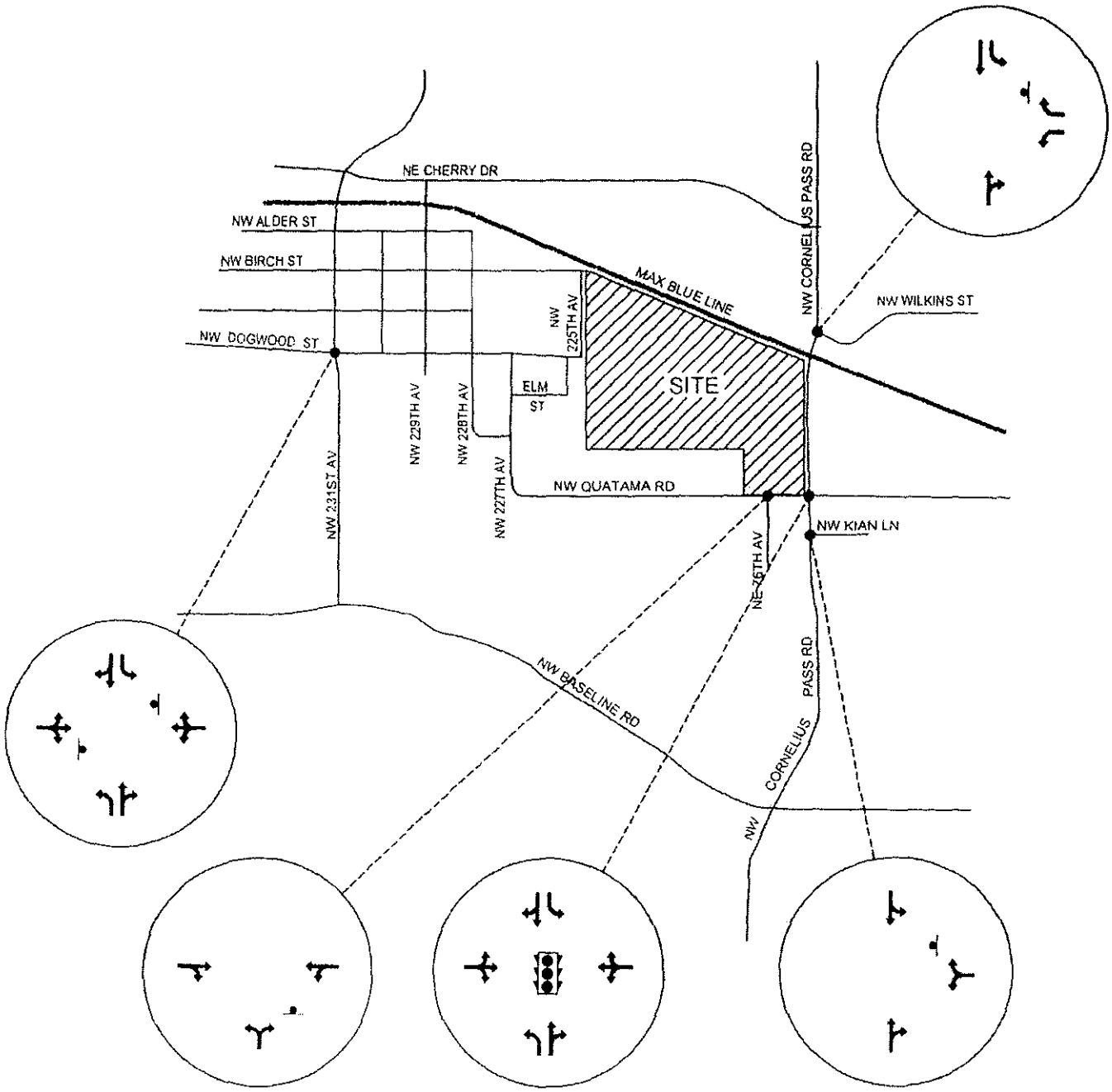


LEGEND	EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES	FIGURE No.:
= STOP SIGN = STOP SIGNAL	JULY, 2008	4

TABLE 2
Roadway Facility Inventory

Roadway	Jurisdiction	Classification	Cross-Section	Speed Limit (mph)	Side-walks?	Bicycle Lanes?	On-Street Parking?
NW Cornelius Pass Road	County	Arterial	2-lanes	45	Partial	No	No
NW Wilkins Street	City	Collector	3-lanes	35	Yes	Yes	No
NW Quatama Road	County	Collector	2-lanes	25 west/ 40 east[1]	Partial	No	No
NE 76th Avenue	City	Local	2-lanes	NP	Yes	No	Yes
NW Kian Lane	City	Local	2-lanes	25	North	No	Yes
NW 225th Avenue	City	Local	2-lanes	25 (20 school)	West	No	West
NW 227th Avenue	County[2]	Collector	2-lanes	25	No	No	No
NW 231st Avenue	City	Collector	3-lanes	35	Partial	Yes	No
NW Dogwood Street	City	Collector[3]	2-lanes	25	Partial	No	No

1. 25 mph west of NW Cornelius Pass Road and 40 mph east of NW Cornelius Pass Road.
2. NW 227th Avenue is a County road from Elm Street to Quatama Road. The remaining roadway segment north is City-owned.
3. NW Dogwood Street is classified as a Collector from NW 227th Avenue to NW 231st Avenue. All other segments are designated as a Local street.

Arterial Streets

Within the project area, SW Cornelius Pass Road is classified as an *Arterial* and is under the jurisdiction of Washington County. Forming the eastern boundary of the site, this two-lane, north-south roadway serves as a regional connector between major east-west arterial facilities such as US Highway 26, NW Evergreen Parkway, and NW Cornell Road to the north and NW Baseline Road and Tualatin Valley Highway to the south. In the vicinity of the site, NW Cornelius Pass Road is rural in nature with open drainage ditches and narrow paved shoulders on both sides of the road. Along the frontage of the PGE substation, there is an existing sidewalk separated from the roadway by a planting strip and open drainage ditch. On the west side of the road, there is a berm along the site frontage which rises in elevation to the north as the roadway proceeds through a crest vertical curve and then downhill. North of the site, NW Cornelius Pass Road proceeds along a reverse horizontal curve as the roadway passes under an overpass for the MAX light rail line and past NW Wilkins Street. North of Cherry Lane, the roadway begins to widen out and eventually becomes a five-lane urban facility.

Collector Streets

In the site vicinity, NW Quatama Road and the connecting sections of NW 227th Avenue and NW Dogwood Street establish an east-west *Collector* route between NW Cornelius Pass Road and NW 231st Avenue. The street sections which make up this route alternate between Washington County and City ownership. This east-west route facilitates two lanes of travel with narrow paved shoulders and/or intermittent sidewalks. There is a bridge crossing over Rock Creek along NW 227th Avenue just north of NW Quatama Road which is wide enough for two-way vehicular travel but lacks appropriate pedestrian facilities. Pavement conditions along this route are generally adequate, but it is worth to note here that the segment of NW Dogwood Street from NW 227th Avenue to NW 231st Avenue has been recently overlayed with new pavement and added shoulder width.

NW 231st Avenue, west of the site, is a north-south *Collector* route, and is under the jurisdiction of the City of Hillsboro. This roadway has a three-lane cross-section with a center left-turn lane, bicycle lanes, and intermittent sidewalks. The pavement surface is in good condition.

NW Wilkins Street, northeast of the site, is an east-west *Collector* route and is under the jurisdiction of the City of Hillsboro. This roadway has a three-lane cross-section with a center left-turn lane, bicycle lanes,

and sidewalks. The pavement surface is in excellent condition. Its connection with NW Cornelius Pass Road was made recently as a part of a new subdivision.

Local Streets

It should be mentioned that the *Local* streets west of the site and within the old Orenco Neighborhood, such as NW Birch Street, NW Dogwood Street (east of NW 227th Avenue), and NW 225th Avenue, are not expected to be impacted by traffic from the proposed development because public street access has been restricted along the western site boundary of the Orenco Woods development.

PEDESTRIAN AND BICYCLE FACILITIES

There are no continuous pedestrian facilities along the streets surrounding the proposed development site. Sidewalk sections are present in sporadic locations where recent land development activities have resulted in half-street improvements required by the City of Hillsboro. There are no existing bicycle lanes along the adjacent roadways of NW Cornelius Pass Road and NW Quatama Road.

TRANSIT FACILITIES

Tri-Met currently operates one public transit route in the site vicinity. *Route 47* provides service in a north-south direction along NW 231st Avenue west of the site. A Tri-Met bus stop is located along NW 231st Avenue, just north of Alder Street. *Route 47: Baseline Road* provides transit service only within Fare Zone 3, between Hillsboro and the Tanasbourne area. Service is provided between the hours of 5:30 a.m. and 10:00 p.m. on weekdays. During peak time periods, service is provided at approximately 30-minute headways. In addition to the Tri-Met transit service, there is also the MAX light rail line providing service between Portland and Hillsboro. The Orenco MAX Station is located along NW 231st Avenue, just north of Alder Street, about one-half of a mile away. The Quatama MAX Station is located along 205th Avenue just north of NW Quatama Road, over one-half of a mile away. There are no public transit services along NW Cornelius Pass Road or NW Quatama Road.

EXISTING TRAFFIC VOLUMES

A review of the historical traffic counts collected to the support all analyses leading up to the original December 2005 transportation impact study for the Orenco Woods Crossing CDP/DDP applications indicate that the weekday a.m. and p.m. peak hours represent the most critical time periods for evaluating traffic conditions at the identified study intersections. A 24-hour road tube count was conducted back in December 2004 along NW Dogwood Street, just east of NW 231st Avenue. This count revealed that the weekday a.m. and p.m. peak hours are the critical, or worst-case time periods for the NW Dogwood Street/NW 231st Avenue intersection. Furthermore, a more recent 24-hour road tube count was conducted along NW Cornelius Pass Road, just north of NW Quatama Road in July 2008. This count also showed that the weekday a.m. and p.m. peak hours are the critical time periods. *These road tube count results are provided in Appendix "A" of this study.* Taken together, these counts show that the weekday midday peak hour[1] is not a critical time period for any of the study area intersections. Therefore, the midday peak hour time period was not analyzed as part of this study.

New turn movement traffic counts were collected at all study intersections on a mid-week day in July 2008 during the weekday morning (7:00 a.m. -9:00 a.m.) and evening (4:00 p.m. - 6:00 p.m.) peak periods at the following five key study intersections,:

- NW Cornelius Pass Road/NW Wilkins Street;
- NW Cornelius Pass Road/NW Quatama Road;
- NW Cornelius Pass Road/NW Kian Lane;
- NE 76th Avenue/NW Quatama Road; and,
- NW 231st Avenue/Dogwood Street.

[1] The Midday Peak Hour is identified in *Hillsboro Zoning Ordinance No. 1945 - Section 137 XVI* as one of the periods for which level of service standards apply in Station Community zones.

Based on the turn movement traffic counts collected for this study, the weekday morning peak hour was found to occur between 7:05 and 8:05 a.m., while the evening peak hour was found to occur between 4:45 and 5:45 p.m. Figures 5 and 6 illustrate year 2008 turn movement traffic volumes at all study intersections during the respective weekday a.m. and p.m. peak hours. *The detailed worksheets summarizing the turn movement traffic counts are also provided in Appendix "A".*

INTERSECTION OPERATING STANDARDS

All intersection operations analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 1). *A description of level of service and the criteria by which they are determined is presented in Appendix "B."* This appendix also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

To ensure that this analysis was based on reasonable "worst-case" conditions, the peak 15-minute flow rates during the weekday a.m. and p.m. peak hours were used in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for fifteen minutes out of each peak hour. The traffic conditions during all other weekday hours, including the weekday midday peak hour, will likely operate under better conditions than those described in this report.

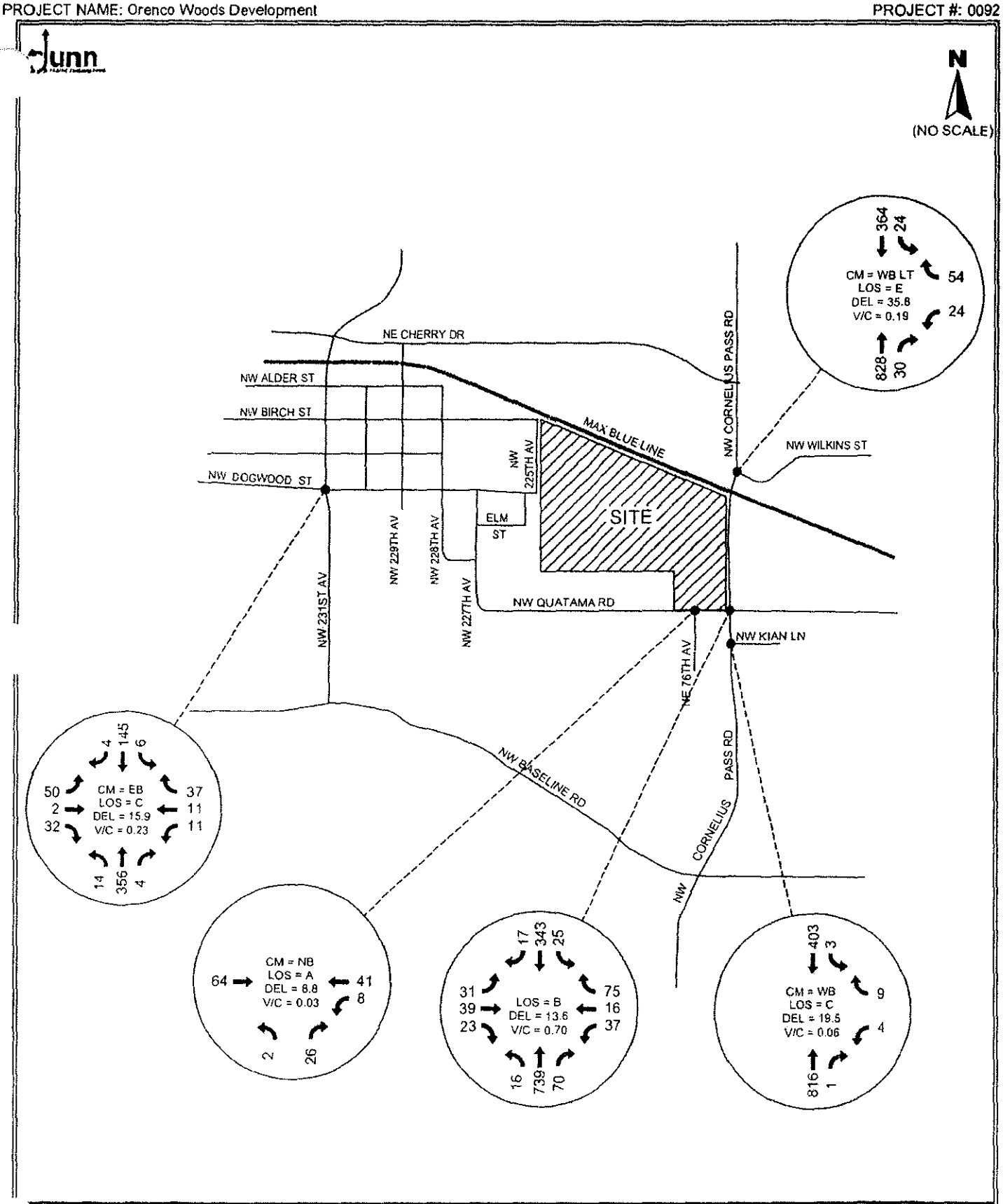
At signalized intersections, such as the NW Cornelius Pass Road/NW Quatama Road intersection, operational performance is measured by the level of service (LOS) and the volume-to-capacity (v/c) ratio. LOS is based on the average control delay per vehicle for the entire intersection, while the v/c ratio is a measurement of intersection's capacity to accommodate only the critical movements. For unsignalized intersections, operational performance is also measured by level of service and the volume-to-capacity ratio, however, the LOS and v/c ratio is based on the average control delay per vehicle for the critical movement or approach.

For intersections along NW Cornelius Pass Road and under the jurisdiction of Washington County, the County enforces a volume-to-capacity ratio policy of 0.99 or less at all signalized and unsignalized intersections, as specified in Washington County's 2020 Transportation System Plan (TSP, Reference 2).

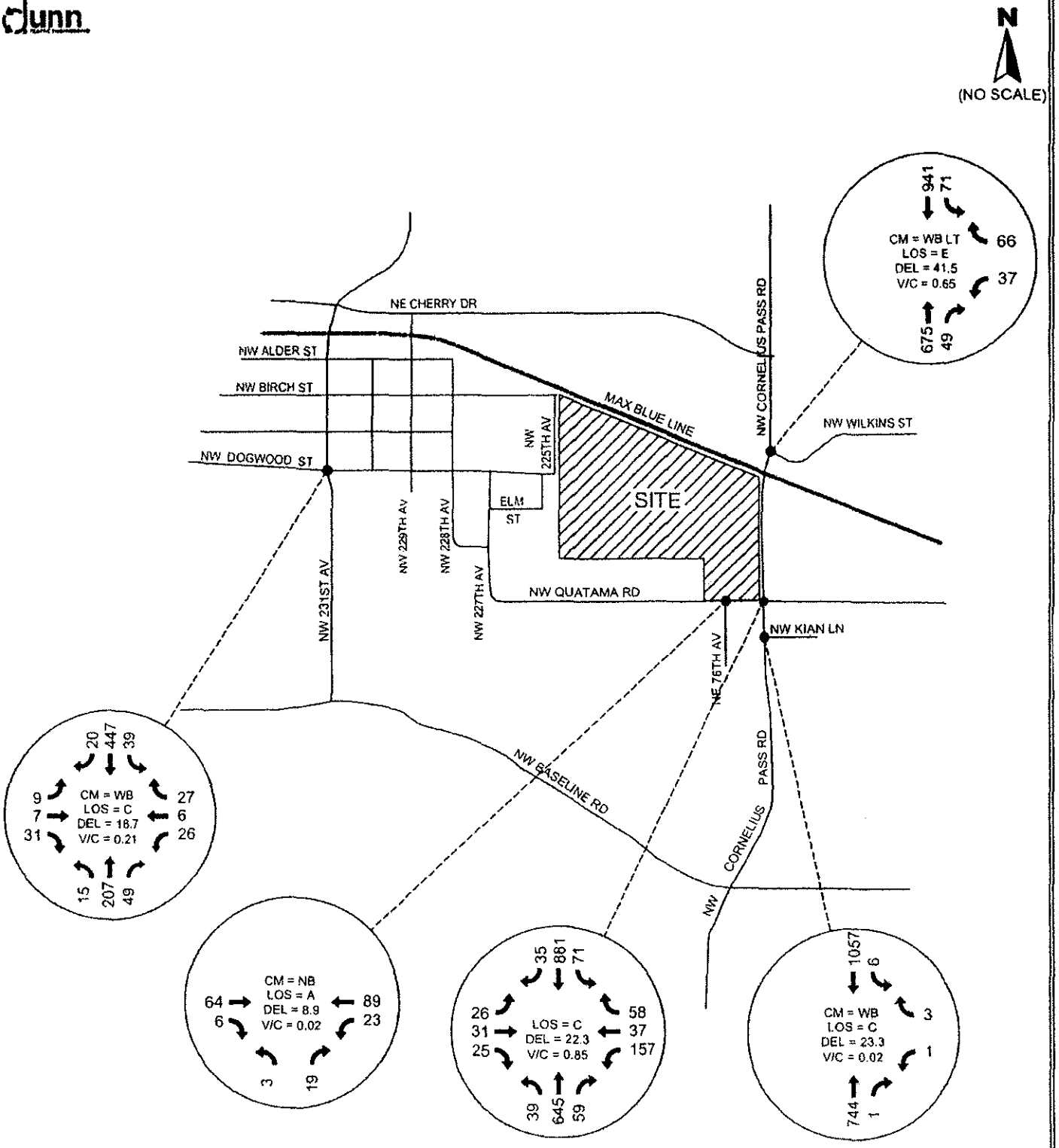
Given that the Orenco Woods Crossing development involves a CDP/DDP application process and because the site is located within an area zoned for "Station Community" uses, the City enforces a unique set of intersection operating standards. These standards are specified in Table 137.4 of *Hillsboro Zoning Ordinance No. 1945 - Section 137-XVI(C).* This table indicates that all intersections (signalized and unsignalized) along NW Cornelius Pass Road shall operate with an "acceptable" level of service rating of LOS D or better during the peak hour. The table also defines an "acceptable" level of service rating of LOS E or better during the peak 20-minute period of the peak hour for all other intersections involving Collector-to-Collector and Collector-to-Local streets (signalized and unsignalized). Given the variation in the operating standards for Washington County and the City of Hillsboro, the operations analyses results presented in this study are compared to both jurisdictional standards.

PEAK HOUR OPERATIONS

Figures 5 and 6 also summarize the year 2008 operations analysis results for all study intersections during the weekday a.m. and p.m. peak hours, respectively. As the results show, all but one of the study intersections currently operate within acceptable level-of-service and volume-to-capacity ratio thresholds during both the weekday a.m. and p.m. peak hours, based on Washington County and City of Hillsboro operating standards. The westbound left-turn movement at the NW Cornelius Pass Road/NW Wilkins Street intersection currently operates at LOS "E" during the weekday a.m. and p.m. peak hours, which exceed the City of Hillsboro's "acceptable" level-of-service standard. *Appendix "C" includes all year 2008 traffic conditions level of service worksheets.*



LEGEND	YEAR 2008 TRAFFIC CONDITIONS WEEKDAY AM PEAK HOUR	FIGURE No.:
• UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO	JULY, 2008	5



LEGEND	YEAR 2008 TRAFFIC CONDITIONS WEEKDAY PM PEAK HOUR JULY, 2008	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO		6

INTERSECTION SAFETY REVIEW

Washington County maintains a Safety Priority Index System (SPIS) database of high crash locations in the county. This system is used to help identify existing hazard locations. According to the 2004-2006 SPIS database (the most recent three-year history on record), the NW Cornelius Pass Road/NW Quatama Road intersection is a SPIS intersection with a ranking of #137 out of 275 total SPIS intersections. Due to its ranking, the crash history of this intersection was reviewed closely to identify any potential existing safety issues, using crash data provided by Washington County. *The crash data for this intersection is presented in Appendix "D".* Table 3 summarizes the crash history for this intersection with subsequent analysis of the intersection crashes.

TABLE 3
Crash History For NW Quatama Road/NW Cornelius Pass Road Intersection

Year	Number of Crashes	Collision Type				Severity	
		Turn	Rear-End	Fixed Object	Other	Property Damage Only	Personal Injury
2004	4	0	4	0	0	2	2
2005	6	1	5	0	0	4	2
2006	7	1	6	0	0	2	5
Total	17	2	15	0	0	8	9

In reviewing the crash history for the above intersection, two interesting points are clear from the data; the increase in the frequency of the number of crashes from 2004 to 2006 and the rising occurrences of rear-end collisions and personal injuries. A closer inspection of the rear-end collision data indicates that almost all incidents occurred on the north and south approaches of NW Cornelius Pass Road. Based on observations made in the field, it is the presence of the traffic signal control at this intersection that creates stop-and-go conditions for drivers traveling along NW Cornelius Pass Road, which increases the potential for rear-end type collisions. Also, the traffic signal at this intersection is semi-actuated and is not interconnected with other traffic signals in the NW Cornelius Pass Road corridor. One solution to reduce the potential for rear-end collisions would be to synchronize or interconnect the traffic signal with other signals along NW Cornelius Pass Road with the goal of establishing better traffic progression. Therefore, it is recommended that Washington County continue to monitor this intersection on an annual basis and install a signal interconnect between this intersection and other traffic signals as they are established in the corridor. The likely time period for such an improvement would be when NW Cornelius Pass Road is widened to its planned five-lane cross-section.

It should be mentioned here that the proposed street widening along the site frontages of NW Cornelius Pass Road and NW Quatama Road will create more lateral clearance for drivers, and will result in additional turn lanes and vehicle storage space at the intersection of these two roadways. These improvements can help facilitate more green time to the major north-south traffic movements on NW Cornelius Pass Road during peak travel periods, which could help further alleviate the potential for rear-end type crashes by reducing the frequency of the stop-and-go effect created by the traffic signal control.

There were no crashes reported at any of the remaining study intersections, based on Washington County records for the three year period from 2004 to 2006.

BACKGROUND TRAFFIC CONDITIONS

The background traffic conditions analysis examines how the study area's transportation system will operate in the year 2011, when all phases of the proposed development are expected to be fully built-out and occupied. The background analysis accounts for traffic growth due to in-process developments within the area and from general growth in the region, but does not include traffic from the development.

PLANNED TRANSPORTATION IMPROVEMENTS

A traffic signal is programmed to be installed at the NW Cornelius Pass Road/NW Wilkins Street intersection. This traffic signal installation will be a result of on-going development activity along NW Wilkins Street, which included the recent connection of this roadway with NW Cornelius Pass Road. The traffic signal is expected to be installed prior to the year 2011, based on conversations with engineering staff at the City of Hillsboro.

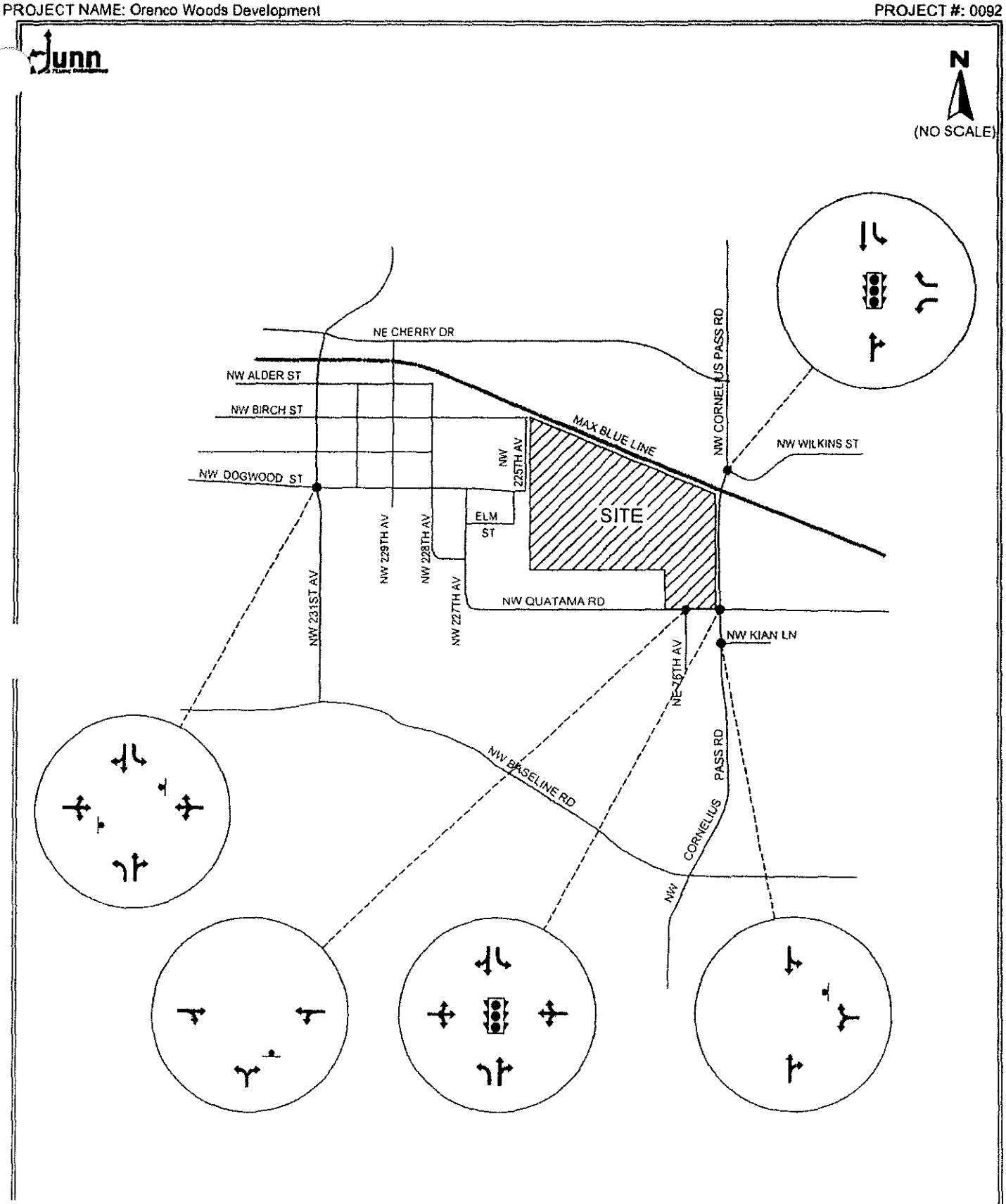
Washington County has identified a project through its "Traffic Impact Fee" program to widen NW Cornelius Pass Road to a five-lane urban cross-section from NW Baseline Road to NW Aloclek Drive, as envisioned by the Washington County TSP. However, project funding has not yet been secured. Only the funds for improving one or two of the bridge crossings along this roadway segment have been secured under Washington County's MSTIP 3 program. Therefore, for the purposes of this study, it has been assumed that the current cross-sectional street features along NW Cornelius Pass Road will remain as they are up through the forecast build-out year of 2011, without the proposed site development in place. Longer-term, the Washington County TSP identifies a long-term project to extend a new *Collector* street from NW Baseline Road just east of NW 231st Avenue to a new intersection with NW Quatama Road/NW 227th Avenue, west of the site. An extension of SW 231st Avenue south of NW Baseline Road is also planned.

Based on the traffic signal installation presumed to be in place by the year 2011 at the NW Cornelius Pass Road/NW Wilkins Street intersection, Figure 7 identifies the assumed lane configurations and traffic control devices for the study intersections under background traffic conditions, without the proposed site-development in place.

IN-PROCESS DEVELOPMENTS

Research was conducted to consider traffic that will be generated by "in-process" developments located in the site vicinity. "In-process" developments are projects that have been approved for construction but have yet to be occupied or are partially occupied. Based on recent discussions with Washington County and City of Hillsboro staff, a review of land use approval records, and field reconnaissance, there are numerous "in-process" developments in the vicinity of the proposed site. Their development names and site occupancy status are as follows:

- Nexus Apartments (50% Occupied)
- Crossroads at Orenco Station (90% Occupied)
- Stonebrier (75% Occupied)
- Villages at Orenco (50% Occupied)
- Dolores Park (0% Occupied)
- Arbor Crossing Condos (70% Occupied)
- Arbor Pass Creek Condos (5% Occupied)
- Kalahai Ridge (0% Occupied)
- Rock Creek Ridge (30% Occupied)
- Townhome Development south of Quatama Gardens (0% Occupied)
- Touchstone -Quatama Park Townhomes (30% Occupied)
- Pittman Place (0% Occupied)
- Cherry Park at Orenco (0% Occupied)



LEGEND	ASSUMED LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES (BACKGROUND CONDITIONS)	FIGURE No.:
= STOP SIGN = STOP SIGNAL	JULY, 2008	7

- Beavercreek Manor Assisted Living (0% Occupied)
- Alder Creek (95% Occupied)
- Evergreen Meadows (0% Occupied)
- Orenco Medical Office (0% Occupied)
- Hillsboro Elementary School #26 (0% Occupied)

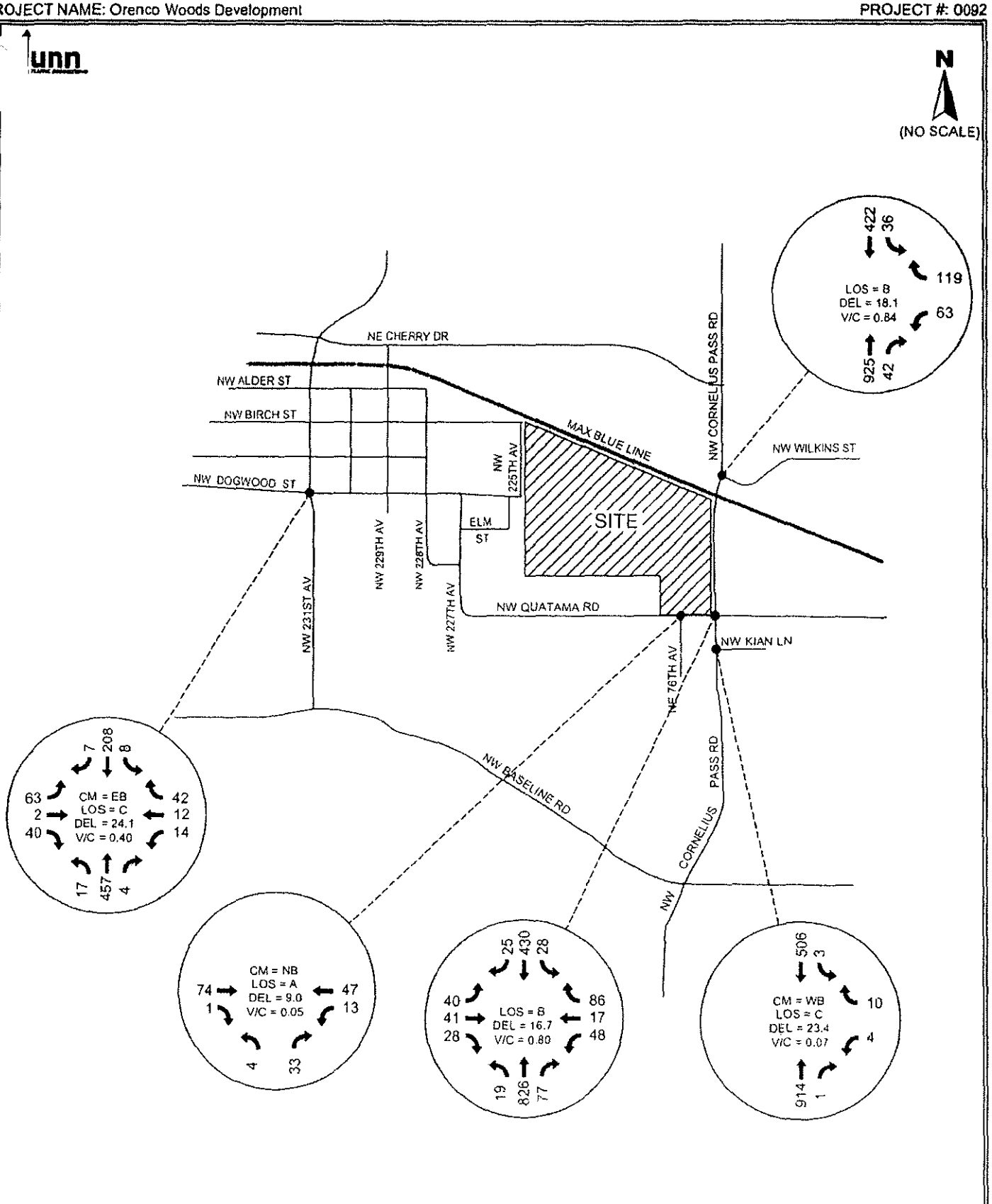
The residual trips associated with all identified "in-process" developments have been incorporated into the year 2011 background traffic volumes estimated for this study. *The trip assignments for these developments through the study intersections are summarized in Appendix "E".*

TRAFFIC VOLUMES

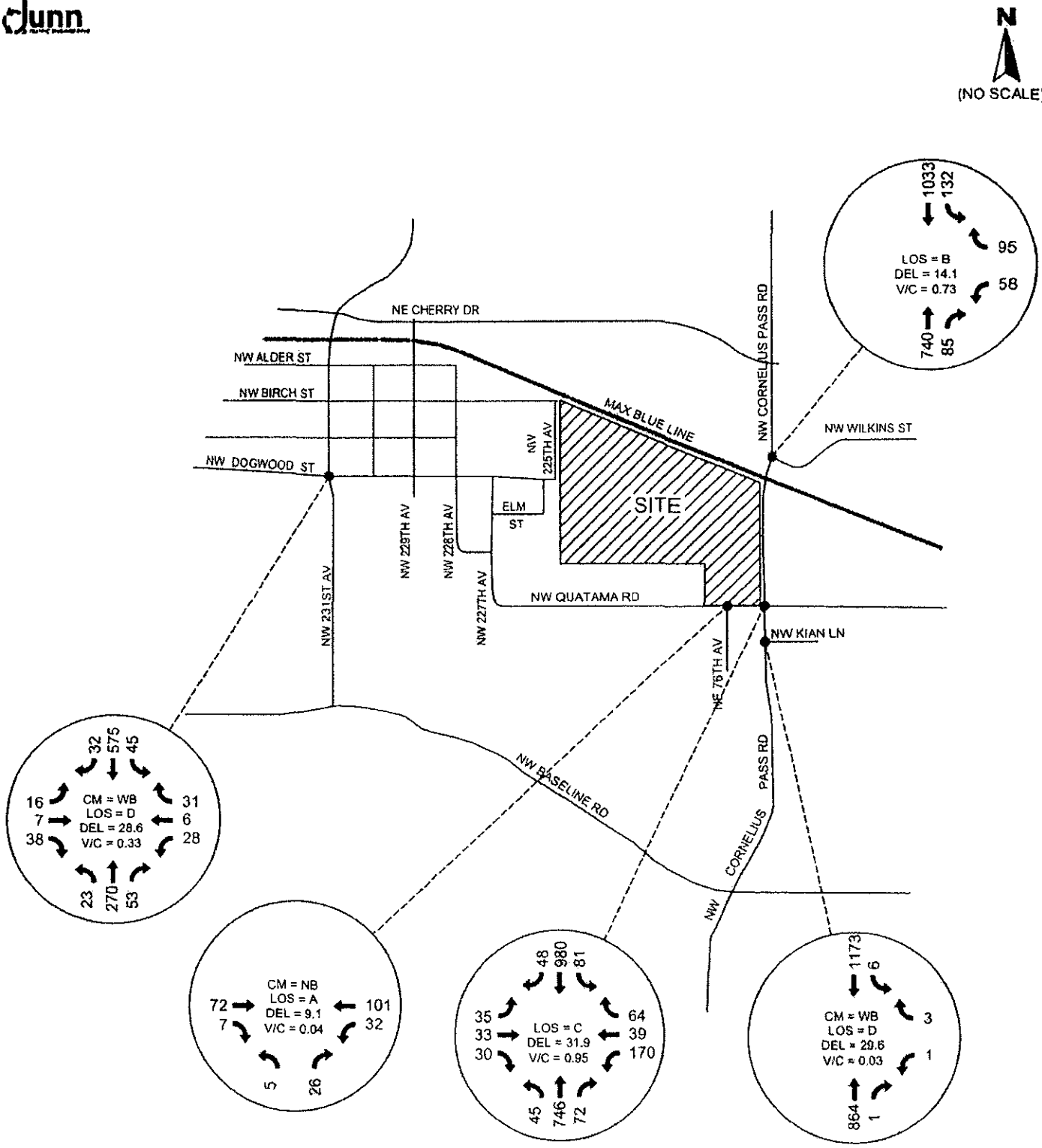
Background traffic volumes for the build-out year 2011 (without the site development) were developed by combining all residual trips associated with the "in-process" developments with year 2008 traffic volumes and by increasing base year 2008 traffic volumes by six percent to account for a two-percent annual increase in regional traffic growth in the study area over the next three years. Figures 8 and 9 illustrate the resulting year 2011 background traffic volumes during the weekday a.m. and p.m. peak hours, respectively.

PEAK HOUR OPERATIONS

Figures 8 and 9 also summarize the year 2011 background operations analysis results for all the study intersections during the weekday a.m. and p.m. peak hours, respectively. As the results show, all study intersections will operate within acceptable level-of-service and volume-to-capacity ratio thresholds during both the weekday a.m. and p.m. peak hours, based on Washington County and City of Hillsboro operating standards. *Appendix "F" includes the year 2011 background traffic conditions level of service worksheets.*



LEGEND	YEAR 2011 BACKGROUND TRAFFIC CONDITIONS WEEKDAY AM PEAK HOUR	FIGURE No.:
INSIGNALIZED CRITICAL MOVEMENT/APPROACH LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO	JULY, 2008	8



LEGEND	YEAR 2011 BACKGROUND TRAFFIC CONDITIONS WEEKDAY PM PEAK HOUR	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO	JULY, 2008	9

SITE DEVELOPMENT PLAN

Venture Properties, Inc. is proposing to modify the approved site plan for the Orenco Woods Crossing Development to include a new mix of housing, as well as the addition of neighborhood commercial and employment area building space in a manner that conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning which now applies to the subject site. It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

As shown in the modified site plan in Figure 2, proposed access to the site will be from two external public street connections consisting of a full access to NW Quatama Road (directly across from NE 76th Avenue) and a limited right-in/right-out/left-in only access to NW Cornelius Pass Road (just over 600 feet north of NW Quatama Road). The proposed location and traffic control features at these two external street connections have not changed relative to the original site plan.

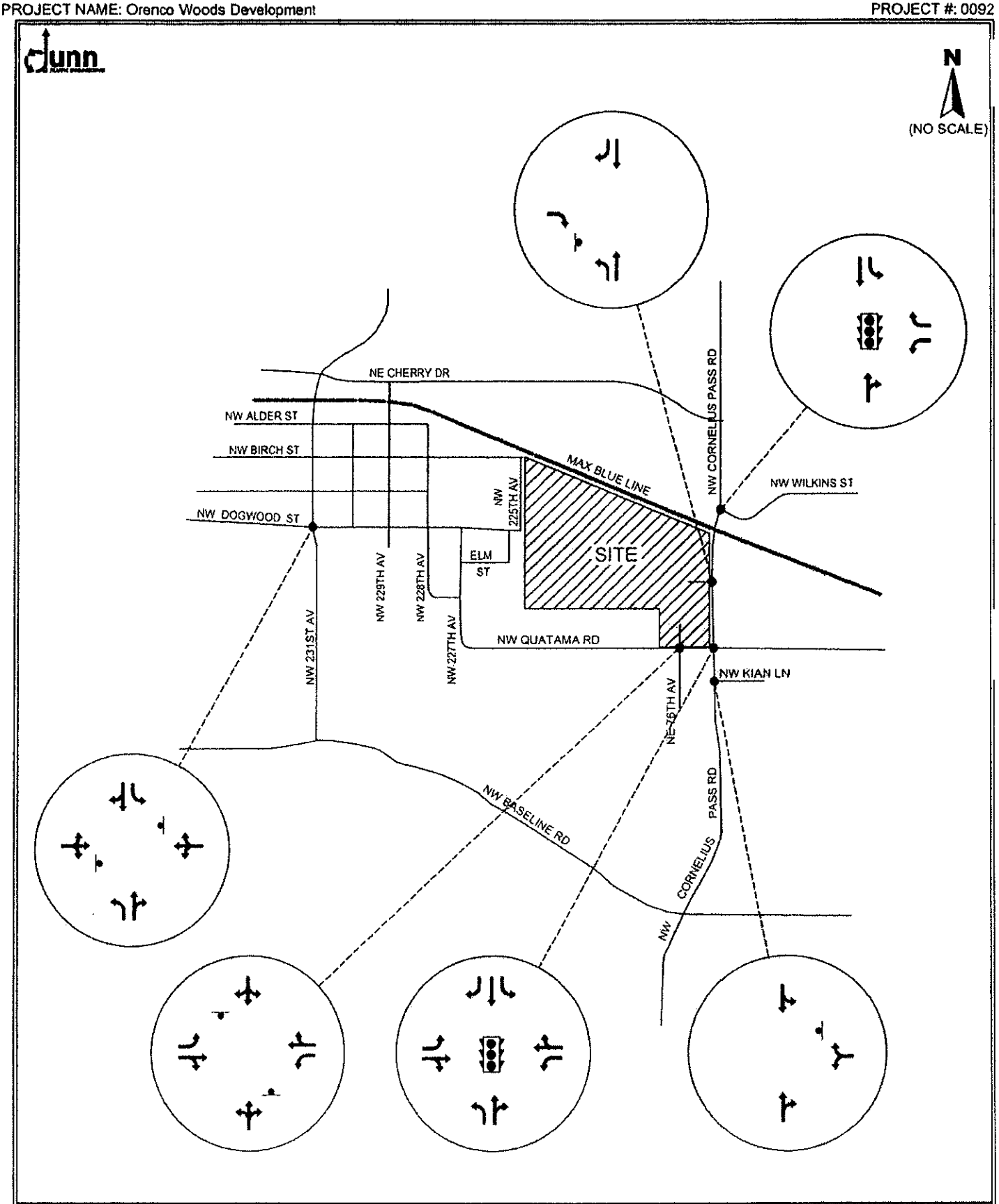
SITE FRONTAGE IMPROVEMENTS

Improvements proposed along NW Cornelius Pass Road include widening the roadway along a majority of the site frontage from two to three travel lanes, in order to develop a channelized left-turn lane northbound into the proposed street access. A right-turn lane with taper transition will also be constructed in the southbound direction to facilitate right-turn movements entering at the proposed street access. A raised median and appropriate signing and striping will be provided to limit all movements at the proposed street access to NW Cornelius Pass Road to right-in/right-out/left-in only. Also, a continuous sidewalk will be established along the site frontage at its planned location.

Proposed improvements along the site frontage of NW Quatama Road include widening the roadway to facilitate a three-lane section (one travel lane in each direction and a center left-turn lane) with bicycle lanes on both sides of the street, and a new planting strip and sidewalk along the north side of the street. These improvements will bring this section of roadway up to the full urban *Collector* street design standard for Washington County and the City of Hillsboro.

At the NW Quatama Road/NW Cornelius Pass Road intersection, the proposed street widening enhancements on the north leg of the intersection will result in a new southbound right-turn lane from NW Cornelius Pass Road onto NW Quatama Road. Also, the proposed street widening enhancements on west leg of the intersection will trigger additional street widening requirements on the east leg to establish proper lane transitions through the intersection along NW Quatama Road. With proposed improvements in place, an exclusive left-turn lane will be established on both the eastbound and westbound approaches of NW Quatama Road. For this study, it was assumed that the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this signalized intersection will be maintained, along with the protected-permissive left-turn signal phasing that now exists on the northbound and southbound approaches of NW Cornelius Pass Road.

With all proposed off-site transportation improvements in place, Figure 10 illustrates the assumed lane configurations and traffic control devices at the existing and proposed new study intersections.



LEGEND	ASSUMED LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES (BUILD-OUT CONDITIONS)	FIGURE No.:
= STOP SIGN = STOP SIGNAL	JULY, 2008	10

SITE TRIP GENERATION

Estimates were prepared of average daily and weekday a.m. and p.m. peak hour vehicle trip ends for the subject site, based on the modified site plan. These estimates were prepared using the standard reference *Trip Generation, 7th Edition* (Reference 3) and the *ITE Trip Generation Handbook* (Reference 4). Both publications are published by the Institute of Transportation Engineers (ITE).

Because the modified site plan now includes a mixture of residential, neighborhood commercial, and employment area uses, there is the potential for three different trip types. These include internal, pass-by trips, and primary trips. ITE defines each type of trip as the following:

- *Internal Trips:* These are trips made between adjacent land uses on the development site. These trips do not impact the surrounding roadway network, but are completely internal to the development. Internalization reduces the number of trips generated by the proposed project.
- *Pass-By Trips:* These trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street that offers direct access to the generator. With the addition of the proposed development, these trips would stop at the site before continuing. As such, these trips do not represent new trips to the adjacent roadway beyond the site access points.
- *Primary Trips:* These trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. The trip typically goes from origin to generator then returns to the origin.

Table 4 summarizes the estimated site trip generation during a typical weekday as well as during the weekday a.m. and p.m. peak hours for the proposed development based on the modified site plan.

TABLE 4
Estimated Site Trip Generation

Land Uses	ITE Code	Size	Average Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family Homes	210	120 units	1,230	93	23	70	126	79	47
Townhomes/Condos	230	129 units	797	63	11	52	74	50	24
*Internal**			(203)	(11)	(6)	(5)	(37)	(22)	(15)
Pharmacy w/Drive Thru	861	10,000 sq. ft.	882	27	15	12	86	42	44
*Internal**			(88)	(4)	(2)	(2)	(11)	(5)	(6)
*49% Pass-By***			(389)				(36)	(18)	(18)
Shopping Center	820	25,777 sq. ft.	2,813	69	42	27	256	123	133
*Internal**			(281)	(8)	(4)	(4)	(33)	(13)	(20)
*34% Pass-By***			(861)				(76)	(38)	(38)
Daycare	565	8,050 sq. ft.	638	103	55	48	83	39	44
General Office	710	9,600 sq. ft.	220	15	13	2	14	2	12
*Internal**			(86)	(3)	(1)	(2)	(9)	(5)	(4)
Total Trips			6,580	370	159	211	639	335	304
Internal Trips			(658)	(26)	(13)	(13)	(90)	(45)	(45)
Total External Trips			5,922	344	146	198	549	290	259
		Total Pass-By Trips	**(1,250)**				**(112)**	**(56)**	**(56)**
		Total Primary Trips	**4,672**	**344**	**146**	**198**	**437**	**234**	**203**

* - Internal trips are estimated to travel internally between the residential, commercial, and employment areas of the site without accessing the external streets of Quatama Road and Cornelius Pass Road.

**- Pass-by rates contained in the ITE Trip Generation Handbook, Second Edition, were applied to the weekday p.m. peak hour as well as the average daily period.

For the purposes of this study it was assumed that a pharmacy with drive-through window (10,000 square feet in size) and a shopping center (25,777 square feet in size) would occupy the neighborhood commercial element of the site. It was also assumed that a daycare facility (8,050 square feet in size) and an office building (9,600 square feet in size) would occupy the employment element of the site. As for the residential component, a total of 120 single family detached units was assumed along with 129 townhome/condominium units.

As shown in Table 4, trip internalization is estimated to occur between the residential, neighborhood commercial, and employment area uses. Trip internalization figures were estimated for the weekday a.m. and p.m. peak hour periods using procedures identified in the *ITE Trip Generation Handbook* (See Chapter 7 for internal capture rates involving Multi-Use developments.) For this study, an average internal capture rate of 7.0 percent was determined for the weekday a.m. peak hour, with an average rate of 14.1 percent determined for the weekday p.m. peak hour. An internalization factor of 10 percent was applied to the total daily trip generation figures, as this represents a rough average of the internal capture rates for the weekday a.m. and p.m. peak hour periods. *All trip internalization calculations are provided in Appendix "G" of this study.*

Pass-by trips will also be generated by the proposed neighborhood commercial uses on the site. Specifically, the assumed pharmacy and shopping center land uses are estimated to have pass-by capture rates of 49 percent and 34 percent, respectively. These values were obtained from the *ITE Trip Generation Handbook* and were assumed to apply to the weekday p.m. peak hour as well as the average daily period.

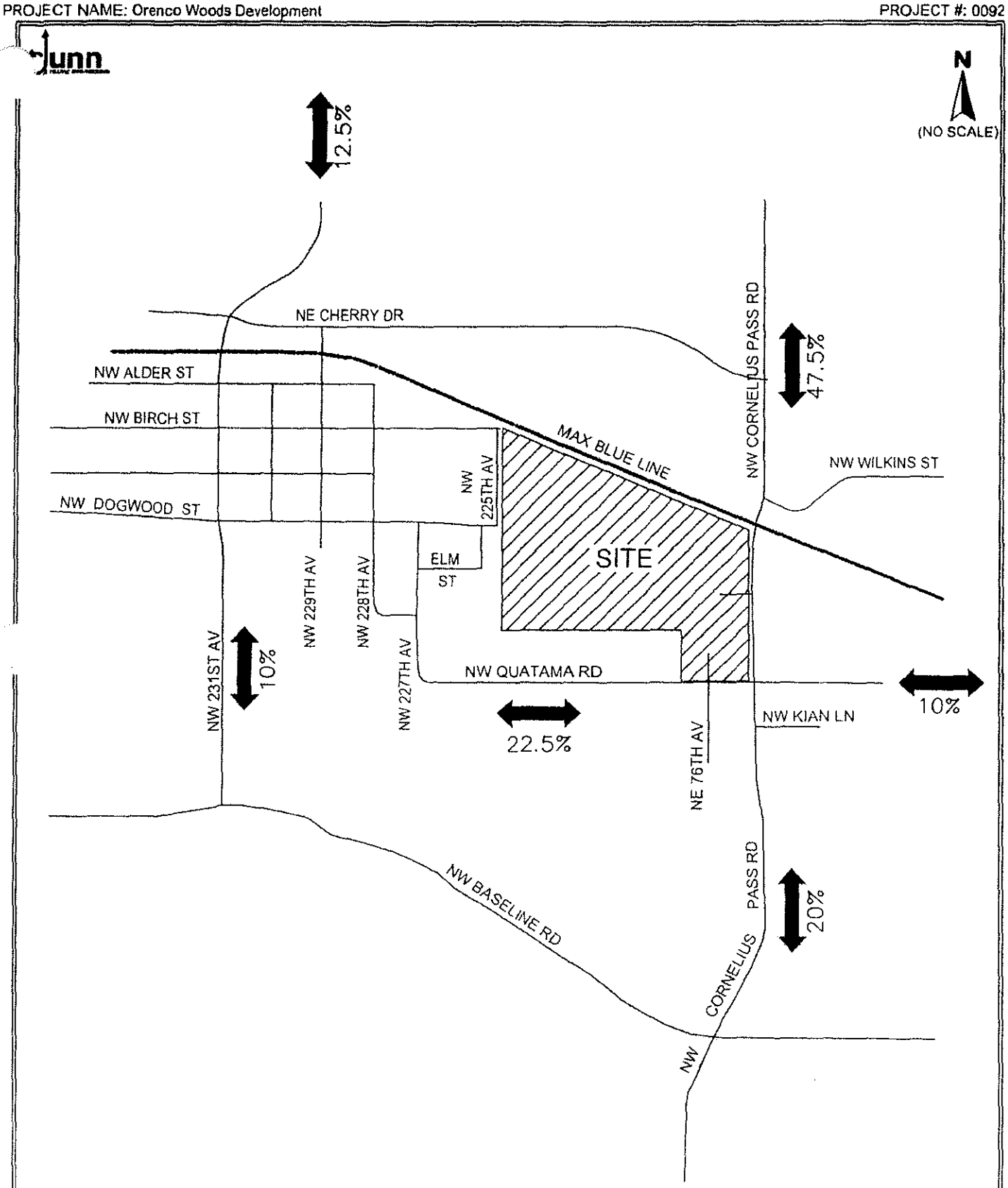
The modified site plan is expected to generate 4,672 total primary vehicle trips over an average weekday, with 344 primary trips (146 in, 198 out) occurring during the weekday a.m. peak hour and 437 primary trips (234 in, 203 out) occurring during the weekday p.m. peak hour.

SITE TRIP DISTRIBUTION

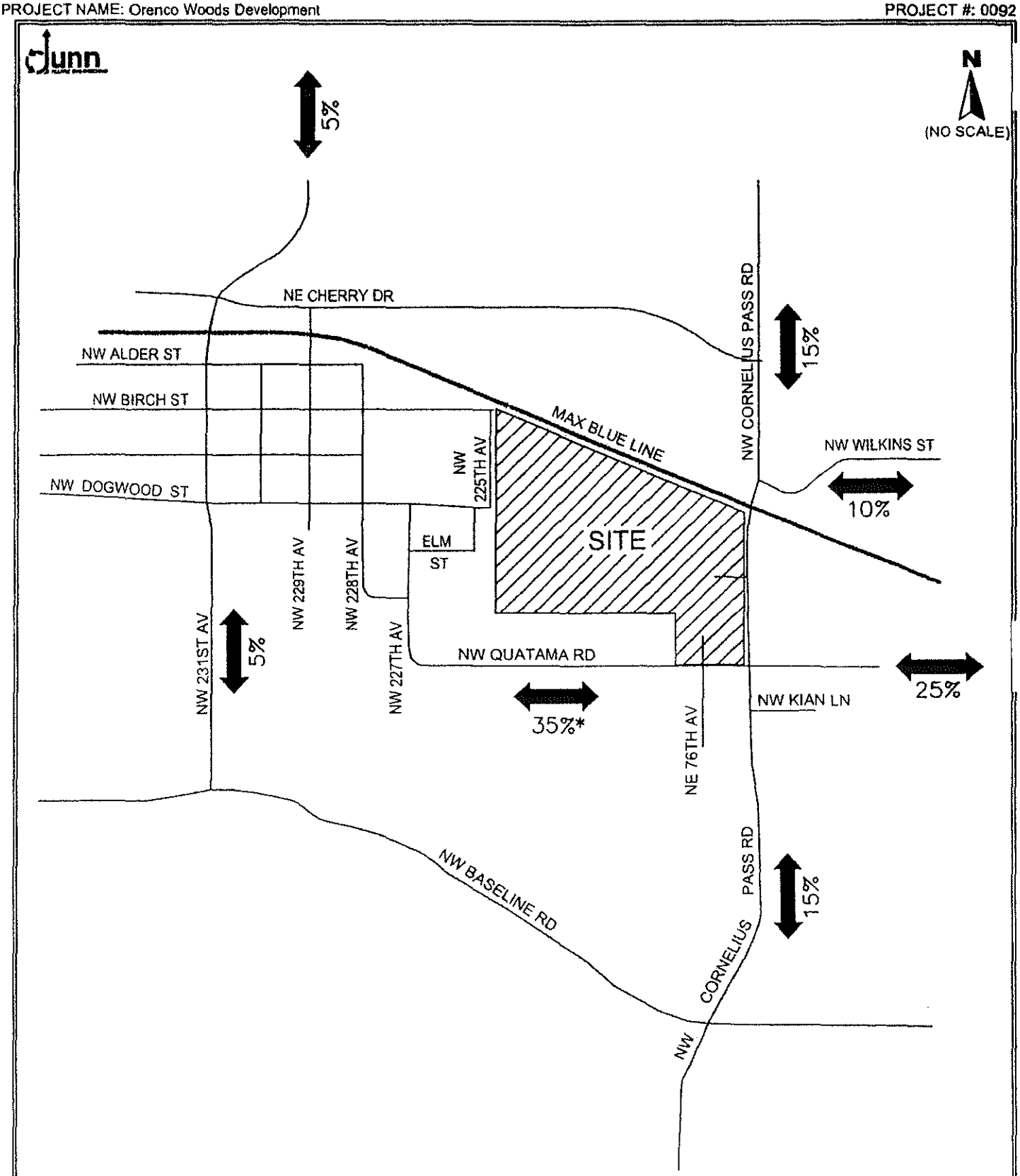
The distribution of site-generated trips onto the study area roadways was determined separately for the residential and neighborhood commercial/employment portions of the site due to the different origin and destination patterns of drivers associated with these land uses. For the residential portion of the site, the site trip distribution pattern is identical to what was utilized in the previous December 2005 traffic study, whereby the lack of any public street connections along the western site boundary with the Old Orenco Neighborhood resulted in an estimated residential trip distribution pattern of 47.5% to/from the north along NW Cornelius Pass Road, 10% to/from the east along NW Quatama Road, 20% to/from the south along NW Cornelius Pass Road, 10% to/from the southwest along NW 231st Avenue, and 12.5% to/from the northwest along NW 231st Avenue. Figure 11 illustrates the site trip distribution pattern for the residential portion of the site.

For the neighborhood commercial/employment portion of the site, a separate and unique trip distribution pattern was selected to reflect the commercial business and employment-related activities that will be present on-site. Also, because there are much larger commercial businesses and employment-related land uses present north of the site up along NW Cornell Road and south of the site down along NW Baseline Road, much of the commercial and employment-related site traffic is assumed to be local in nature. For example, it was assumed for this study that 25 percent of all the primary commercial/employment trips would originate from or be destined to the various residential subdivisions located immediately south and west of the site along NW Quatama Road and NW 227th Avenue (i.e. Danbury Park and Old Orenco Neighborhood). Figure 12 illustrates the resulting site trip distribution patterns selected for the commercial/employment portion of the site.

Based on the selected site trip distribution patterns and various trip generation estimates for the individual land uses proposed for the site development, Figures 13 and 14 display the total site traffic assignments for the study area intersections during the weekday a.m. and p.m. peak hours, respectively.

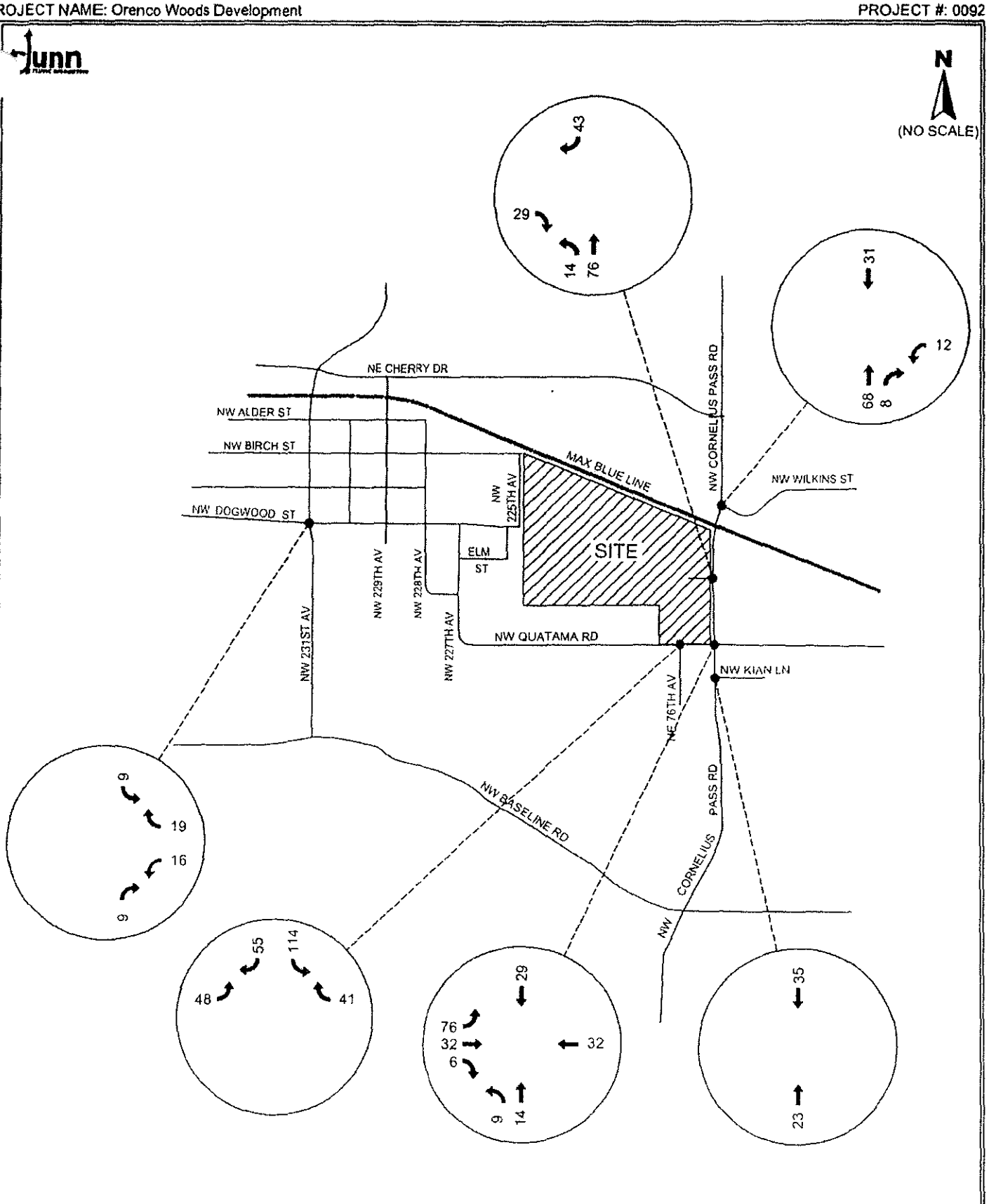


LEGEND	ESTIMATED SITE TRIP DISTRIBUTION PATTERN (RESIDENTIAL PORTION)	FIGURE No.:
= PERCENT SITE TRAFFIC DISTRIBUTION	JULY, 2008	11



* - 25% of the Commercial/Employment site trips are anticipated to travel to/from the residences within the old Orenco Neighborhood, and the subdivisions adjacent to NW Quatama Road.

LEGEND	ESTIMATED SITE TRIP DISTRIBUTION PATTERN (COMMERCIAL/EMPLOYMENT PORTION)	FIGURE No.:
⟷ = PERCENT SITE TRAFFIC DISTRIBUTION	JULY, 2008	12



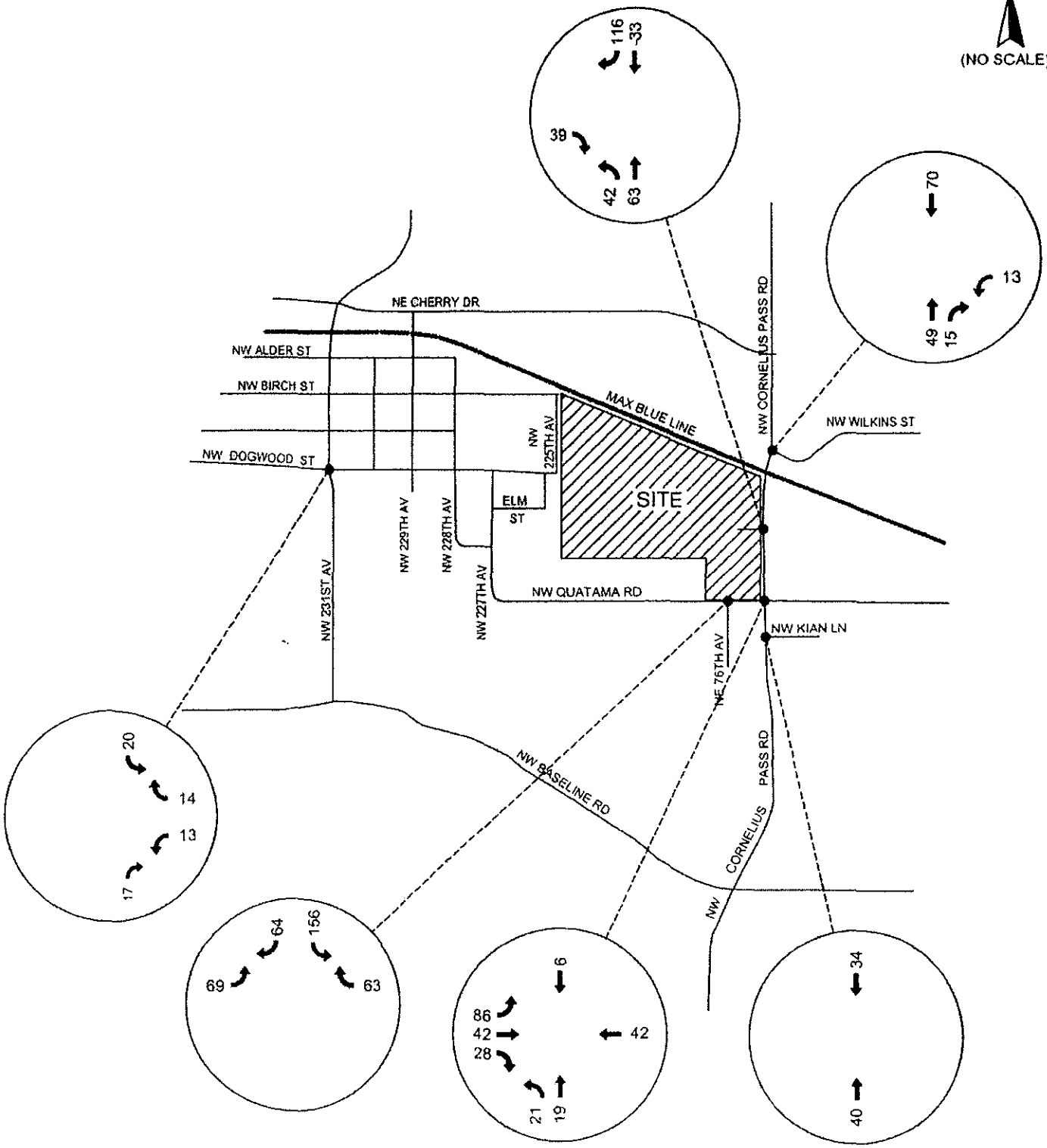
LEGEND

EAK HOUR TRAFFIC VOLUME

TOTAL SITE-GENERATED TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

JULY, 2008

FIGURE No.: 13



LEGEND	TOTAL SITE-GENERATED TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME	JULY, 2008	14

TOTAL TRAFFIC CONDITIONS

The year 2011 total traffic conditions analysis forecasts how the study area's transportation system will operate when the proposed development is expected to be fully built-out and occupied and all related off-site transportation improvements are made.

TRAFFIC VOLUMES

The 2011 background traffic volumes for the weekday a.m. and p.m. peak hours shown in Figures 8 and 9 were added to the respective weekday a.m. and p.m. peak hour site-generated traffic volumes shown in Figures 13 and 14 to arrive at the year 2011 total traffic volumes shown in Figures 15 and 16.

PEAK HOUR OPERATIONS

Figures 15 and 16 also summarize the year 2011 total traffic operations analysis results for the study intersections during the weekday a.m. and p.m. peak hours, respectively. As the figures show, with the site development and all proposed off-site improvements in place, all existing and proposed new study intersections will operate within acceptable level-of-service and volume-to-capacity ratio thresholds during both the weekday a.m. and p.m. peak hours, based on applicable Washington County and City of Hillsboro operating standards. *Appendix "H" includes the year 2011 total traffic conditions level of service worksheets.*

TRAFFIC SIGNAL WARRANTS

A signal warrant analysis was conducted for key unsignalized public street intersections in the study area. These include the proposed street access to NW Cornelius Pass Road, the NW Dogwood Street/NW 231st Avenue intersection, and the NW Quatama Road/NE 76th Avenue intersection.

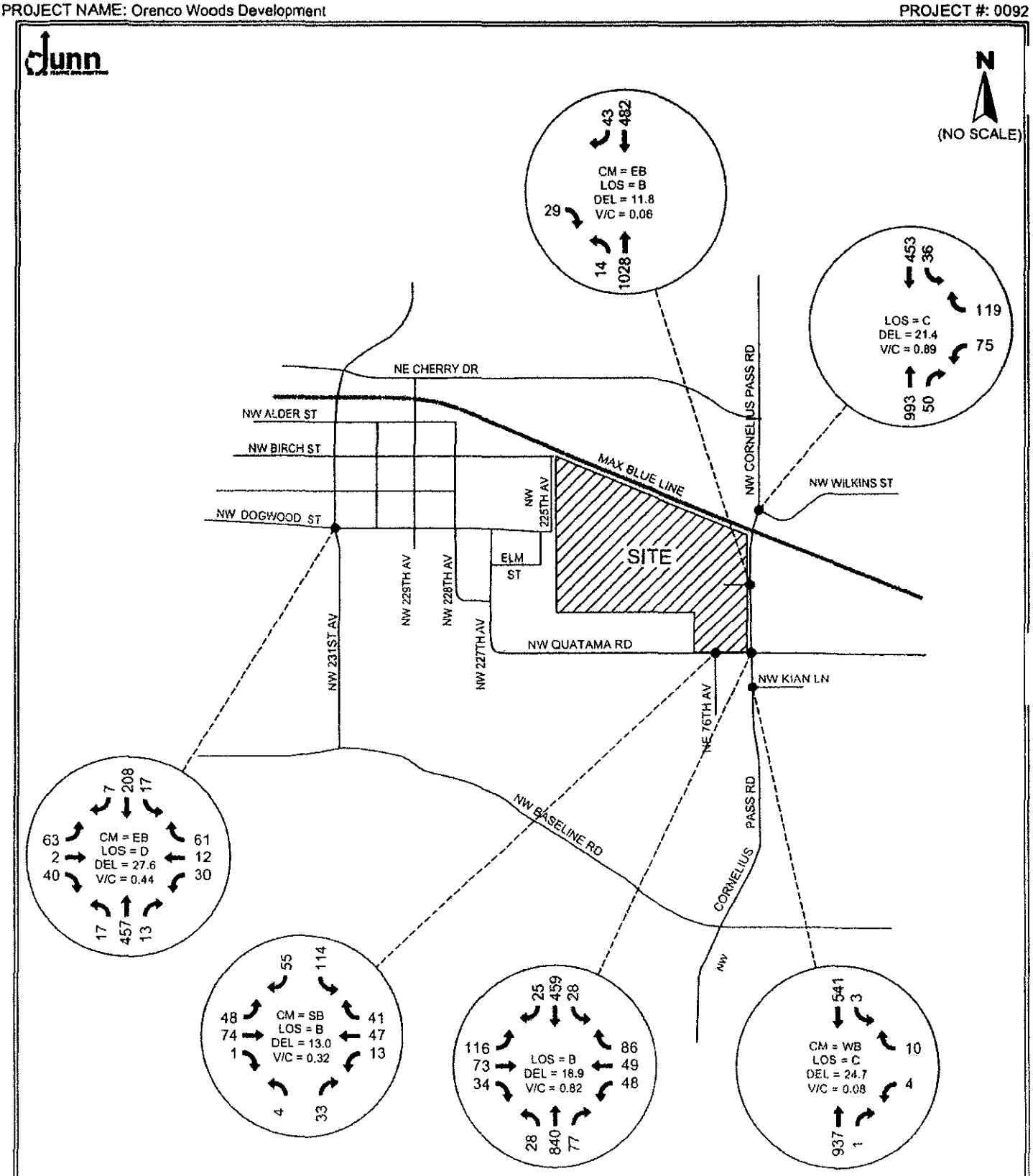
The traffic signal warrant analysis was based the procedures described in the *Manual on Uniform Traffic Control Devices* (MUTCD, Reference 5), using the estimated year 2011 total traffic volumes. Specifically, the weekday p.m. peak hour was selected as the basis of the signal warrant analysis because it represents the peak travel period of a typical weekday. The weekday p.m. peak hour traffic volumes were also used to estimate the fourth and eighth highest hourly traffic flows at the study intersections. Historical evidence shows that the fourth and eighth highest hourly traffic flows represent approximately 80- and 60-percent of the weekday p.m. peak hour volumes.

The results of the analysis indicate none of the volume-based traffic signal warrants (Peak Hour, Four-Hour, or Eight-Hour Volumes) will be satisfied at any of the three identified unsignalized study intersections. *Appendix "I" contains the traffic signal warrant analysis worksheets.*

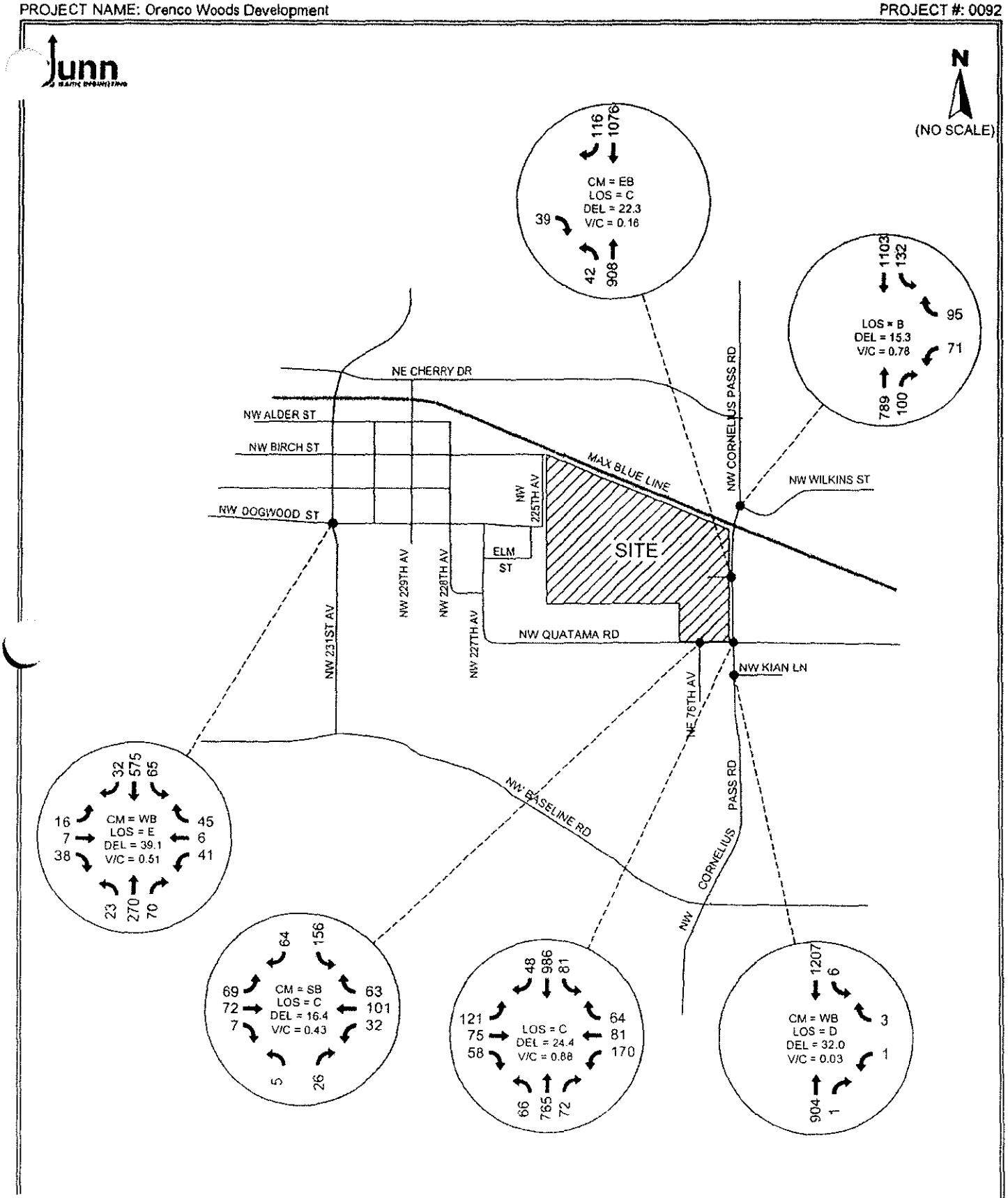
LEFT-TURN LANE WARRANTS

Year 2011 total traffic volumes were used to determine if left-turn lanes would be warranted at any of the unsignalized study intersections where left-turn lanes are not already provided or proposed. For this study, left-turn lane warrants were assessed only for the NW Cornelius Pass Road/NW Kian Lane intersection. The remaining study intersections either already have a left-turn lane along the major street like those study intersections along NW 231st Avenue, or a left-turn lane is proposed as part of the Orenco Woods Crossing development, such as at the proposed site access intersections on NW Quatama Road and NW Cornelius Pass Road.

The procedures used to determine if left-turn lane warrants are satisfied at the NW Cornelius Pass Road/NW Kian Lane intersection are based on a queuing model developed by M.D. Harmelink titled *Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections* (Reference 6). The procedures take into account left-turn arrival rates, the volume of advancing and opposing traffic, the percentage of left-turning vehicles, posted speed, and the time interval required to make a left-turn



LEGEND	YEAR 2011 TOTAL TRAFFIC CONDITIONS WEEKDAY AM PEAK HOUR JULY, 2008	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO		15



LEGEND	YEAR 2011 TOTAL TRAFFIC CONDITIONS WEEKDAY PM PEAK HOUR	FIGURE No.:
UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO	JULY, 2008	16

maneuver. It should be emphasized that the focus of the turn lane warrant analysis is on the left-turn movements from the major street where drivers must yield to oncoming traffic. Satisfaction of the left-turn lane warrant criteria is an indication that traffic circulation on the main street can be enhanced by the addition of an exclusive left-turn lane. Installation of a left-turn lane would separate left-turning vehicles from the through traffic stream, thus, reducing traffic delay and eliminating standing vehicle queues for the through traffic lane.

The Harmelink analysis was conducted using the estimated year 2011 total traffic volumes for the weekday a.m. and p.m. peak hours, with the understanding that amount of left-turn traffic demand from NW Cornelius Pass Road onto NW Kian Lane is very low relative to the amount of through traffic (less than one percent). Due to the low percentage of left-turning vehicles, Washington County employs a modified version of the Harmelink analysis. *This analysis methodology along with the left-turn lane warrant analysis results are provided in Appendix "J".*

Based on the analysis results, a left-turn lane will not be warranted for the southbound left-turn movement from NW Cornelius Pass Road onto NW Kian Lane during the weekday a.m. peak hour, but would be warranted during the weekday p.m. peak hour. However, further testing indicates that the left-turn lane warrant would also be satisfied during the weekday p.m. peak hour of the 2011 background traffic condition, without the site development. Based on this finding, a left-turn lane improvement at NW Kian Lane would not be proportionate to the impacts of the proposed site development. Therefore, the Applicant should not be responsible for implementing any left-turn lane treatment at this intersection. It is also important to emphasize here that the operational analysis provided in the previous section indicates that this intersection will operate sufficiently under current lane configurations and traffic control. Additionally, when NW Cornelius Pass Road is eventually widened to five lanes, access to NW Kian Lane will likely be restricted to right-in/right-out only movements for safety reasons and to eliminate conflicts between standing vehicle queues. It is also possible that the residences along NW Kian Lane may eventually have a secondary access to NW Quatama Road as the vacant land to the north develops.

RIGHT-TURN LANE WARRANTS

The potential need for right-turn lanes at all the unsignalized study intersections was also examined for year 2011 total traffic conditions. The analysis procedures were based on the volume-based guidelines described in *National Cooperative Highway Research Program Report 279: Intersection Channelization Design Guide* (Reference 7). Based solely on the NCHRP Report 279 volume-based guidelines, a right-turn lane will only be warranted for the southbound right-turn movement from NW Cornelius Pass Road into the proposed street access during the weekday p.m. peak hour. It should be emphasized here that a right-turn lane is proposed for this movement as part of the site frontage improvements to be made along NW Cornelius Pass Road. *Appendix "K" contains the right-turn lane warrant analysis worksheets.*

VEHICLE QUEUING

A vehicle queuing analysis was conducted to ensure that adequate lane storage will be available at all study intersections upon full development of the proposed Orenco Woods Crossing development. For the queuing analysis, a Poisson distribution was applied at a 95-percent confidence level to determine queue length probabilities. (In essence, random arrivals were assumed and the queue lengths shown at signalized intersections will not be exceeded during 95-percent of the signal cycles occurring in the weekday peak hour.) The assumed length-of-red interval at each signalized intersection was obtained from the signal timing parameters used in the 2011 total traffic level-of-service analysis. At stop-controlled intersections, the 95th-percentile vehicle queue length was determined using Equation 17-37 presented in the *Highway Capacity Manual* (Reference 1). All vehicle queuing analyses conducted for this study assume one vehicle will occupy 25 feet of storage length.

Table 5 summarizes the results of the queuing analysis under year 2011 total traffic conditions during the weekday a.m. and p.m. peak hours. As shown in the table, the queuing analysis determined that the 95th-percentile vehicle queues can be accommodated within the existing or proposed lane storage at all study intersections. . *Appendix "L" contains the queuing analysis worksheets.*

TABLE 5
Estimated 95th-Percentile Queue Lengths
(Year 2011 Total Traffic Conditions)

Intersection	Approach	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
			AM Peak	PM Peak		
NW Cornelius Pass Rd./ NW Wilkins St.	Northbound	Through-Right	275	300	Cont.	Yes
	Southbound	Left	75	150	150	Yes
		Through	125	250	Cont.	Yes
	Westbound	Left	100	100	200	Yes
		Right	150	125	200	Yes
NW Cornelius Pass Rd./ Proposed Street Access	Northbound	Left	25	25	75 (proposed)	Yes
	Eastbound	Right	25	25	Cont. (proposed)	Yes
NW Cornelius Pass Rd./ NW Quatama Rd.	Northbound	Left	50	100	100	Yes
		Through-Right	300	325	Cont.	Yes
	Southbound	Left	50	100	150 (proposed)	Yes
		Through	175	350	Cont.	Yes
		Right	25	50	150 (proposed)	Yes
	Eastbound	Left	150	150	300 [1] (proposed)	Yes
		Through-Right	125	150	Cont.	Yes
	Westbound	Left	75	175	175 (proposed)	Yes
		Through-Right	150	150	Cont.	Yes
NW Cornelius Pass Rd./ NW Kian Ln.	Westbound	Left-Right	25	25	Cont.	Yes
NW Quatama Rd./ Proposed Site Access/ NE 76th Ave.	Northbound	Left-Through-Right	25	25	Cont.	Yes
	Southbound	Left-Through-Right	50	75	Cont. (proposed)	Yes
	Eastbound	Left	25	25	65 (proposed)	Yes
	Westbound	Left	25	25	300 [1] (proposed)	Yes
NW 231st Ave./ NW Dogwood St.	Northbound	Left	25	25	75	Yes
	Southbound	Left	25	25	Cont.	Yes
	Eastbound	Left-Through-Right	75	50	Cont.	Yes
	Westbound	Left-Through-Right	50	75	Cont.	Yes

Notes: Cont.=Continuous travel lane

[1] Along NW Quatama Road, there is 375 feet of distance (centerline-to-centerline) between the intersections of NE 76th Avenue and NW Cornelius Pass Road This distance between these intersections allows eastbound vehicles approximately 300 of storage distance to queue up during a red signal phase without blocking the NE 76th Avenue intersection.

ACCESS SPACING

Figure 3 illustrates all existing and proposed accesses within the "influence area" of the site. As shown in this figure, a public street providing access to the site is proposed along NW Quatama Road directly across from NE 76th Avenue, creating a common four-way intersection. The proposed location of this new street access is 140 feet east of the easternmost driveway to the Elks Lodge on the north side of NW Quatama Road and 335 feet west of NW Cornelius Pass Road. Under these conditions and according to Section 501-8.5B(3) of the Washington County Community Development Code, the access spacing standard of 100 feet for a *Collector* street, such as NW Quatama Road, is satisfied.

Figure 3 also shows the proposed location for a new public street access along the west side of NW Cornelius Pass Road, at a distance of 715 feet north of NW Quatama Road, 450 feet north of the PGE substation driveway on the east side of the street, and 140 feet south of another driveway to a single family residence on the east side of the street. Although the proposal to have direct access to NW Cornelius Pass Road does not satisfy the 600-foot access spacing standards outlined in Section 501-8.5B(4) of the Washington County CDC for an *Arterial* street such as NW Cornelius Pass Road, Section 501-8.5C of the CDC does allow for an exception to the access criteria through County approval of an Access Modification Request. Such a request has been prepared separately from this study and submitted to Washington County for review.

It is important to emphasize that the proposed access to NW Cornelius Pass Road will allow site traffic to circulate more efficiently between the development and the adjacent street system. It will lessen overall trip lengths for drivers related to the development and place less demand on the traffic signal at NW Cornelius Pass Road/NW Quatama Street intersection, thus preserving its capacity and minimizing vehicle delays and standing vehicle queues. It is also expected that having the proposed access in place will reduce cut-through traffic demand within the old Orenco Neighborhood immediately west of the site; a goal established by the City of Hillsboro during the process to change the underlying Comprehensive Plan designation for the proposed development site. Lastly, the proposed street access to NW Cornelius Pass Road will be designed to limit access to right-in/right-out/left-in only movements via the construction of a raised median and appropriate signing and striping. All left-out movements will be directed to the proposed street access to NW Quatama Road where drivers can safely access NW Cornelius Pass Road in the northbound direction from the signalized intersection at NW Quatama Road.

SIGHT DISTANCE

Sight distance measurements were made in the field to ensure that the proposed street connections to NW Cornelius Pass Road and NW Quatama Road will have adequate intersection sight distance. All intersection sight distance measurements were made from a point 15 feet behind the edge of the traveled way, and from a height of 3.5 feet above the ground looking at an object that is 3.5 feet above the ground, which is consistent with AASHTO (Reference 8) standards.

From the location of the proposed street access to NW Cornelius Pass Road, intersection sight distance was measured to be more than 680 feet in the northbound direction and more than 600 feet in the southbound direction. These distances exceed the minimum standard of 450 feet as required by Washington County for a roadway with a posted speed of 45 mph.

At the proposed location for the new street access to NW Quatama Road (directly across from NE 76th Avenue) intersection sight distance measured more than 400 feet in the eastbound and westbound directions, which exceed the minimum standard of 250 feet as required by Washington County for a roadway with a posted speed of 25 mph.

PEDESTRIAN CIRCULATION

Section 137-XVI(C) of the Hillsboro Zoning Ordinance No. 1945 indicates the need for a pedestrian circulation study to be included within the traffic impact report for a development located within a 2,600-foot radius of an LRT station. Given that the entire Orenco Woods Crossing site is located more than 2,600 feet from the Quatama/NW 205th Avenue station and only a small portion of the northwest corner of the site is located within 2,600 feet of the Orenco/NW 231st Avenue station, a pedestrian circulation study is not required. However, it should be stated that the proposed street system within the Orenco Woods Crossing development will be designed according to City of Hillsboro standards and will facilitate continuous sidewalk facilities along all streets, with external pedestrian connections provided to each of the public streets surrounding the site, such as NW Cornelius Pass Road, NW Quatama Road, and NW 225th Avenue. Direct pedestrian connections will also be provided to important destinations such as the Orenco Elementary School, the McDonald House, internal park areas, and the multi-use path proposed along Rock Creek.

CONCLUSIONS AND RECOMMENDATIONS

Based on the transportation impact analysis findings documented in this report per the modified site plan, the proposed Orenco Woods Crossing development can be developed while maintaining acceptable levels of operation and safety on the surrounding transportation system. This study resulted in the following recommendations:

- Construct a new public street access to NW Cornelius Pass Road at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Construct a right-turn deceleration lane with appropriate storage and taper transition on the southbound approach of NW Cornelius Pass Road at the proposed new access. Construct a left-turn lane with 75 feet of storage distance on the northbound approach. Limit traffic movements at the proposed new intersection to right-in/right-out/left-in only through the construction of a raised median and installation of appropriate signing and striping.
- Widen NW Cornelius Pass Road from two to three travel lanes between NW Quatama Road and the proposed public street access to the site, with an appropriate taper transition back to two travel lanes north of the proposed access;
- Construct a continuous sidewalk along the site frontage of NW Cornelius Pass Road in its ultimate planned location, between the regional trail access and NW Quatama Road.
- Construct a new public street access to NW Quatama Road, directly across from NE 76th Avenue.
- Widen NW Quatama Road along the site frontage to facilitate a three-lane section (one travel lane in each direction and a center left-turn lane) with bicycle lanes on both sides of the street, and a new planting strip and sidewalk along the north side of the street.
- Widen the eastbound and westbound approaches of the NW Quatama Road/NW Cornelius Pass Road intersection to establish 125 feet of striped storage on the eastbound approach and 175 feet of striped storage on the westbound approach. Install a right turn lane with 150 feet of storage on the southbound approach. Maintain the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this intersection, and maintain the protected/permissive left-turn signal phasing that now exists on the northbound and southbound approaches.
- Maintain any landscaping provided along the site frontages of NW Cornelius Pass Road and NW Quatama Road to ensure adequate sight distance along these roadways.

REFERENCES

1. Transportation Research Board. *Highway Capacity Manual.* 2000.
2. Washington County. *Washington County 2020 Transportation Plan.* 2002.
3. Institute of Transportation Engineers (ITE). *Trip Generation Manual, Seventh Edition*, 2003.
4. Institute of Transportation Engineers (ITE). *Trip Generation Handbook, Second Edition*, June 2004.
5. United States Department of Transportation. *Manual on Uniform Traffic Control Devices* (MUTCD). 2003.
6. M. D. Harmelink. *Volume Warrants for Left-Turn Storage Lanes at Unsignalized Intersections.*
7. Transportation Research Board. *National Cooperative Highway Research Program, Report No. 279, Intersection Channelization Design Guide.* 1985
8. American Association of State Highway and Transportation Officials (AASHTO). *A Policy on Geometric Design of Highways and Streets.* 2004.

APPENDIX A

Quality Counts, LLC
Daily Vehicle Volume Report

Location: Dogwood btwn 230th and 231th
Unit ID: QUALITY COUNTS
Study Date: Tuesday - December 07, 2004

Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	5	4	9
01:00 - 01:59	1	1	2
02:00 - 02:59	2	1	3
03:00 - 03:59	2	2	4
04:00 - 04:59	10	1	11
05:00 - 05:59	16	2	18
06:00 - 06:59	23	10	33
07:00 - 07:59	81	62	143 AM PEAK
08:00 - 08:59	70	26	96
09:00 - 09:59	35	35	70
10:00 - 10:59	31	33	64
11:00 - 11:59	44	40	84
12:00 - 12:59	51	32	83
13:00 - 13:59	52	53	105
14:00 - 14:59	69	49	118
15:00 - 15:59	54	34	88
16:00 - 16:59	35	51	86
17:00 - 17:59	50	72	122 PM PEAK
18:00 - 18:59	41	41	82
19:00 - 19:59	29	41	70
20:00 - 20:59	23	28	51
21:00 - 21:59	20	21	41
22:00 - 22:59	9	9	18
23:00 - 23:59	5	6	11
ADT	758	654	1412
AM Peak Time	07:30 - 08:29	07:15 - 08:14	07:15 - 08:14
AM Peak Volume	97	66	159
PM Peak Time	14:15 - 15:14	17:00 - 17:59	13:45 - 14:44
PM Peak Volume	75	72	123

Quality Counts, LLC
Daily Vehicle Volume Report

Location: Dogwood btwn 230th and 231th
Unit ID: QUALITY COUNTS
Study Date: Wednesday - December 08, 2004

Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	1	4	5
01:00 - 01:59	0	2	2
02:00 - 02:59	2	1	3
03:00 - 03:59	3	0	3
04:00 - 04:59	10	3	13
05:00 - 05:59	11	2	13
06:00 - 06:59	27	7	34
07:00 - 07:59	69	54	123 AM PEAK
08:00 - 08:59	74	21	95
09:00 - 09:59	31	22	53
10:00 - 10:59	19	23	42
11:00 - 11:59	42	39	81
12:00 - 12:59	44	25	69
13:00 - 13:59	39	34	73
14:00 - 14:59	84	49	133
15:00 - 15:59	54	32	86
16:00 - 16:59	46	57	103
17:00 - 17:59	62	72	134 PM PEAK
18:00 - 18:59	30	44	74
19:00 - 19:59	33	29	62
20:00 - 20:59	19	15	34
21:00 - 21:59	12	10	22
22:00 - 22:59	8	5	13
23:00 - 23:59	6	10	16
ADT	726	560	1286
AM Peak Time	07:45 - 08:44	07:15 - 08:14	07:15 - 08:14
AM Peak Volume	93	57	140
PM Peak Time	14:00 - 14:59	16:45 - 17:44	17:00 - 17:59
PM Peak Volume	84	77	134

Quality Counts, LLC
Daily Vehicle Volume Report

Location: Dogwood btwn 230th and 231th
Unit ID: QUALITY COUNTS
Study Date: Thursday - December 09, 2004

Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	2	1	3
01:00 - 01:59	1	2	3
02:00 - 02:59	1	0	1
03:00 - 03:59	5	1	6
04:00 - 04:59	7	1	8
05:00 - 05:59	11	5	16
06:00 - 06:59	26	10	36
07:00 - 07:59	70	48	118 AM PEAK
08:00 - 08:59	62	30	92
09:00 - 09:59	35	25	60
10:00 - 10:59	36	16	52
11:00 - 11:59	38	33	71
12:00 - 12:59	51	37	88
13:00 - 13:59	44	35	79
14:00 - 14:59	57	40	97
15:00 - 15:59	61	31	92
16:00 - 16:59	33	36	69
17:00 - 17:59	47	53	100
18:00 - 18:59	44	60	104 PM PEAK
19:00 - 19:59	20	36	56
20:00 - 20:59	25	18	43
21:00 - 21:59	18	11	29
22:00 - 22:59	10	12	22
23:00 - 23:59	9	5	14
ADT	713	546	1259
AM Peak Time	07:15 - 08:14	07:15 - 08:14	07:15 - 08:14
AM Peak Volume	85	50	135
PM Peak Time	13:45 - 14:44	17:30 - 18:29	17:15 - 18:14
PM Peak Volume	61	64	117

2008 ANNUAL TRAFFIC COUNTS
CITY OF HILLSBORO, ENGINEERING DIVISION
PHONE: 503-681-6146
FAX: 503-681-6245

CL = Classification:	SL = Speed Limit	ADT = Average Daily Traffic
A = Arterial	85th % = 85th Percentile Speed in MPH	AM Peak = Morning Peak Hour Volume
C = Collector	N/E = Northbound and Eastbound Direction of travel	PM Peak = Evening Peak Hour Volume
NR = Neighborhood Route	S/W = Southbound and Westbound Direction of travel	SZ = School Zone
L = Local		

ROAD	LOCATION	CL	SL	SZ	DATE	85th %ile N/E	85th %ile S/W	ADT % N/E	ADT % S/W	ADT N/E	ADT S/W	ADT	AM Peak N/E	AM Peak S/W	AM Peak	PM Peak N/E	PM Peak S/W	PM Peak
NE SUNRISE LANE	BETWEEN 12TH/14TH	C	25	1	3/19	29.05	28.63	4.0	6.0	1482	1644	3126	142	94	236	120	216	336
NE SUNRISE LANE	BETWEEN 17TH/21ST	C	25	0	3/12	36.50	35.13	5.0	3.0	1335	1195	2530	102	51	153	109	130	239
NE SUNRISE LANE	BETWEEN 9TH/10TH	C	25	1	3/12	31.65	33.88	5.0	6.0	1237	1390	2627	107	69	176	104	164	268
NW 188TH AVE	BETWEEN CORNELL/EVERGREEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 194TH TER	BETWEEN CORNELL/VENETIAN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 194TH TER	BETWEEN VENETIAN/EVERGREEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 206TH AVE	BTWN ROCKSPRING/BROWNSTONE	C	35	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 227TH AVE	BETWEEN FIR/QUATAMA	C	25	0	2/21	36.54	34.66	7.0	4.0	578	641	1219	71	126	197	65	48	113
NW 228TH AVE	BETWEEN BIRCH/ALDER	NR	25	1	2/21	30.07	25.82	6.0	3.0	189	236	425	25	34	59	24	21	45
NW 229TH AVE	BETWEEN BUTLER/EVERGREEN	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
* NW 231ST AVE	BETWEEN CHERRY/CAMPUS	C	35	0	3/5	41.50	48.67	6.0	15.0	4236	3327	7563	509	157	666	268	390	658
* NW 231ST AVE	BETWEEN OELRICH/MARINA	C	35	0	3/5	49.01	47.61	14.0	7.0	3852	3889	7741	468	225	693	261	503	764
NW 235TH AVE	BETWEEN EVERGREEN/BENNETT	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW ALDER ST	BETWEEN 231ST/228TH	NR	25	0	2/21	36.63	39.95	9.0	8.0	252	272	524	31	35	66	20	25	45
NW ALOCLEK DR	BETWEEN CORNELL/211TH	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW AMBERGLEN PKWY	BETWEEN VON NEUMANN/AMBERGLEN CT	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW AMBERWOOD DR	BETWEEN ALOCLEK/JOHN OLSEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW BENNETT ST	BETWEEN 235TH/229TH	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW CONNELL AVE	BETWEEN VAL/DALE	C	20	1	1/16	31.82	33.13	11.0	5.0	1758	1623	3381	131	127	258	194	156	350
NW CONNELL AVE	BETWEEN JACKSON/RACHEL	C	25	0	1/16	31.68	32.19	7.0	12.0	1922	2105	4027	167	205	372	204	212	416
NW DOGWOOD ST	BETWEEN 228TH/227TH	C	20	1	2/21	28.22	27.62	9.0	8.0	523	649	1172	50	101	151	67	55	122
NW DOGWOOD ST	BETWEEN 231ST/229TH	C	25	0	2/21	30.00	29.93	12.0	9.0	513	625	1138	58	77	135	55	54	109
NW EVERGREEN PKWY	BETWEEN 185TH/CORNELL	A	30	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW HUFFMAN AVE	EAST OF SHUTE RD	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW IMBRIE DR	BEWN EVERGREEN/CORNELIUS PASS	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW JACOBSON RD	BETWEEN PINEFARM/CENTURY	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW JACOBSON RD	BTWN CROENI/CORNELIUS PASS	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0

2008 ANNUAL TRAFFIC COUNTS
CITY OF HILLSBORO, ENGINEERING DIVISION
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A = Arterial	85th % = 85th Percentile Speed in MPH	AM Peak = Morning Peak Hour Volume
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NR = Neighborhood Route	S/W = Southbound and Westbound Direction of travel	SZ = School Zone
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ROAD	LOCATION	CL	SL	SZ	DATE	85th %tile NE	85th %tile SW	Truck % NE	Truck % SW	ADT NE	ADT SW	ADT TOTAL	AM NE	AM SW	PM NE	PM SW	PM TOTAL
NW JOHN OLSEN AVE	BETWEEN CORNELL/EVERGREEN	C	35	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0
* NW QUATAMA RD	BETWEEN 227TH/AUTUMNWOOD	C	25	0	2/21	32.69	36.71	4.0	4.0	588	656	1244	73	127	200	68	50	118
NW STUCKI AVE	BETWEEN CORNELL/VENETIAN	C	45	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW STUCKI AVE	BETWEEN VENETIAN/EVERGREEN	C	45	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW WAGON WAY	BETWEEN CROENI/CORNELIUS PASS	C	0	1		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW WILKINS STREET	BETWEEN 206TH/AMBERGLEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 12TH AVE	BETWEEN BASELINE/WASHINGTON	NR	25	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 13TH AVE	BETWEEN SPRUCE/ALDER	NR	25	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 18TH AVE	BETWEEN MAPLE,OAK CREST	C	25	0	2/13	29.46	29.72	6.0	7.0	935	1059	1994	0	0	0	0	0	0
SE 21ST AVE	BETWEEN BUSH/SPRUCE	C	25	1		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 24TH AVE	BETWEEN MAPLE/MAIN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 32ND AVE	BETWEEN ALDER/MAPLE	A	25	0	5/7	31.00	32.46	4.0	6.0	4441	3977	8418	347	233	580	363	437	800
SE 3RD AVE	BETWEEN OAK/BASELINE	NR	20	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 53RD AVE	BETWEEN HACIENDA/RANCHO	NR	25	0	4/4	31.25	24.83	16.0	13.0	93	67	160	14	6	20	9	8	17
SE 67TH AVE	BETWEEN MOSCATO/BLAINE	NR	25	0	4/10	35.68	35.25	3.0	11.0	474	309	783	24	37	61	51	25	76
SE 6TH AVE	BETWEEN OAK/BASELINE	NR	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 73RD AVE	BETWEEN DRAKE/AUGUSTA	NR	25	1	4/10	33.00	30.10	3.0	3.0	324	335	659	27	33	60	38	35	73
SE 73RD AVE	BETWEEN VILLA/FRANCES	NR	25	0	4/10	31.41	30.91	4.0	9.0	557	778	1335	40	47	87	82	100	182
SE BENTLEY RD	BETWEEN 37TH/39TH	C	25	1	5/7	39.11	39.48	3.0	3.0	1018	1164	2182	91	94	185	88	140	228
SE BORWICK RD	BETWEEN 229TH/68TH	C	25	0	4/16	34.39	35.75	5.0	5.0	1360	1171	2531	178	44	222	101	233	334
SE BROOKWOOD AVE	BETWEEN LONE OAK/ALEXANDER	C	40	0	2/13	34.44	33.52	5.0	7.0	1464	1629	3093	154	135	289	124	186	310
SE CEDAR ST	BETWEEN 36TH/39TH	C	20	1	5/7	32.71	31.35	2.0	3.0	726	857	1583	102	77	179	77	81	158
SE CENTURY AVE	BETWEEN ARIEL/MAPLE	C	25	0	4/16	36.90	37.01	6.0	4.0	877	1026	1903	105	59	164	74	177	251
SE CENTURY BLVD	BETWEEN PEGASUS/HACIENDA	C	35	1	4/10	34.36	32.16	4.0	5.0	2325	2249	4574	238	194	432	214	249	463
SE CENTURY BLVD	BETWEEN FRANCES/GREEN	C	35	0	4/10	35.86	36.81	4.0	6.0	1767	1714	3481	159	174	333	163	191	354
SE CYPRESS ST	BETWEEN 21ST/28TH	A	25	0	5/7	33.67	34.24	4.0	4.0	4301	3424	7725	281	231	512	371	399	770
SE DRAKE ST	BETWEEN 53RD/55TH	C	25	0	4/2	32.74	32.64	9.0	7.0	819	710	1529	61	47	108	76	70	146

LOCATION: Cornelius Pass Rd btwn Quatama and Wilkins
SPECIFIC LOCATION: 500 ft from Quatama
CITY/STATE: Hillsboro, OR

QC JOB #: 10369801
DIRECTION: NB/SB
DATE: Jul 15 2008

FHWA VEHICLE CLASSIFICATION DATA (NB/SB)

SPEED DATA (NB/SB)

VOLUME DATA (NB/SB)

Start Time	NB	SB	Total
12:00 AM	81	124	205
1:00 AM	41	58	99
2:00 AM	40	45	85
3:00 AM	50	40	90
4:00 AM	107	43	150
5:00 AM	358	87	445
6:00 AM	695	276	971
7:00 AM	873	375	1248
8:00 AM	737	448	1185
9:00 AM	578	426	1004
10:00 AM	617	453	1070
11:00 AM	606	554	1160
12:00 PM	635	663	1298
1:00 PM	650	602	1252
2:00 PM	564	690	1254
3:00 PM	572	773	1345
4:00 PM	592	862	1454
5:00 PM	277	584	861
6:00 PM	421	674	1095
7:00 PM	516	644	1160
8:00 PM	445	593	1038
9:00 PM	331	514	845
10:00 PM	192	351	543
11:00 PM	109	195	304
Day Total	10087	10074	20161
Percent	50.0%	50.0%	

PEAK HOUR (AM): 7:00 AM
PEAK HOUR (PM): 4:00 PM

AVERAGE SPEED:
MODAL SPEED:
MEDIAN SPEED:
85th PERCENTILE:
POSTED SPEED:

TOTAL TRUCKS:
(Class 4 thru 13)

Report generated on 7/21/2008 10:52 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Cornelius Pass Rd btwn Quatama and Wilkins
SPECIFIC LOCATION: 500 ft from Quatama
CITY/STATE: Hillsboro, OR

QC JOB #: 10369601
DIRECTION: NB
DATE: Jul 14 2008 - Jul 16 2008

Start Time	Mon 14-Jul-08	Tue 15-Jul-08	Wed 16-Jul-08	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		81	51			66			66	
1:00 AM		41	56			48			48	
2:00 AM		40	35			37			37	
3:00 AM		50	46			48			48	
4:00 AM		107	106			106			106	
5:00 AM		358	360			359			359	
6:00 AM		695	**649**			672			672	
7:00 AM		**873**				**873**			**873**	
8:00 AM		737				737			737	
9:00 AM		578				578			578	
10:00 AM		617				617			617	
11:00 AM		606				606			606	
12:00 PM		635				635			635	
1:00 PM	622	**650**				**636**			**636**	
2:00 PM	585	564				574			574	
3:00 PM	619	572				595			595	
4:00 PM	535	592				563			563	
5:00 PM	587	277				432			432	
6:00 PM	**625**	421				523			523	
7:00 PM	481	516				498			498	
8:00 PM	400	445				422			422	
9:00 PM	286	331				308			308	
10:00 PM	202	192				197			197	
11:00 PM	109	109				109			109	
Day Total	5051	10087	1303			10239			10239	
% Weekday Average	49.3%	98.5%	12.7%							
% Week Average	49.3%	98.5%	12.7%			100.0%				
AM Peak Volume		7:00 AM 873	6:00 AM 649			7:00 AM 873			7:00 AM 873	
PM Peak Volume	6:00 PM 625	1:00 PM 650				1:00 PM 636			1:00 PM 636	

Comments:

Report generated on 7/21/2008 10:50 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Cornelius Pass Rd btwn Quatama and Wilkins
SPECIFIC LOCATION: 500 ft from Quatama
CITY/STATE: Hillsboro, OR

QC JOB #: 10369601
DIRECTION: SB
DATE: Jul 14 2008 - Jul 16 2008

Start Time	Mon 14-Jul-08	Tue 15-Jul-08	Wed 16-Jul-08	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		124	121			122			122	
1:00 AM		58	55			56			56	
2:00 AM		45	61			53			53	
3:00 AM		40	32			36			36	
4:00 AM		43	46			44			44	
5:00 AM		87	95			91			91	
6:00 AM		276	**244**			260			260	
7:00 AM		375				375			375	
8:00 AM		448				448			448	
9:00 AM		426				426			426	
10:00 AM		453				453			453	
11:00 AM		**554**				**554**			**554**	
12:00 PM		663				663			663	
1:00 PM	607	602				604			604	
2:00 PM	700	690				695			695	
3:00 PM	776	773				774			774	
4:00 PM	845	**862**				**853**			**853**	
5:00 PM	**945**	584				764			764	
6:00 PM	768	674				721			721	
7:00 PM	671	644				657			657	
8:00 PM	634	593				613			613	
9:00 PM	456	514				485			485	
10:00 PM	332	351				341			341	
11:00 PM	218	195				206			206	
Day Total	6952	10074	654			10294			10294	
% Weekday Average	67.5%	97.9%	6.4%							
% Week Average	67.5%	97.9%	6.4%			100.0%				
AM Peak Volume		11:00 AM 554	6:00 AM 244			11:00 AM 554			11:00 AM 554	
PM Peak Volume	5:00 PM 945	4:00 PM 862				4:00 PM 853			4:00 PM 853	

Comments:

Report generated on 7/21/2008 10:51 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

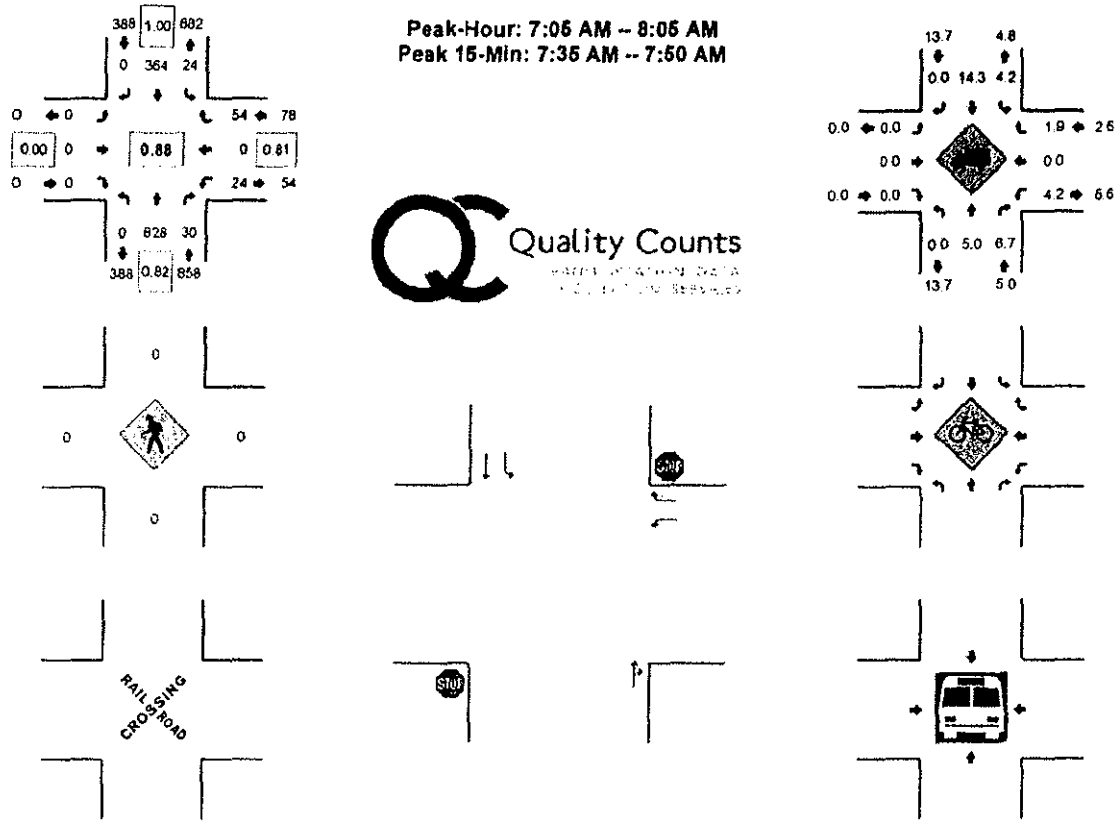
LOCATION: NW Cornelius Pass Rd -- NW Wilkins St

QC JOB #: 10365109

CITY/STATE: Hillsboro, OR

DATE: 6/19/2008

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:35 AM -- 7:50 AM



5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Wilkins St (Eastbound)				NW Wilkins St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	63	0	0	0	23	0	0	0	0	0	0	2	0	3	0	91	
7:05 AM	0	86	1	0	3	24	0	0	0	0	0	0	5	0	2	0	121	
7:10 AM	0	82	1	0	0	38	0	0	0	0	0	0	3	0	7	0	111	
7:15 AM	0	75	2	0	4	25	0	0	0	0	0	0	0	0	3	0	109	
7:20 AM	0	44	5	0	0	27	0	0	0	0	0	0	4	0	2	0	82	
7:25 AM	0	67	4	0	4	34	0	0	0	0	0	0	1	0	6	0	116	
7:30 AM	0	57	2	0	0	36	0	0	0	0	0	0	2	0	3	0	100	
7:35 AM	0	85	5	0	1	28	0	0	0	0	0	0	0	0	3	0	122	
7:40 AM	0	58	2	0	2	21	0	0	0	0	0	0	0	0	3	0	86	
7:45 AM	0	74	5	0	1	38	0	0	0	0	0	0	0	0	3	0	121	
7:50 AM	0	69	2	0	4	22	0	0	0	0	0	0	1	0	2	0	100	
7:55 AM	0	81	1	0	1	37	0	0	0	0	0	0	3	0	4	0	107	1314
8:00 AM	0	57	0	0	4	34	0	0	0	0	0	0	2	0	4	0	101	1324
8:05 AM	0	50	3	0	2	38	0	0	0	0	0	0	1	0	3	0	97	1300
8:10 AM	0	56	5	0	2	26	0	0	0	0	0	0	1	0	4	0	94	1283
8:15 AM	0	48	1	0	1	30	0	0	0	0	0	0	0	0	2	0	82	1256
8:20 AM	0	52	2	0	0	28	0	0	0	0	0	0	0	0	3	0	85	1259
8:25 AM	0	60	1	0	0	35	0	1	0	0	0	0	1	0	2	0	100	1243
8:30 AM	0	57	3	0	1	29	0	0	0	0	0	0	1	0	4	0	95	1238
8:35 AM	0	47	1	0	1	18	0	0	0	0	0	0	3	0	1	0	71	1162
8:40 AM	0	51	3	0	1	37	0	0	0	0	0	0	1	0	1	0	94	1157
8:45 AM	0	46	6	0	1	32	0	0	0	0	0	0	1	0	0	0	86	1112
8:50 AM	0	53	2	0	3	29	0	0	0	0	0	0	2	0	2	0	91	1103
8:55 AM	0	47	1	0	1	38	0	0	0	0	0	0	0	0	1	0	88	1084

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1000	48	0	16	348	0	0	0	0	0	0	12	0	84	0	1508
Heavy Trucks	0	24	4		0	40	0		0	0	0		0	0	4		72
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

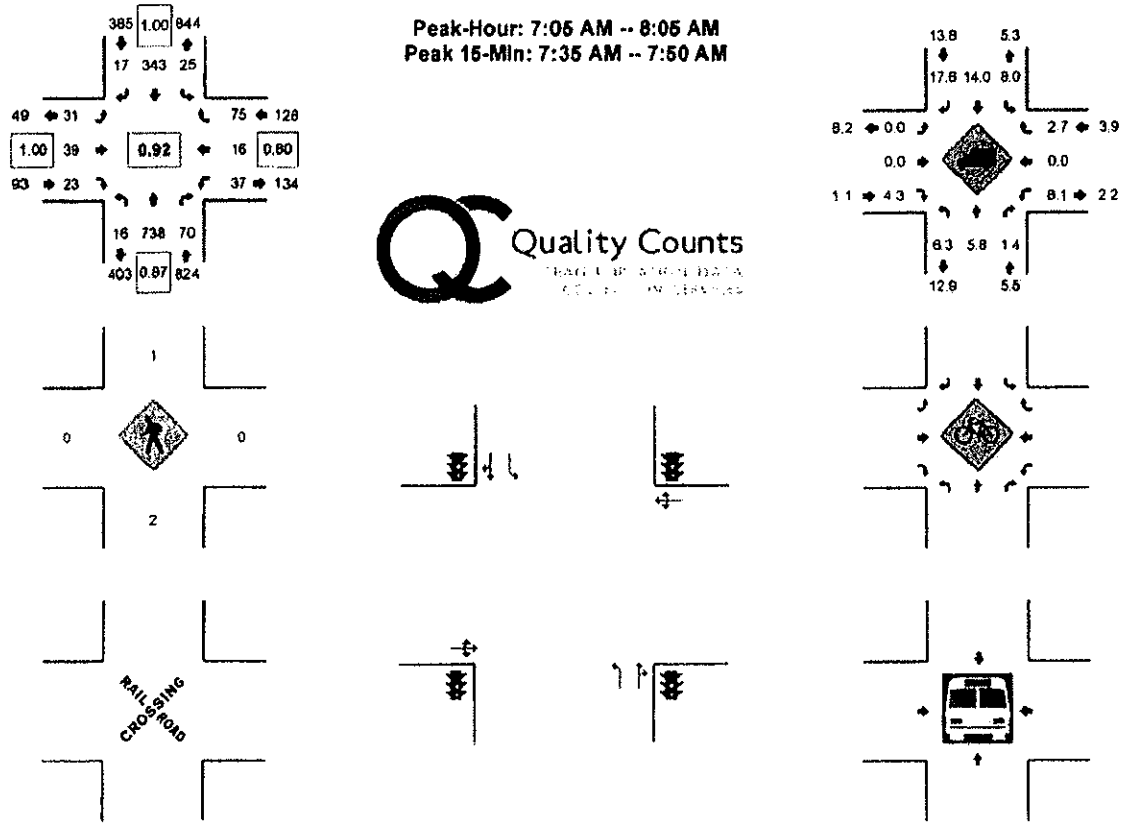
LOCATION: NW Cornelius Pass Rd -- NW Quatama Rd

QC JOB #: 10365101

CITY/STATE: Hillsboro, OR

DATE: 6/19/2008

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:35 AM -- 7:50 AM



5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Quatama Rd (Eastbound)				NW Quatama Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	53	11	0	0	17	1	0	2	1	1	0	1	1	5	0	94	
7:05 AM	1	72	8	0	4	27	1	0	4	3	2	0	3	0	5	0	130	
7:10 AM	0	64	3	0	0	28	5	0	2	2	3	0	0	0	3	0	110	
7:15 AM	3	63	6	0	2	29	0	0	1	3	1	0	0	2	7	0	119	
7:20 AM	1	42	6	0	1	31	0	0	4	4	1	0	4	1	4	0	99	
7:25 AM	2	62	5	0	1	30	0	0	3	3	1	0	0	0	8	0	115	
7:30 AM	1	56	10	0	2	34	1	0	2	2	2	0	4	1	4	0	119	
[redacted]																		
7:50 AM	1	63	5	0	5	18	0	0	3	3	4	0	10	2	8	0	120	
7:55 AM	1	52	8	0	2	40	2	0	1	8	2	0	2	1	8	0	127	1423
8:00 AM	3	42	4	0	1	31	1	0	3	1	2	0	6	0	7	0	101	1430
8:05 AM	1	48	3	0	3	41	0	0	2	3	2	0	4	1	5	0	113	1413
8:10 AM	1	61	1	0	1	26	0	0	3	1	1	0	1	0	3	0	99	1402
8:15 AM	1	43	3	0	5	25	0	0	1	1	3	0	3	1	3	0	89	1372
8:20 AM	1	44	3	0	4	24	2	0	4	2	1	0	2	2	6	0	95	1368
8:25 AM	1	49	4	0	1	29	1	0	5	2	1	0	0	2	4	0	99	1352
8:30 AM	4	57	3	0	2	28	0	0	2	3	0	0	0	1	1	0	101	1334
8:35 AM	1	43	3	0	1	23	0	0	0	1	1	0	5	0	4	0	82	1282
8:40 AM	2	55	2	0	1	32	2	0	2	2	1	0	3	0	3	0	105	1254
8:45 AM	1	43	3	0	2	28	3	0	0	1	0	0	2	1	7	0	91	1222
8:50 AM	2	46	4	0	0	34	2	0	6	1	1	0	3	0	2	0	101	1203
8:55 AM	0	39	1	0	4	29	1	0	2	3	1	0	2	1	1	0	84	1180

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	888	52	0	28	300	28	0	32	40	20	0	32	36	92	0	1560
Heavy Trucks	4	28	0		4	32	0		0	0	0		0	0	4		72
Pedestrians		0				4				0				0			4
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

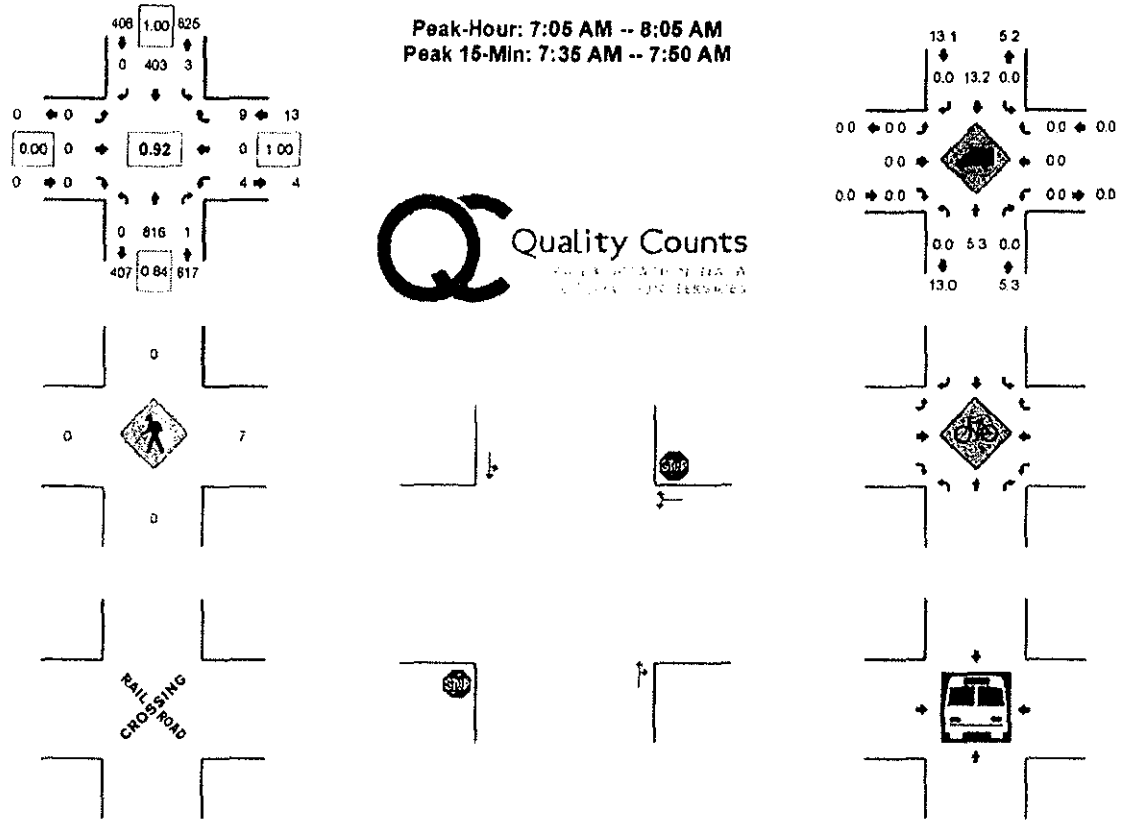
Method for determining peak hour: Total Entering Volume

LOCATION: NW Cornelius Pass Rd -- NW Kian Ln

QC JOB #: 10365105

CITY/STATE: Hillsboro, OR

DATE: 6/19/2008



5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Kian Ln (Eastbound)				NW Kian Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	73	1	0	0	19	0	0	0	0	0	0	0	0	0	0	93	
7:05 AM	0	76	0	0	0	34	0	0	0	0	0	0	0	0	2	0	112	
7:10 AM	0	72	0	0	1	32	0	0	0	0	0	0	1	0	1	0	107	
7:15 AM	0	62	0	0	0	28	0	0	0	0	0	0	0	0	2	0	92	
7:20 AM	0	50	1	0	1	36	0	0	0	0	0	0	1	0	0	0	89	
7:25 AM	0	71	0	0	0	30	0	0	0	0	0	0	0	0	0	0	101	
7:30 AM	0	67	0	0	0	40	0	0	0	0	0	0	0	0	2	0	109	
[illegible]	0	[illegible]	0	0	0	[illegible]	0	0	0	0	0	0	0	[illegible]	0	0	[illegible]	
[illegible]	0	[illegible]	0	0	0	[illegible]	0	0	0	0	0	0	0	[illegible]	0	0	[illegible]	
[illegible]	0	[illegible]	0	0	0	[illegible]	0	0	0	0	0	0	0	[illegible]	0	0	[illegible]	
7:50 AM	0	72	0	0	1	31	0	0	0	0	0	0	0	0	1	0	105	
7:55 AM	0	53	0	0	0	44	0	0	0	0	0	0	0	0	0	0	97	1240
8:00 AM	0	49	0	0	0	39	0	0	0	0	0	0	1	0	0	0	89	1236
8:05 AM	0	55	0	0	0	47	0	0	0	0	0	0	0	0	0	0	102	1226
8:10 AM	0	65	0	0	0	28	0	0	0	0	0	0	0	0	1	0	94	1213
8:15 AM	0	46	0	0	0	31	0	0	0	0	0	0	0	0	0	0	77	1198
8:20 AM	0	49	0	0	0	27	0	0	0	0	0	0	0	0	1	0	77	1186
8:25 AM	0	56	0	0	0	31	0	0	0	0	0	0	0	0	0	0	87	1172
8:30 AM	0	57	0	0	0	30	0	0	0	0	0	0	0	0	0	0	87	1150
8:35 AM	0	48	0	0	0	27	0	0	0	0	0	0	0	0	1	0	76	1103
8:40 AM	0	63	0	0	0	35	0	0	0	0	0	0	1	0	0	0	99	1090
8:45 AM	0	44	0	0	0	31	0	0	0	0	0	0	0	0	0	0	75	1065
8:50 AM	0	49	0	0	0	36	0	0	0	0	0	0	0	0	0	0	85	1045
8:55 AM	0	40	0	0	0	32	0	0	0	0	0	0	0	0	1	0	73	1021

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	976	0	0	0	358	0	0	0	0	0	0	4	0	4	0	1340
Heavy Trucks	0	24	0		0	32	0		0	0	0		0	0	0		56
Pedestrians		0				0				0				16			16
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

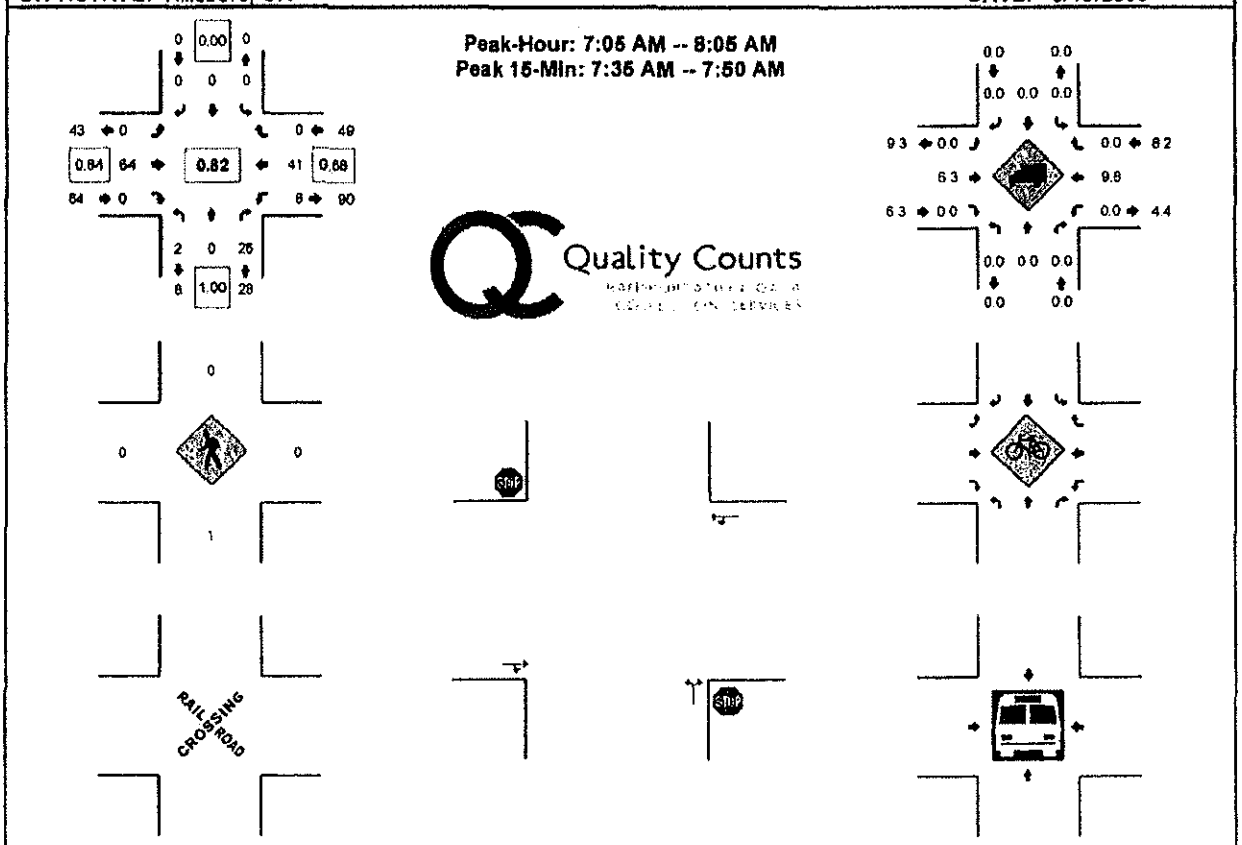
LOCATION: NE 76th Ave -- NW Quatama Rd

CITY/STATE: Hillsboro, OR

QC JOB #: 10365103

DATE: 6/19/2008

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:35 AM -- 7:50 AM



5-Min Count Period Beginning At	NE 76th Ave (Northbound)				NE 76th Ave (Southbound)				NW Quatama Rd (Eastbound)				NW Quatama Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	2	0	0	0	0	0	0	3	0	0	0	3	0	0	10	
7:05 AM	0	0	3	0	0	0	0	0	0	5	0	0	0	2	0	0	10	
7:10 AM	0	0	2	0	0	0	0	0	0	4	0	0	0	5	0	0	11	
7:15 AM	0	0	3	0	0	0	0	0	0	3	0	0	2	3	0	0	11	
7:20 AM	0	0	2	0	0	0	0	0	0	6	0	0	0	2	0	0	10	
7:25 AM	0	0	3	0	0	0	0	0	0	4	0	0	0	2	0	0	9	
7:30 AM	1	0	0	0	0	0	0	0	0	7	0	0	1	2	0	0	11	
[redacted]																		
7:50 AM	0	0	4	0	0	0	0	0	0	5	0	0	0	4	0	0	13	
7:55 AM	0	0	2	0	0	0	0	0	0	5	0	0	0	4	0	0	11	139
8:00 AM	0	0	2	0	0	0	0	0	0	6	0	0	1	3	0	0	12	141
8:05 AM	0	0	4	0	0	0	0	0	0	4	0	0	0	1	0	0	9	140
8:10 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	133
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	129
8:20 AM	1	0	2	0	0	0	0	0	0	5	0	0	0	5	0	0	13	132
8:25 AM	0	0	3	0	0	0	0	0	0	4	0	0	2	1	0	0	10	133
8:30 AM	1	0	0	0	0	0	0	0	0	5	0	0	1	4	0	1	12	134
8:35 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	126
8:40 AM	0	0	1	0	0	0	0	0	0	3	1	0	0	4	0	0	9	119
8:45 AM	2	0	0	0	0	0	0	0	0	2	0	0	1	4	0	0	9	112
8:50 AM	0	0	2	0	0	0	0	0	0	6	0	0	0	3	0	1	12	111
8:55 AM	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	6	106

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	20	0	0	0	0	0	0	76	0	0	16	56	0	0	172
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW 231st Ave – NW Dogwood St

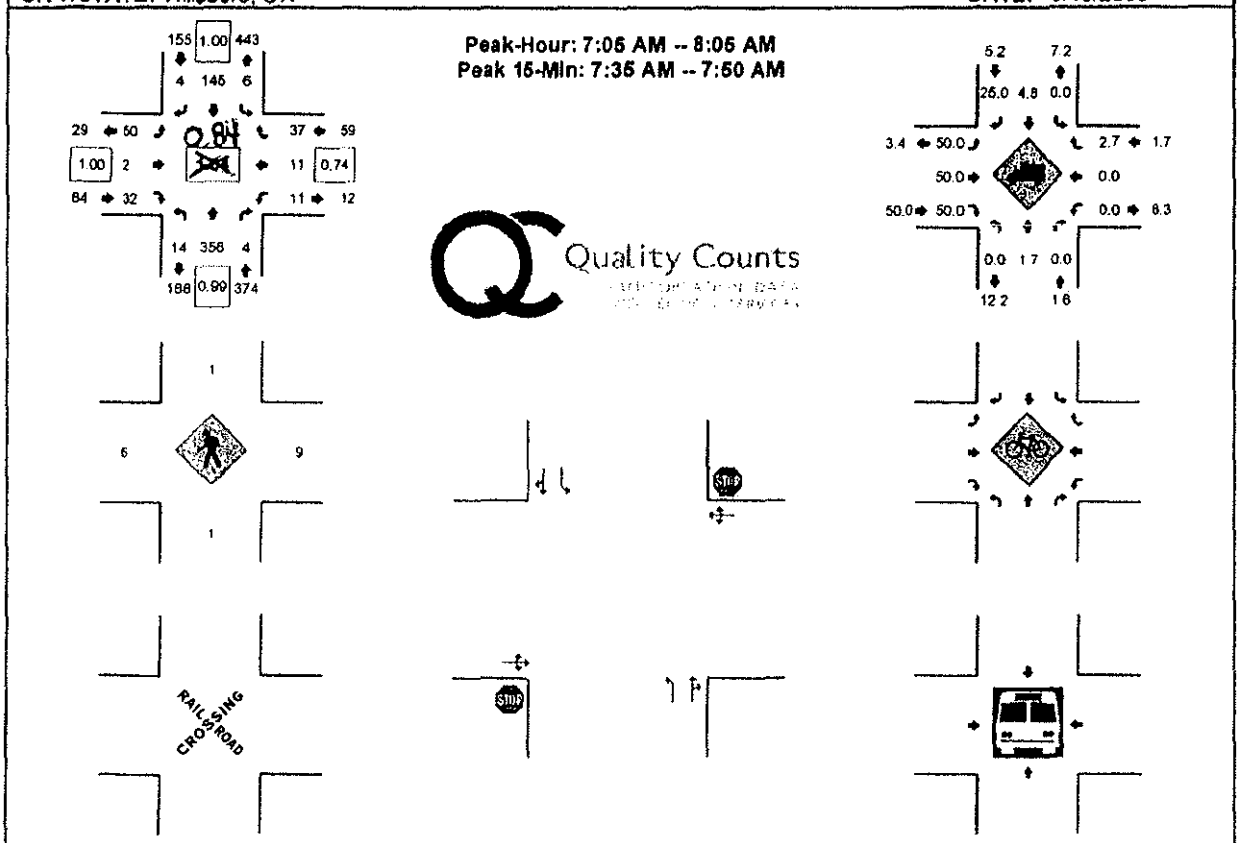
CITY/STATE: Hillsboro, OR

QC JOB #: 10365107

DATE: 6/19/2008

Peak-Hour: 7:05 AM -- 8:05 AM

Peak 15-Min: 7:35 AM -- 7:50 AM



5-Min Count Period Beginning At	NW 231st Ave (Northbound)				NW 231st Ave (Southbound)				NW Dogwood St (Eastbound)				NW Dogwood St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	25	1	0	0	7	0	0	4	0	2	0	0	0	4	0	44	
7:05 AM	1	28	0	0	2	6	0	0	6	0	0	0	1	2	3	0	51	
7:10 AM	0	33	1	0	0	9	1	0	4	0	0	0	1	0	1	0	50	
7:15 AM	2	22	0	0	0	9	0	0	0	0	4	0	0	1	4	0	42	
7:20 AM	0	29	0	0	0	10	1	0	6	0	2	0	0	0	6	0	63	
7:25 AM	3	27	0	0	0	13	0	0	6	0	4	0	0	0	1	0	54	
7:30 AM	2	26	0	0	3	7	0	0	4	2	2	0	1	2	1	0	50	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
7:50 AM	0	37	0	0	0	10	0	0	2	0	4	0	0	2	2	0	57	
7:55 AM	1	35	1	0	1	16	0	0	4	0	6	0	2	2	3	0	71	644
8:00 AM	1	31	0	0	0	16	2	0	12	0	6	0	0	1	3	0	72	672
8:05 AM	0	31	0	0	1	14	1	0	6	0	2	0	0	0	1	0	56	677
8:10 AM	1	16	0	0	0	8	1	0	4	0	4	0	3	0	1	0	38	665
8:15 AM	2	23	0	0	1	10	0	0	4	0	4	0	0	0	1	0	45	668
8:20 AM	2	21	0	0	0	9	0	0	6	1	6	0	2	0	5	0	52	657
8:25 AM	3	20	0	0	0	6	0	0	4	2	4	0	0	0	6	0	45	648
8:30 AM	1	21	1	0	1	7	0	0	6	0	6	0	1	2	4	0	50	648
8:35 AM	1	21	1	0	0	6	0	0	2	0	6	0	4	1	3	0	45	639
8:40 AM	0	17	0	0	0	11	1	0	10	0	4	0	0	0	1	0	44	625
8:45 AM	2	23	0	0	0	5	0	0	6	0	8	0	2	1	5	0	52	627
8:50 AM	2	19	1	0	2	11	0	0	0	0	2	0	0	0	1	0	38	608
8:55 AM	0	13	1	0	0	8	1	0	4	0	0	0	1	1	0	0	29	566

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	352	8	0	0	152	0	0	24	0	16	0	24	4	52	0	648
Heavy Trucks	0	16	0		0	12	0		12	0	8		0	0	0		48
Pedestrians		4				0				4				8			16
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW Cornelius Pass Rd -- NW Wilkins St

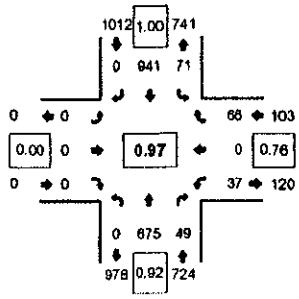
CITY/STATE: Hillsboro, OR

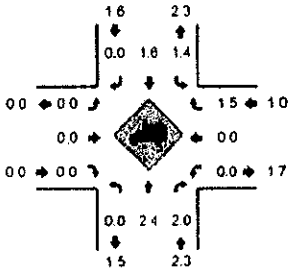
QC JOB #: 10365110

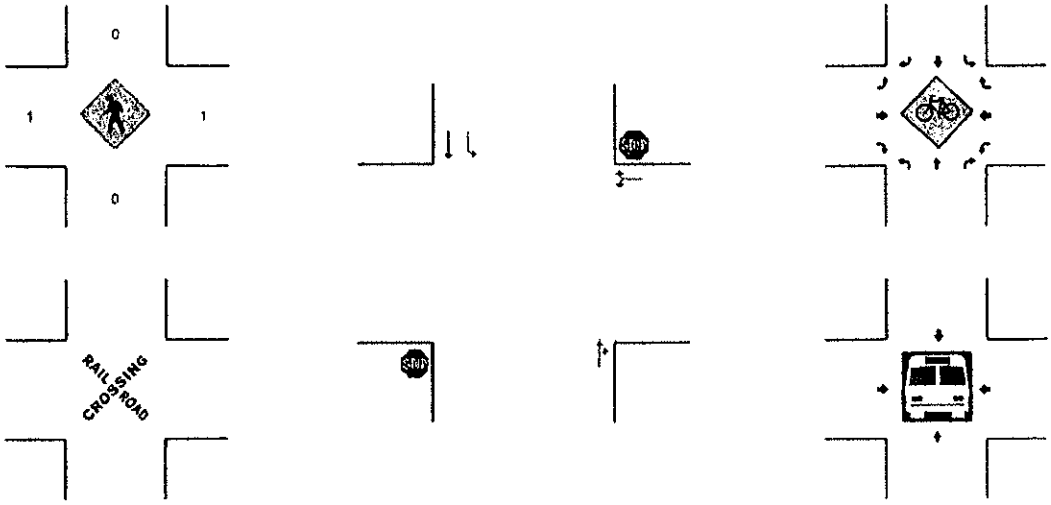
DATE: 6/19/2008

Peak-Hour: 4:45 PM -- 5:45 PM

Peak 15-Min: 5:10 PM -- 5:25 PM







5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Wilkins St (Eastbound)				NW Wilkins St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	49	4	0	5	72	0	0	0	0	0	0	4	0	3	0	137	
4:05 PM	0	58	0	0	3	72	0	0	0	0	0	0	8	0	5	0	146	
4:10 PM	0	61	4	0	4	68	0	0	0	0	0	0	3	0	2	0	142	
4:15 PM	0	53	3	0	4	74	0	0	0	0	0	0	4	0	1	2	141	
4:20 PM	0	43	2	0	5	83	0	0	0	0	0	0	3	0	4	0	140	
4:25 PM	0	47	4	0	5	67	0	0	0	0	0	0	5	0	2	0	130	
4:30 PM	0	41	6	0	2	93	0	0	0	0	0	0	4	0	4	0	150	
4:35 PM	0	45	4	0	5	58	0	0	0	0	0	0	3	0	5	0	120	
4:40 PM	0	48	5	0	6	77	0	0	0	0	0	0	2	0	1	0	139	
4:45 PM	0	50	9	0	5	70	0	0	0	0	0	0	5	0	8	0	145	
4:50 PM	0	47	1	0	5	89	0	0	0	0	0	0	1	0	6	0	149	
4:55 PM	0	60	5	0	6	85	0	0	0	0	0	0	1	0	6	0	163	1702
5:00 PM	0	60	2	0	3	73	0	0	0	0	0	0	3	0	5	0	146	1711
5:05 PM	0	44	1	0	11	82	0	0	0	0	0	0	5	0	3	0	146	1711
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
5:25 PM	0	56	1	0	9	72	0	0	0	0	0	0	1	0	0	0	135	1788
5:30 PM	0	64	5	0	4	62	0	0	0	0	0	0	2	0	6	0	181	1779
5:35 PM	0	66	3	0	4	60	0	0	0	0	0	0	2	0	6	0	161	1820
5:40 PM	0	52	5	0	5	85	0	0	0	0	0	0	2	0	9	0	158	1839
5:45 PM	0	49	5	0	9	72	0	0	0	0	0	0	4	0	4	0	143	1837
5:50 PM	0	57	3	0	3	79	0	0	0	0	0	0	0	0	5	1	148	1836
5:55 PM	0	67	1	0	5	73	0	0	0	0	0	0	2	0	4	0	152	1825

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	708	76	0	88	892	0	0	0	0	0	0	60	0	76	0	1900
Heavy Trucks	0	12	0		4	12	0		0	0	0		0	0	0		28
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW Cornelius Pass Rd -- NW Quatama Rd

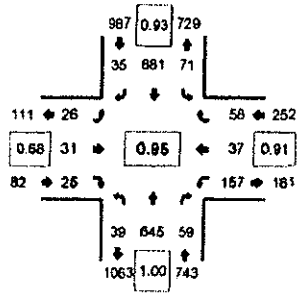
CITY/STATE: Hillsboro, OR

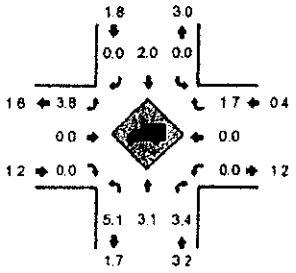
QC JOB #: 10365102

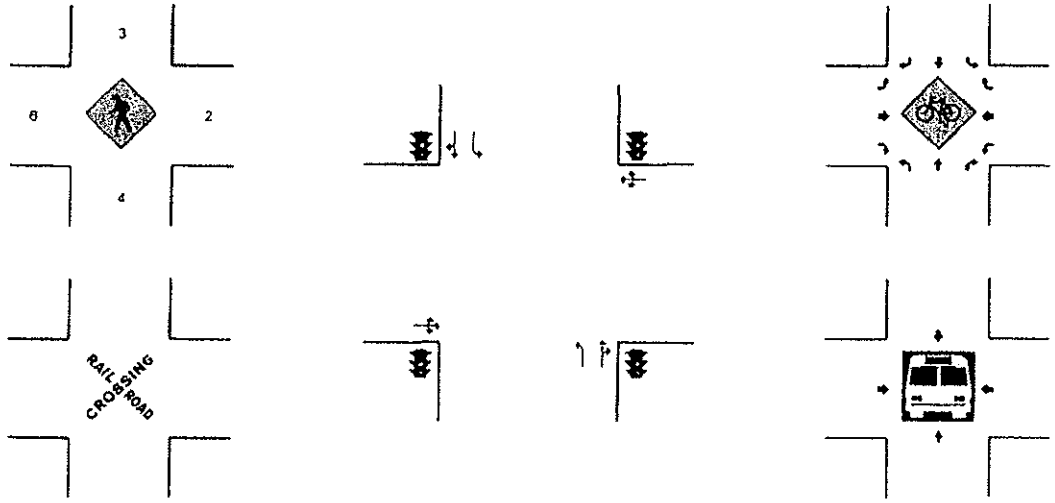
DATE: 6/19/2008

Peak-Hour: 4:45 PM -- 5:45 PM

Peak 15-Min: 5:10 PM -- 5:25 PM







6-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Quatama Rd (Eastbound)				NW Quatama Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	43	0	0	1	60	1	0	5	2	3	0	5	3	2	0	127	
4:05 PM	4	51	4	0	5	67	2	0	1	3	4	0	3	2	5	0	151	
4:10 PM	2	63	2	0	8	73	4	0	3	1	0	0	8	2	3	0	169	
4:15 PM	0	54	2	0	5	74	1	0	1	1	2	0	4	3	4	0	151	
4:20 PM	0	40	4	0	7	81	1	0	0	3	1	0	9	3	4	0	153	
4:25 PM	1	40	2	0	5	58	2	0	3	1	1	0	8	3	3	0	127	
4:30 PM	3	51	4	0	3	93	4	0	0	1	1	0	2	2	2	0	166	
4:35 PM	3	41	3	0	2	64	3	0	2	3	0	0	8	2	3	0	134	
4:40 PM	3	47	7	0	5	62	1	0	3	3	3	0	2	8	3	0	147	
4:45 PM	5	57	8	0	3	80	1	0	1	2	1	0	7	4	2	0	169	
4:50 PM	5	45	3	0	12	62	2	0	2	4	7	0	10	5	3	0	160	
4:55 PM	4	63	7	0	7	77	2	0	0	1	1	0	13	3	3	0	181	1835
5:00 PM	2	48	4	0	3	71	4	0	3	1	1	0	18	2	11	0	166	1874
5:05 PM	4	48	8	0	7	70	5	0	1	0	0	0	14	3	5	0	165	1888
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
5:25 PM	6	49	7	0	4	68	3	0	2	6	1	0	12	2	5	0	164	1994
5:30 PM	4	65	3	0	2	69	3	0	3	4	1	0	12	2	5	0	173	2001
5:35 PM	1	53	6	0	10	69	2	0	1	2	1	0	19	2	4	0	170	2037
5:40 PM	4	59	4	0	5	76	4	0	2	2	2	0	12	3	2	0	174	2084
5:45 PM	1	45	4	0	7	80	2	0	2	2	1	0	7	9	3	0	163	2058
5:50 PM	1	65	6	0	3	76	2	0	3	0	1	0	6	4	4	0	171	2069
5:55 PM	1	51	9	0	3	77	4	0	1	2	0	0	7	5	9	0	169	2057

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	644	44	0	72	956	36	0	44	36	40	0	160	44	72	0	2168
Heavy Trucks	0	12	0		0	16	0		0	0	0		0	0	0		28
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

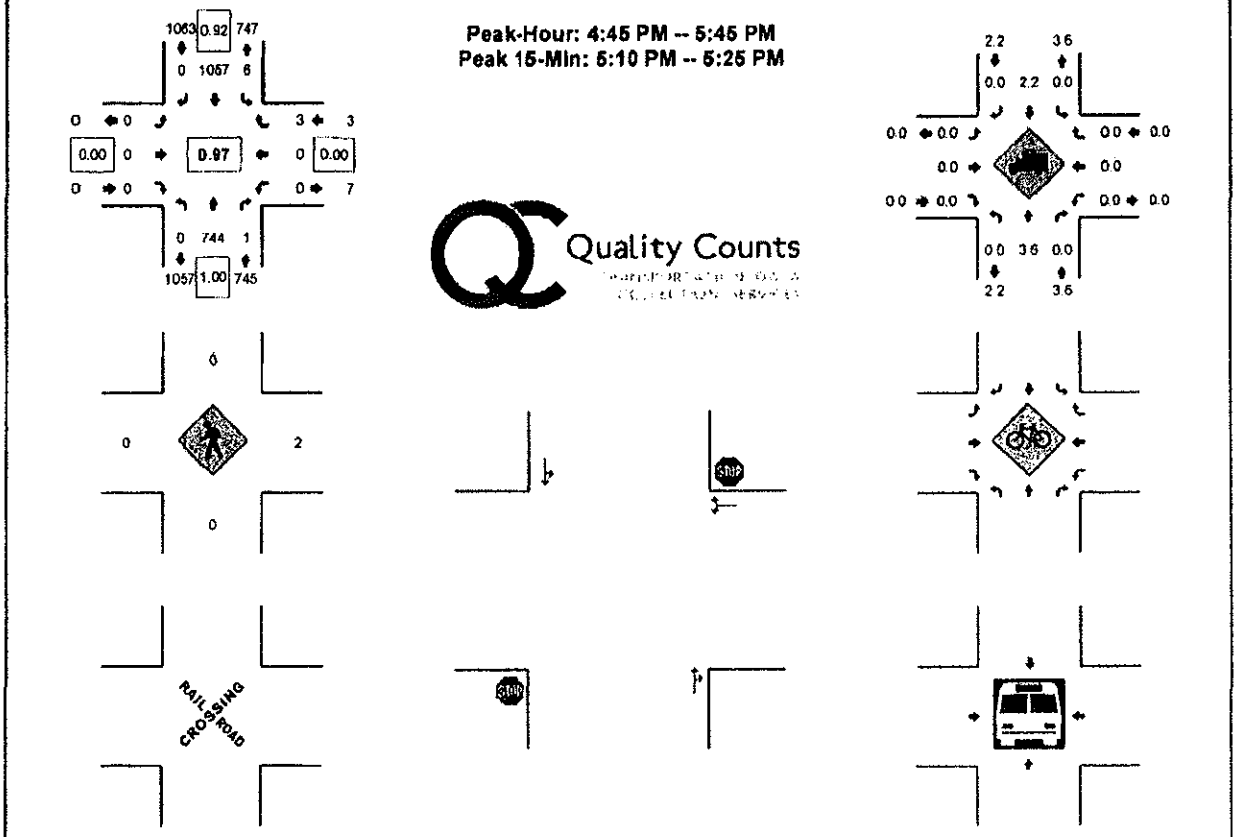
LOCATION: NW Cornelius Pass Rd -- NW Kian Ln

CITY/STATE: Hillsboro, OR

QC JOB #: 10365106

DATE: 6/19/2008

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Kian Ln (Eastbound)				NW Kian Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	51	0	0	0	70	0	0	0	0	0	0	0	0	0	0	121	
4:05 PM	0	62	0	0	0	73	0	0	0	0	0	0	0	0	1	0	136	
4:10 PM	0	62	0	0	2	75	0	0	0	0	0	0	0	0	0	0	139	
4:15 PM	0	51	0	0	1	82	0	0	0	0	0	0	0	0	0	0	134	
4:20 PM	0	44	0	0	2	90	0	0	0	0	0	0	0	0	0	0	136	
4:25 PM	0	48	2	0	0	69	0	0	0	0	0	0	0	0	1	0	120	
4:30 PM	0	51	0	0	0	95	0	0	0	0	0	0	0	0	1	0	147	
4:35 PM	0	50	0	0	2	71	0	0	0	0	0	0	0	0	0	0	123	
4:40 PM	0	54	0	0	1	64	0	0	0	0	0	0	0	0	0	0	119	
4:45 PM	0	58	0	0	1	86	0	0	0	0	0	0	0	0	1	0	146	
4:50 PM	0	62	0	0	0	82	0	0	0	0	0	0	0	0	1	0	145	
4:55 PM	0	69	0	0	0	88	0	0	0	0	0	0	0	0	0	0	157	1633
5:00 PM	0	56	0	0	1	91	0	0	0	0	0	0	0	0	0	0	148	1660
5:05 PM	0	54	0	0	2	83	0	0	0	0	0	0	0	0	0	0	139	1653
[redacted]	[redacted]																	
5:25 PM	0	60	0	0	0	78	0	0	0	0	0	0	0	0	0	0	138	1738
5:30 PM	0	71	0	0	0	87	0	0	0	0	0	0	0	0	1	0	159	1760
5:35 PM	0	64	1	0	0	88	0	0	0	0	0	0	0	0	0	0	153	1780
5:40 PM	0	62	0	0	0	88	0	0	0	0	0	0	0	0	0	0	150	1811
5:45 PM	0	50	1	0	1	90	0	0	0	0	0	0	0	0	0	0	142	1797
5:50 PM	0	72	0	0	0	81	0	0	0	0	0	0	0	0	0	0	153	1805
5:55 PM	0	60	0	0	0	83	0	0	0	0	0	0	0	0	1	0	144	1792

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	712	0	0	8	1144	0	0	0	0	0	0	0	0	0	0	1864
Heavy Trucks	0	12	0		0	20	0		0	0	0		0	0	0		32
Pedestrians		0				0				0				8			8
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

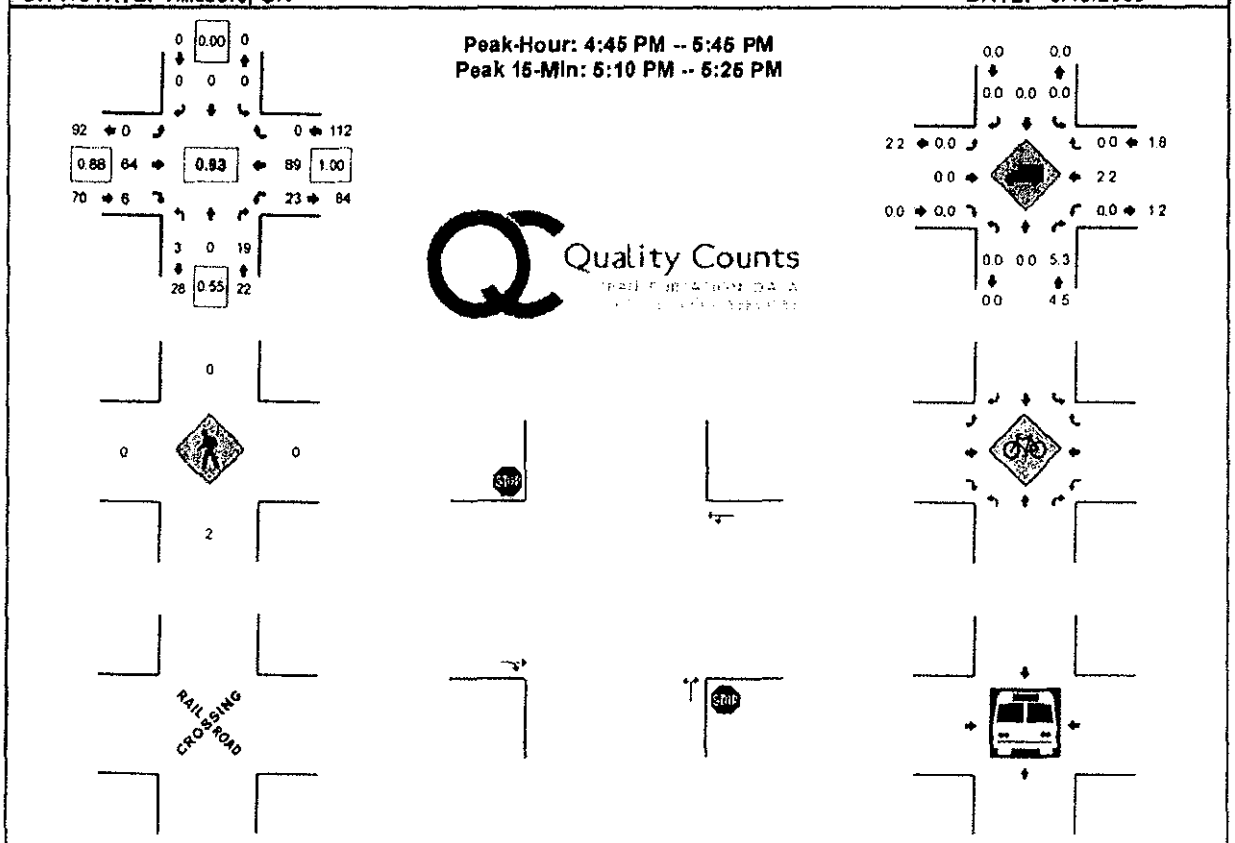
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NE 76th Ave -- NW Quatama Rd
CITY/STATE: Hillsboro, OR

QC JOB #: 10365104
DATE: 6/19/2008

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	NE 76th Ave (Northbound)				NE 76th Ave (Southbound)				NW Quatama Rd (Eastbound)				NW Quatama Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	0	0	0	0	0	7	1	0	1	5	0	0	15	
4:05 PM	0	0	1	0	0	0	0	0	0	6	1	0	1	6	0	0	15	
4:10 PM	1	0	2	0	0	0	0	0	0	2	0	0	2	6	0	0	13	
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11	
4:20 PM	1	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	7	
4:25 PM	0	0	0	0	0	0	0	0	0	4	1	0	2	4	0	0	11	
4:30 PM	0	0	1	0	0	0	0	0	0	2	0	0	3	7	0	0	13	
4:35 PM	0	0	1	0	0	0	0	0	0	3	0	0	3	5	0	0	12	
4:40 PM	1	0	2	0	0	0	0	0	0	7	1	0	3	8	0	0	22	
4:45 PM	1	0	1	0	0	0	0	0	0	6	1	0	1	8	0	1	19	
4:50 PM	0	0	1	0	0	0	0	0	0	8	0	0	0	11	0	0	20	
4:55 PM	1	0	2	0	0	0	0	0	0	1	1	0	3	8	0	0	16	174
5:00 PM	0	0	0	0	0	0	0	0	0	4	1	0	2	6	0	0	13	172
5:05 PM	0	0	2	0	0	0	0	0	0	3	0	0	3	8	0	0	16	173
[redacted]	[redacted]																	[redacted]
5:25 PM	0	0	1	0	0	0	0	0	0	6	0	0	1	11	0	0	19	205
5:30 PM	0	0	2	0	0	0	0	0	0	8	1	0	3	6	0	0	18	210
5:35 PM	0	0	1	0	0	0	0	0	0	3	0	0	1	4	0	0	9	207
5:40 PM	0	0	0	0	0	0	0	0	0	8	1	0	1	9	0	0	19	204
5:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	1	11	0	0	15	200
5:50 PM	0	0	1	0	0	0	0	0	0	3	1	0	2	6	0	0	13	193
5:55 PM	0	0	2	0	0	0	0	0	0	3	0	0	1	9	0	0	15	192

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	36	0	0	0	0	0	0	76	4	0	28	72	0	0	220
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

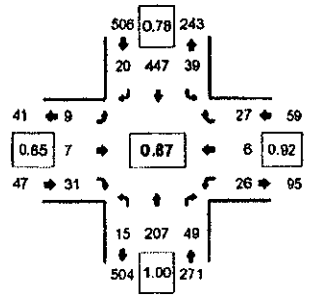
LOCATION: NW 231st Ave -- NW Dogwood St

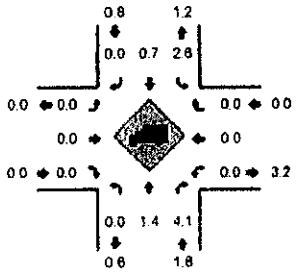
CITY/STATE: Hillsboro, OR

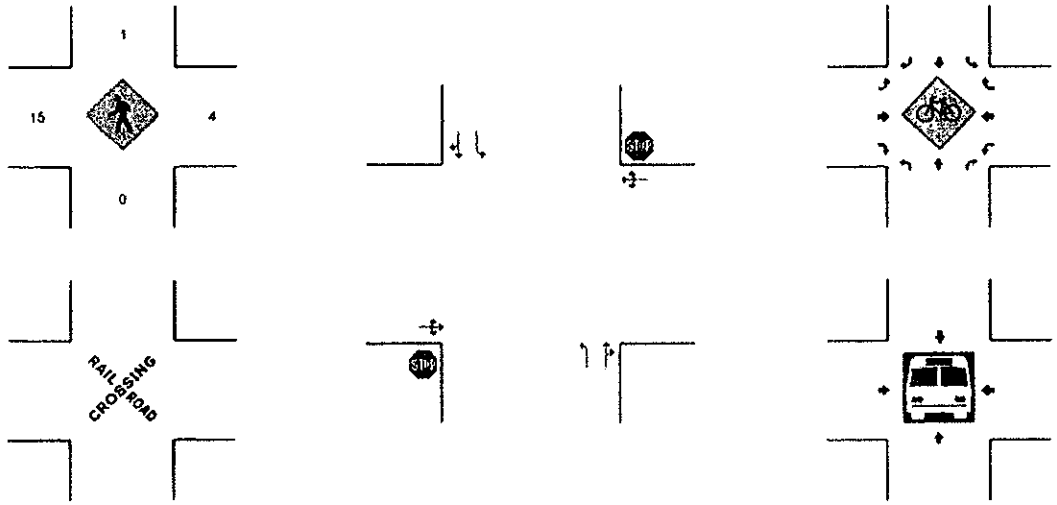
QC JOB #: 10365108

DATE: 6/19/2008

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM







5-Min Count Period Beginning At	NW 231st Ave (Northbound)				NW 231st Ave (Southbound)				NW Dogwood St (Eastbound)				NW Dogwood St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	9	1	0	2	26	0	0	2	1	0	0	1	0	0	0	44	
4:05 PM	0	24	4	0	4	26	1	0	2	1	1	0	2	1	3	0	69	
4:10 PM	1	17	2	0	1	36	2	0	2	0	3	0	1	0	1	0	66	
4:15 PM	1	19	2	0	1	23	2	0	0	1	1	0	2	0	1	0	53	
4:20 PM	0	14	1	0	1	30	1	0	2	0	1	0	1	0	2	0	53	
4:25 PM	0	13	0	0	3	27	1	0	1	0	1	0	1	0	1	0	48	
4:30 PM	1	23	2	0	3	30	2	0	1	1	3	0	0	0	0	0	66	
4:35 PM	1	20	2	0	3	34	1	0	2	0	0	0	3	0	1	0	67	
4:40 PM	0	11	5	0	5	40	3	0	0	0	0	0	1	0	0	0	65	
4:45 PM	1	14	1	0	2	31	1	0	0	0	2	0	5	0	1	0	68	
4:50 PM	2	15	1	0	1	40	1	0	0	1	1	0	0	0	6	0	68	
4:55 PM	2	21	3	0	0	41	1	0	1	0	2	0	0	2	2	0	75	732
5:00 PM	1	21	3	0	3	37	0	0	0	1	1	0	3	0	4	0	74	762
5:05 PM	0	14	1	0	4	46	3	0	1	1	2	0	1	1	1	0	77	770
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
5:25 PM	2	18	10	0	5	25	2	0	1	0	4	0	1	0	3	0	70	874
5:30 PM	1	16	7	0	3	34	1	0	1	1	2	0	2	0	2	0	72	880
5:35 PM	0	17	12	0	3	30	1	0	0	1	2	0	1	0	2	0	69	882
5:40 PM	1	24	4	0	0	22	4	0	1	0	4	0	3	1	2	0	66	883
5:45 PM	2	18	2	0	3	30	1	0	3	0	2	0	3	0	3	0	67	892
5:50 PM	2	24	1	0	4	36	1	0	0	0	2	0	1	1	1	0	73	897
5:55 PM	2	23	2	0	1	20	1	0	2	0	1	0	1	0	0	0	53	875

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	180	28	0	72	556	24	0	16	8	48	0	40	8	16	0	1016
Heavy Trucks	0	0	4		0	4	0		0	0	0		0	0	0		8
Pedestrians		0				0				20				8			28
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

SOURCE: Quality Counts, LLC (http://www qualitycounts.net)

APPENDIX B

LEVEL OF SERVICE CONCEPT

Level of service (LOS) is a quality measure describing operational conditions for drivers as they travel through an intersection or along a roadway segment. LOS is defined by such service measures as speed and travel time, freedom to maneuver, impediments caused by other vehicles, and comfort and convenience. Six LOS grades are used to denote the various levels of service, from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

Signalized Intersections

At signalized intersections, level of service is defined by the average control delay per vehicle. Average control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The following table presents the relationship between the six LOS grades and average control delay, plus a qualitative description of each level of service grade. The level of service thresholds acceptable to the specific reviewing jurisdiction(s) are described in the body of the report.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay Per Vehicle (Seconds)[1]	Description of Conditions
A	≤10.0	Very low average control delay with extremely favorable traffic progression and most vehicles arriving during the green phase. Vehicles clear the intersection every signal cycle.
B	>10 and ≤20	Low average control delay with good progression, but more vehicles stop than for a level of service A condition, causing higher levels of average control delay. Operating speeds are beginning to be affected by other traffic.
C	>20 and ≤35	Higher delays from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. Operating speeds and maneuverability are closely controlled by other traffic.
D	>35 and ≤55	The influence of traffic congestion is noticeable. There are longer delays resulting from some combination of unfavorable traffic progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are also noticeable, but operating speeds are tolerable.
E	>55 and ≤80	Very long traffic delays generally indicate poor progression, long cycle lengths, and/or high volume/capacity ratios. Individual cycle failures are frequent occurrences. Operating speeds are restricted and traffic flow has become unstable, meaning any interruptions will cause vehicle queues to form and operations to deteriorate to level of service F.
F	>80	Extreme delays resulting in conditions that are unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

1. The average control delay ranges presented in this table are from the Transportation Research Board, Highway Capacity Manual, (2000).

Unsignalized Intersections

Unsignalized intersections include two way stop controlled (TWSC) and all way stop controlled (AWSC) intersections. The 2000 Highway Capacity Manual provides models for estimating average control delay at both TWSC and AWSC intersections. Both quantitative and qualitative descriptions of the various service levels associated with an unsignalized intersection are presented in the following table. Again, the level of service thresholds acceptable to the specific reviewing jurisdiction(s) are described in the body of the report.

LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay Per Vehicle (Seconds)[1]	Description of Conditions
A	≤10.0	Nearly all drivers find freedom of operation. Very seldom is there more than one vehicle in queue.
B	>10 and ≤15	Some drivers begin to consider the delay an inconvenience. Occasionally there is more than one vehicle in queue.
C	>15 and ≤25	Many times there is more than one vehicle in queue. Most drivers feel restricted, but not objectionably so.
D	>25 and ≤35	Often there is more than one vehicle in queue. Drivers feel quite restricted.
E	>35 and ≤50	Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. There is almost always more than one vehicle in queue. Drivers find the delays approaching intolerable levels.
F	>50	Forced flow. Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

1. The average control delay ranges presented in this table are from the Transportation Research Board, Highway Capacity Manual, (2000).

It should be noted that the level of service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. **While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections.** No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level-of-service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOE's) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

APPENDIX C

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[24.5]

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	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module: AM Peak Hour																				
Base Vol:	0	828		30		24	364		0		0		0		0	24		0		54
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	828		30		24	364		0		0		0		0	24		0		54
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:	0	941		34		27	414		0		0		0		0	27		0		61
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	941		34		27	414		0		0		0		0	27		0		61
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx		6.4	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.3	xxxx		xxxxx		xxxxx	xxxx		xxxxx		3.5	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		975	xxxx		xxxxx		xxxx	xxxx		xxxxx		1426	xxxx		958	
Potent Cap.:	xxxx	xxxx		xxxxx		662	xxxx		xxxxx		xxxx	xxxx		xxxxx		148	xxxx		311	
Move Cap.:	xxxx	xxxx		xxxxx		662	xxxx		xxxxx		xxxx	xxxx		xxxxx		144	xxxx		311	
Volume/Cap:	xxxx	xxxx		xxxx		0.04	xxxx		xxxx		xxxx	xxxx		xxxx		0.19	xxxx		0.20	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.1	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.7	xxxx		0.7	
Control Del:	xxxxx	xxxx		xxxxx		10.7	xxxx		xxxxx		xxxxx	xxxx		xxxxx		35.8	xxxx		19.4	
LOS by Move:	*	*		*		B	*		*		*	*		*		E	*		C	
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	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					24.5				
ApproachLOS:	*					*					*					C				

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	58	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	16	738	70	25	343	17	31	39	23	37	16	75
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:	16	738	70	25	343	17	31	39	23	37	16	75
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	17	802	76	27	373	18	34	42	25	40	17	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	802	76	27	373	18	34	42	25	40	17	82
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
FinalVolume:	17	802	76	27	373	18	34	42	25	40	17	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.83	0.87	0.87	0.78	0.78	0.78	0.78	0.78	0.78
Lanes:	1.00	0.91	0.09	1.00	0.95	0.05	0.33	0.42	0.25	0.29	0.12	0.59
Final Sat.:	1702	1615	153	1583	1577	78	492	619	365	427	185	865
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.02	0.24	0.24	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.78	0.71	0.71	0.73	0.70	0.70	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.03	0.70	0.70	0.09	0.34	0.34	0.51	0.51	0.51	0.70	0.70	0.70
Delay/Veh:	2.6	9.4	9.4	6.0	5.4	5.4	38.4	38.4	38.4	47.9	47.9	47.9
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:	2.6	9.4	9.4	6.0	5.4	5.4	38.4	38.4	38.4	47.9	47.9	47.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	15	15	0	4	4	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[19.5]

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	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	0	316	1	3	403	0	0	0	0	4	0	9
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	316	1	3	403	0	0	0	0	4	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	887	1	3	438	0	0	0	0	4	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	887	1	3	438	0	0	0	0	4	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	888	xxxx	xxxxx	xxxx	xxxx	xxxxx	1332	1332	888
Potenl Cap.:	xxxx	xxxx	xxxxx	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	172	156	346
Move Cap.:	xxxx	xxxx	xxxxx	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	155	346
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.0	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	263	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

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:	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 0	0	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	2	0	26	0	0	0	0	64	0	8	41	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	0	26	0	0	0	0	64	0	8	41	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	2	0	32	0	0	0	0	78	0	10	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	32	0	0	0	0	78	0	10	50	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	148	146	78	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	78	xxxx	xxxxx
Potent Cap.:	849	746	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1483	xxxx	xxxxx
Move Cap.:	845	743	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1483	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	976	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[15.9]

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	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	14	356	4	6	145	4	50	2	32	11	11	37
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:	14	356	4	6	145	4	50	2	32	11	11	37
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	17	424	5	7	173	5	60	2	38	13	13	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	424	5	7	173	5	60	2	38	13	13	44
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	177	xxxx	xxxxx	429	xxxx	xxxxx	677	651	175	669	651	426
Potent Cap.:	1399	xxxx	xxxxx	1115	xxxx	xxxxx	366	388	868	371	388	628
Move Cap.:	1399	xxxx	xxxxx	1115	xxxx	xxxxx	327	381	868	348	381	628
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.18	0.01	0.04	0.04	0.03	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	431	xxxxx	xxxx	494	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.9	xxxxx	xxxxx	13.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			15.9			13.5		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DUNN TRAFFIC, PORTLAND

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: E[41.5]

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	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	675	49	71	941	0	0	0	0	37	0	66
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	675	49	71	941	0	0	0	0	37	0	66
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	696	51	73	970	0	0	0	0	38	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	696	51	73	970	0	0	0	0	38	0	68
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	746	xxxx	xxxxx	xxxx	xxxx	xxxxx	1838	xxxx	721
Potent Cap.:	xxxx	xxxx	xxxxx	862	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	xxxx	429
Move Cap.:	xxxx	xxxx	xxxxx	862	xxxx	xxxxx	xxxx	xxxx	xxxxx	78	xxxx	429
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.0	xxxx	0.6
Control Del:	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	88.7	xxxx	15.0
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			41.5		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DUNN TRAFFIC, PORTLAND

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	86	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	39	645	59	71	881	35	26	31	25	157	37	58
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:	39	645	59	71	881	35	26	31	25	157	37	58
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	679	62	75	927	37	27	33	26	165	39	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	679	62	75	927	37	27	33	26	165	39	61
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
FinalVolume:	41	679	62	75	927	37	27	33	26	165	39	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.93	0.97	0.97	0.83	0.83	0.83	0.73	0.73	0.73
Lanes:	1.00	0.92	0.08	1.00	0.96	0.04	0.32	0.38	0.30	0.62	0.15	0.23
Final Sat.:	1753	1668	153	1769	1780	71	501	597	482	869	205	321
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.04	0.52	0.52	0.05	0.05	0.05	0.19	0.19	0.19
Crit Moves:	****				****						****	
Green/Cycle:	0.61	0.58	0.58	0.69	0.61	0.61	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.24	0.70	0.70	0.22	0.85	0.85	0.24	0.24	0.24	0.85	0.85	0.85
Delay/Veh:	14.3	15.4	15.4	9.2	20.1	20.1	29.0	29.0	29.0	52.4	52.4	52.4
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:	14.3	15.4	15.4	9.2	20.1	20.1	29.0	29.0	29.0	52.4	52.4	52.4
LOS by Move:	B	B	B	A	C	C	C	C	C	D	D	D
HCM2kAvgQ:	1	15	15	1	24	24	2	2	2	10	10	10

Note: Queue reported is the number of cars per lane.

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[23.3]

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	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	0	744	1	6	1057	0	0	0	0	1	0	3
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	744	1	6	1057	0	0	0	0	1	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	767	1	6	1090	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	767	1	6	1090	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	768	xxxx	xxxxx	xxxx	xxxx	xxxxx	1870	1870	768
Potent Cap.:	xxxx	xxxx	xxxxx	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	73	405
Move Cap.:	xxxx	xxxx	xxxxx	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	73	405
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	201	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.3		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[8.9]

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	0 1	0	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	3	0	19	0	0	0	0	64	6	23	89	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:	3	0	19	0	0	0	0	64	6	23	89	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	0	20	0	0	0	0	69	6	25	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	20	0	0	0	0	69	6	25	96	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	217	217	72	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	75	xxxx	xxxxx
Potent Cap.:	767	677	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1524	xxxx	xxxxx
Move Cap.:	757	666	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1524	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	946	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[18.7]

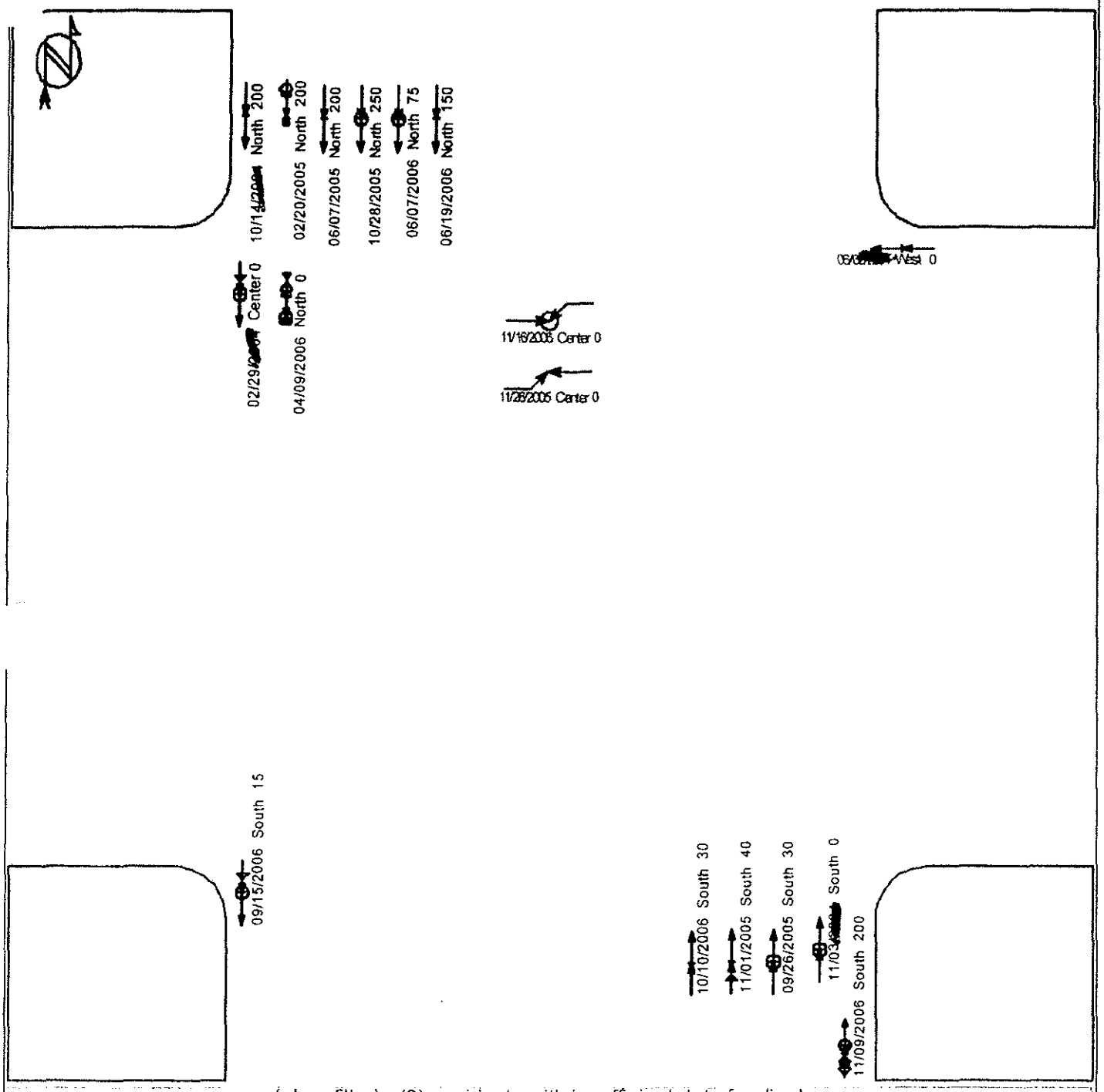
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	15	207	49	39	447	20	9	7	31	26	6	27
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	207	49	39	447	20	9	7	31	26	6	27
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	17	238	56	45	514	23	10	8	36	30	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	238	56	45	514	23	10	8	36	30	7	31
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	537	xxxx	xxxxx	294	xxxx	xxxxx	934	944	525	937	927	266
Potent Cap.:	1031	xxxx	xxxxx	1273	xxxx	xxxxx	248	264	556	247	270	777
Move Cap.:	1031	xxxx	xxxxx	1273	xxxx	xxxxx	224	251	556	217	256	777
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.05	0.03	0.06	0.14	0.03	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	380	xxxxx	xxxx	331	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx	xxxxx	18.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.1			18.7		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

APPENDIX D

17 Accidents

Cornelius Pass Rd at Quatama Rd
01/01/04 - 12/31/06



(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole, Signal, Curb, Tree, Animal
Unknown	Out of control	Injury	
Backing	Right turn	Fatality	
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

Washington County, OR 07/17/2008 (modified) Intersection Magic ver 6.725 PJ Programming 1988, 2000

APPENDIX E

Project # 0092 - Orenco Woods Mixed-Use
In-Process Development Trips (As of 7/16/08)

			Dogwood/231st												76th/Quatama					
		% Occupied	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBRT	EBTH	EBRT	WBLT	WBTH
	In-Process Developments																			
	Nexus Apartments	50		3			11													
	Crossroads at Orenco Station*	90		12			6													
	Stonebrier	75		1			1													
	Villages at Orenco	50		33			20													
	Dolores Park	0		14			5													
	Arbor Crossing Condos	70																		
	Arbor Pass Creek Condos	5																		
AM	Kalahai Ridge	0												1			2			1
	Rock Creek Ridge	30				1						1		1			3			2
	Townhome Development**	0										1		1	2	3			1	
	Touchstone (Quatama Park Townhomes)	30																		
	Pittman Place	0		1			2													
	Cherry Park at Orenco	0		1			3													
	Beavercreek Manor Assisted Living	0				1										2		1	4	
	Alder Creek	95															1			1
	Evergreen Meadows	0	2					3	10		6									
	Orenco Medical Office	0		10			1													
	Hillsboro Elementary School #26	0		5			5													
	TOTAL		2	80	0	2	54	3	10	0	6	2	0	3	2	5	6	1	5	4

			Dogwood/231st												76th/Quatama					
		% Occupied	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBRT	EBTH	EBRT	WBLT	WBTH
	In-Process Developments																			
	Nexus Apartments	50		6			23													
	Crossroads at Orenco Station*	90		12			6													
	Stonebrier	75		1			1													
	Villages at Orenco	50		10			30													
	Dolores Park	0		10			17													
	Arbor Crossing Condos	70																		
	Arbor Pass Creek Condos	5																		
	Kalahai Ridge	0				1											1			2
PM	Rock Creek Ridge	30			1	1								1			2			4
	Townhome Development**	0				1										2		1	4	
	Touchstone (Quatama Park Townhomes)	30																		
	Pittman Place	0		1			6													
	Cherry Park at Orenco	0		3			3													
	Beavercreek Manor Assisted Living	0				1					1			1	2	4			4	
	Alder Creek	95															1			1
	Evergreen Meadows	0	7					11	6		4									
	Orenco Medical Office	0		3			10													
	Hillsboro Elementary School #26	0		5			5													
	TOTAL		7	51	1	4	101	11	6	0	5	0	0	2	2	6	4	1	8	7

*- Accounts for Famous Dave's, On the Border, +1 other pad.
**- Site located just south of Quatama Gardens townhomes.

7/17/2008

C:\Projfiles\0092-Orenco Woods Mixed Use\excel\inprocess_trips.xls

Project # 0092 - Orenco Woods Mixed-Use
In-Process Development Trips (As of 7/16/08)

			Cornelius Pass/Wilkins Street						Cornelius Pass/Proposed Access		Cornelius Pass/Quatama												Cornelius Pass/Kiau Lane	
		% Occupied	NBTH	NBRT	SBLT	SBTH	WBLT	WBRT	NBTH	SBTH	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBTH	SBTH
AM	*In-Process Developments*																							
	Nexus Apartments	50																						
	Crossroads at Orenco Station*	90	14			7			14	7		14			7								14	7
	Stonebriar	75	1			1			1	1		1			1								1	1
	Villages at Orenco	50																						
	Dolores Park	0																						
	Arbor Crossing Condos	70			2			5					2							5			2	5
	Arbor Pass Creek Condos	5		10	10		38	57	10	38		10			38								10	38
	Kalahai Ridge	0	1			1			1	1						1	1		1					1
	Rock Creek Ridge	30	2			1			2	1	1					1	2		1				1	1
	Townhome Development**	0	2			1			2	1						1	2		1					1
	Touchstone (Quatama Park Townhomes)	30	6			1			6	1			1	1						4		6	1	4
	Pittman Place	0	2			5			2	5		2			5								2	5
	Cherry Park at Orenco	0	2			5			2	5		2			5								2	5
	Beavercreek Manor Assisted Living	0	1			3			1	3	1					3	1		1				1	1
	Alder Creek	95	1			1			1	1						1	1							
	Evergreen Meadows	0																						
	Orenco Medical Office	0																						
	Hillsboro Elementary School #26	0	15			10			15	10		15			10								15	10
	TOTAL		47	10	11	36	38	62	57	74	2	44	3	1	66	7	7	0	4	9	0	6	49	79

			Cornelius Pass/Wilkins Street						Cornelius Pass/Proposed Access		Cornelius Pass/Quatama												Cornelius Pass/Kiau Lane	
		% Occupied	NBTH	NBRT	SBLT	SBTH	WBLT	WBRT	NBTH	SBTH	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBTH	SBTH
PM	*In-Process Developments*																							
	Nexus Apartments	50																						
	Crossroads at Orenco Station*	90							14	7		14			7								14	7
	Stonebriar	75							1	1		1			1								1	1
	Villages at Orenco	50																						
	Dolores Park	0																						
	Arbor Crossing Condos	70			5			2					5							2			5	2
	Arbor Pass Creek Condos	5		33	52		19	24	33	19		33			19								33	19
	Kalahai Ridge	0	1			1			1	1	1					1	1						1	
	Rock Creek Ridge	30	1			3			1	3	1					3	1		1				1	1
	Townhome Development**	0	1			3			1	3	1					3	1		1				1	1
	Touchstone (Quatama Park Townhomes)	30	3			6			3	6			4	6						2		3	4	2
	Pittman Place	0	3			9			3	9		3			9								3	9
	Cherry Park at Orenco	0	6			5			6	5		6			5								6	5
	Beavercreek Manor Assisted Living	0	3			3			3	3	1					3	3		1				1	1
	Alder Creek	95	1			1			1	1						1	1							
	Evergreen Meadows	0																						
	Orenco Medical Office	0																						
	Hillsboro Elementary School #26	0	5			5			5	5		5			5								5	5
	TOTAL		24	33	57	36	19	25	72	63	4	62	9	6	46	11	7	0	3	4	0	3	76	63

*- Accounts for Famous Dave's, On the Border, +1 other pad
**- Site located just south of Quatama Gardens townhomes

APPENDIX F

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	82	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:AM Peak Hour												
Base Vol:	0	828	30	24	364	0	0	0	0	24	0	54
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	878	32	25	386	0	0	0	0	25	0	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	47	10	11	36	0	0	0	0	38	0	62
Initial Fut:	0	925	42	36	422	0	0	0	0	63	0	119
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:	0	1051	48	41	479	0	0	0	0	72	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1051	48	41	479	0	0	0	0	72	0	136
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
FinalVolume:	0	1051	48	41	479	0	0	0	0	72	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.83	0.88	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1720	78	1583	1666	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.61	0.03	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.73	0.73	0.03	0.76	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.83	0.83	0.83	0.38	0.00	0.00	0.00	0.00	0.40	0.00	0.83
Delay/Veh:	0.0	13.1	13.1	113.0	3.7	0.0	0.0	0.0	0.0	39.1	0.0	69.1
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	13.1	13.1	113.0	3.7	0.0	0.0	0.0	0.0	39.1	0.0	69.1
LOS by Move:	A	B	B	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	23	23	3	5	0	0	0	0	2	0	6

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	74	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:	AM Peak Hour											
Base Vol:	16	738	70	25	343	17	31	39	23	37	16	75
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	782	74	27	364	18	33	41	24	39	17	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	44	3	1	66	7	7	0	4	9	0	6
Initial Fut:	19	826	77	28	430	25	40	41	28	48	17	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	21	898	84	30	467	27	43	45	31	52	18	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	898	84	30	467	27	43	45	31	52	18	93
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
FinalVolume:	21	898	84	30	467	27	43	45	31	52	18	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.83	0.87	0.87	0.73	0.73	0.73	0.74	0.74	0.74
Lanes:	1.00	0.91	0.09	1.00	0.94	0.06	0.36	0.38	0.26	0.32	0.11	0.57
Final Sat.:	1702	1617	151	1583	1562	91	502	520	357	450	158	797
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.02	0.30	0.30	0.09	0.09	0.09	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.76	0.70	0.70	0.72	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.04	0.80	0.80	0.13	0.43	0.43	0.59	0.59	0.59	0.80	0.80	0.80
Delay/Veh:	3.2	13.0	13.0	8.7	6.3	6.3	40.5	40.5	40.5	56.3	56.3	56.3
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:	3.2	13.0	13.0	8.7	6.3	6.3	40.5	40.5	40.5	56.3	56.3	56.3
LOS by Move:	A	B	B	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	0	20	20	0	6	6	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[23.4]

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 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module: AM Peak Hour												
Base Vol:	0	816	1	3	403	0	0	0	0	4	0	9
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	865	1	3	427	0	0	0	0	4	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	49	0	0	79	0	0	0	0	0	0	0
Initial Fut:	0	914	1	3	506	0	0	0	0	4	0	10
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	993	1	3	550	0	0	0	0	5	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	993	1	3	550	0	0	0	0	5	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	995	xxxx	xxxxx	xxxx	xxxx	xxxxx	1551	1551	994
Potent Cap.:	xxxx	xxxx	xxxxx	665	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	115	300
Move Cap.:	xxxx	xxxx	xxxxx	665	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	114	300
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.4	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	210	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.4		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[9.0]

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	0 1	0	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	2	0	26	0	0	0	0	64	0	8	41	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	0	28	0	0	0	0	68	0	8	43	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	0	5	0	0	0	0	6	1	5	4	0
Initial Fut:	4	0	33	0	0	0	0	74	1	13	47	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	5	0	40	0	0	0	0	90	1	16	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	40	0	0	0	0	90	1	16	58	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	181	181	91	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	91	xxxx	xxxxx
Potent Cap.:	813	716	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1467	xxxx	xxxxx
Move Cap.:	806	708	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1467	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	950	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[24.1]

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	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	14	356	4	6	145	4	50	2	32	11	11	37
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	377	4	6	154	4	53	2	34	12	12	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	80	0	2	54	3	10	0	6	2	0	3
Initial Fut:	17	457	4	8	208	7	63	2	40	14	12	42
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	20	544	5	10	247	9	75	3	48	16	14	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	544	5	10	247	9	75	3	48	16	14	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	256	xxxx	xxxxx	550	xxxx	xxxxx	891	861	252	884	863	547
Potent Cap.:	1309	xxxx	xxxxx	1005	xxxx	xxxxx	263	293	787	266	292	537
Move Cap.:	1309	xxxx	xxxxx	1005	xxxx	xxxxx	225	286	787	244	285	537
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.33	0.01	0.06	0.07	0.05	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	311	xxxxx	xxxx	385	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.1	xxxxx	xxxxx	16.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			24.1			16.8		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2011 Background Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	62	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	675	49	71	941	0	0	0	0	37	0	66
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	716	52	75	997	0	0	0	0	39	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	24	33	57	36	0	0	0	0	19	0	25
Initial Fut:	0	740	85	132	1033	0	0	0	0	58	0	95
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	762	88	136	1065	0	0	0	0	60	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	762	88	136	1065	0	0	0	0	60	0	98
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
FinalVolume:	0	762	88	136	1065	0	0	0	0	60	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.93	0.98	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	0.90	0.10	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1647	189	1769	1862	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.08	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.67	0.67	0.11	0.78	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.69	0.69	0.69	0.73	0.00	0.00	0.00	0.00	0.40	0.00	0.73
Delay/Veh:	0.0	10.7	10.7	48.4	6.9	0.0	0.0	0.0	0.0	40.8	0.0	58.7
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	10.7	10.7	48.4	6.9	0.0	0.0	0.0	0.0	40.8	0.0	58.7
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	15	15	5	16	0	0	0	0	2	0	4

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2011 Background Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: 131 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module: PM Peak Hour												
Base Vol:	39	645	59	71	881	35	26	31	25	157	37	58
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	41	684	63	75	934	37	28	33	27	166	39	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	4	62	9	6	46	11	7	0	3	4	0	3
Initial Fut:	45	746	72	81	980	48	35	33	30	170	39	64
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	785	75	86	1031	51	36	35	31	179	41	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	785	75	86	1031	51	36	35	31	179	41	68
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
FinalVolume:	48	785	75	86	1031	51	36	35	31	179	41	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.93	0.97	0.97	0.80	0.80	0.80	0.71	0.71	0.71
Lanes:	1.00	0.91	0.09	1.00	0.95	0.05	0.36	0.34	0.30	0.62	0.14	0.24
Final Sat.:	1753	1662	159	1769	1762	87	545	518	465	841	194	318
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.05	0.59	0.59	0.07	0.07	0.07	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.61	0.58	0.58	0.69	0.61	0.61	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.36	0.81	0.81	0.33	0.95	0.95	0.30	0.30	0.30	0.95	0.95	0.95
Delay/Veh:	20.7	19.6	19.6	12.9	32.7	32.7	29.5	29.5	29.5	73.5	73.5	73.5
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:	20.7	19.6	19.6	12.9	32.7	32.7	29.5	29.5	29.5	73.5	73.5	73.5
LOS by Move:	C	B	B	B	C	C	C	C	C	E	E	E
HCM2kAvgQ:	1	21	21	1	34	34	3	3	3	12	12	12

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Background Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[29.6]

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 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: PM Peak Hour												
Base Vol:	0	744	1	6	1057	0	0	0	0	1	0	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	789	1	6	1120	0	0	0	0	1	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	75	0	0	53	0	0	0	0	0	0	0
Initial Fut:	0	864	1	6	1173	0	0	0	0	1	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	890	1	7	1210	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	890	1	7	1210	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	891	xxxx	xxxxx	xxxx	xxxx	xxxxx	2114	2114	891
Potent Cap.:	xxxx	xxxx	xxxxx	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	51	344
Move Cap.:	xxxx	xxxx	xxxxx	760	xxxx	xxxxx	xxxx	xxxx	xxxxx	56	51	344
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.8	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	151	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			29.6		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.1]

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	0 1	0	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	3	0	19	0	0	0	0	64	6	23	89	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	0	20	0	0	0	0	68	6	24	94	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	0	6	0	0	0	0	4	1	8	7	0
Initial Fut:	5	0	26	0	0	0	0	72	7	32	101	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	0	28	0	0	0	0	77	8	35	109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	28	0	0	0	0	77	8	35	109	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	260	260	81	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	85	xxxx	xxxxx
Potent Cap.:	725	641	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx
Move Cap.:	712	626	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	917	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2011 Background Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 3.5 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:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module: PM Peak Hour												
Base Vol:	15	207	49	39	447	20	9	7	31	26	6	27
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	219	52	41	474	21	10	7	33	28	6	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	7	51	1	4	101	11	6	0	5	0	0	2
Initial Fut:	23	270	53	45	575	32	16	7	38	28	6	31
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	26	311	61	52	661	37	18	9	44	32	7	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	311	61	52	661	37	18	9	44	32	7	35
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	698	xxxx	xxxxx	372	xxxx	xxxxx	1199	1208	679	1203	1196	341
Potent Cap.:	899	xxxx	xxxxx	1192	xxxx	xxxxx	164	185	455	163	188	706
Move Cap.:	899	xxxx	xxxxx	1192	xxxx	xxxxx	142	171	455	134	174	706
Volume/Cap:	0.03	xxxx	xxxx	0.04	xxxx	xxxx	0.13	0.05	0.10	0.24	0.04	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	258	xxxxx	xxxx	226	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.0	xxxxx	xxxxx	28.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			24.0			28.6		
ApproachLOS:	*			*			C			D		

Note: Queue reported is the number of cars per lane.

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APPENDIX G

Analyst BJD
Date 7/23'09

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt ORCHARD WOODS
Time Period AM PEAK HOUR

LAND USE A RESIDENTIAL

ITE LU Code 210 & 230
Size 249 units

	Total	Internal	External
Enter	34	6	28
Exit	122	5	117
Total	156	11	145
%	100	7.1%	92.9%

Exit to External: 117
Enter from External: 28

53% 65 Demand
5 Balanced
9% 5 Demand

31% 11 Demand
5 Balanced
12% 5 Demand

0% 0 Demand
0 Balanced
0% 0 Demand

2% 1 Demand
1 Balanced
2% 1 Demand

LAND USE B RETAIL

ITE LU Code 881 & 820
Size 35,772

	Total	Internal	External
Enter	57	6	51
Exit	39	6	33
Total	96	12	84
%	100	12.5%	97.5%

Exit to External: 33
Enter from External: 51

LAND USE C OFFICE/OTHER

ITE LU Code 565 & 710
Size 17,650

	Total	Internal	External
Enter	68	1	67
Exit	50	2	48
Total	118	3	115
%	100	2.5%	97.5%

Enter from External: 67
Exit to External: 48

Demand 2% 1
Balanced
Demand 23% 12

3% 1 Demand
1 Balanced
31% 21 Demand

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	28	51	67	146
Exit	117	33	48	198
Total	145	84	115	344
Single-Use Trip Gen. Est.	156	96	118	370

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 7.0%

Analyst BJD
Date 7/23/08

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt ORGUCO WOODS
Time Period PM PEAK HOUR

LAND USE A RESIDENTIAL

ITE LU Code 210 & 230
Size 249 units

Exit to External: 56
Enter from External: 107

	Total	Internal	External
Enter	129	22	107
Exit	71	15	56
Total	200	37	163
%	100	18.5%	81.5%

53% 38 Demand — 15 Balanced — 9% 15 Demand

31% 40 Demand — 21 Balanced — 12% 21 Demand

0% 0 Demand — 0 Balanced — 0% 0 Demand

2% 3 Demand — 1 Balanced — 2% 1 Demand

LAND USE B RETAIL

ITE LU Code 881 & 820
Size 35,777

Exit to External: 151
Enter from External: 147

	Total	Internal	External
Enter	165	18	147
Exit	177	26	151
Total	342	44	298
%	100	12.9%	87.1%

Demand 2% 3 — Balanced 3 — Demand 23% 13

3% 5 Demand — 5 Balanced — 31% 13 Demand

LAND USE C OFFICE/OTHER

ITE LU Code 565 & 710
Size 17,650

Enter from External: 36
Exit to External: 52

	Total	Internal	External
Enter	41	5	36
Exit	56	4	52
Total	97	9	88
%	100	9.3%	90.7%

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	107	147	36	290
Exit	56	151	52	259
Total	163	298	88	549
Single-Use Trip Gen. Est.	200	342	97	639

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 14.1%

APPENDIX H

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	100	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: AM Peak Hour												
Base Vol:	0	828	30	24	364	0	0	0	0	24	0	54
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	878	32	25	386	0	0	0	0	25	0	57
Added Vol:	0	68	8	0	31	0	0	0	0	12	0	0
In-Process:	0	47	10	11	36	0	0	0	0	38	0	62
Initial Fut:	0	993	50	36	453	0	0	0	0	75	0	119
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:	0	1128	57	41	515	0	0	0	0	86	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1128	57	41	515	0	0	0	0	86	0	136
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
FinalVolume:	0	1128	57	41	515	0	0	0	0	86	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.83	0.88	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1712	86	1583	1666	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	0.03	0.31	0.00	0.00	0.00	0.00	0.05	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.74	0.74	0.03	0.77	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.89	0.89	0.89	0.40	0.00	0.00	0.00	0.00	0.50	0.00	0.89
Delay/Veh:	0.0	16.7	16.7	134.5	3.7	0.0	0.0	0.0	0.0	41.0	0.0	82.6
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	16.7	16.7	134.5	3.7	0.0	0.0	0.0	0.0	41.0	0.0	82.6
LOS by Move:	A	B	B	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	29	29	3	5	0	0	0	0	3	0	7

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle:	78	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	16	738	70	25	343	17	31	39	23	37	16	75
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	782	74	27	364	18	33	41	24	39	17	80
Added Vol:	9	14	0	0	29	0	76	32	6	0	32	0
In-Process:	2	44	3	1	66	7	7	0	4	9	0	6
Initial Fut:	28	840	77	28	459	25	116	73	34	48	49	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	30	913	84	30	498	27	126	80	37	52	53	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	913	84	30	498	27	126	80	37	52	53	93
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
FinalVolume:	30	913	84	30	498	27	126	80	37	52	53	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.83	0.88	0.75	0.52	0.94	0.94	0.59	0.87	0.87
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.68	0.32	1.00	0.36	0.64
Final Sat.:	1702	1620	149	1583	1666	1416	997	1219	572	1124	602	1052
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.02	0.30	0.02	0.13	0.07	0.07	0.05	0.09	0.09
Crit Moves:		****		****			****					
Green/Cycle:	0.76	0.69	0.69	0.70	0.67	0.67	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.05	0.82	0.82	0.14	0.45	0.03	0.82	0.42	0.42	0.30	0.57	0.57
Delay/Veh:	3.5	14.4	14.4	9.6	7.2	4.9	64.7	35.5	35.5	34.7	38.4	38.4
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:	3.5	14.4	14.4	9.6	7.2	4.9	64.7	35.5	35.5	34.7	38.4	38.4
LOS by Move:	A	B	B	A	A	A	E	D	D	C	D	D
HCM2kAvgQ:	0	22	22	0	7	0	6	3	3	2	5	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.2 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	0	816	1	3	403	0	0	0	0	4	0	9
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	865	1	3	427	0	0	0	0	4	0	10
Added Vol:	0	23	0	0	~~36~~ 35	0	0	0	0	0	0	0
In-Process:	0	49	0	0	79	0	0	0	0	0	0	0
Initial Fut:	0	937	1	3	~~542~~ 541	0	0	0	0	4	0	10
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1018	1	3	589	0	0	0	0	5	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1018	1	3	589	0	0	0	0	5	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1020	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	1615	1019
Potent Cap.:	xxxx	xxxx	xxxxx	650	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	105	290
Move Cap.:	xxxx	xxxx	xxxxx	650	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	104	290
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.6	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	198	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.7	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[13.0]

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	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	2	0	26	0	0	0	0	64	0	8	41	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	0	28	0	0	0	0	68	0	8	43	0
Added Vol:	0	0	0	114	0	55	48	0	0	0	0	41
In-Process:	2	0	5	0	0	0	0	6	1	5	4	0
Initial Fut:	4	0	33	114	0	55	48	74	1	13	47	41
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	5	0	40	139	0	67	59	90	1	16	58	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	40	139	0	67	59	90	1	16	58	50
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	357	348	91	343	324	83	108	xxxx	xxxxx	91	xxxx	xxxxx
Potent Cap.:	602	579	973	615	597	982	1458	xxxx	xxxxx	1467	xxxx	xxxxx
Move Cap.:	539	549	973	567	567	982	1458	xxxx	xxxxx	1467	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.04	0.25	0.00	0.07	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	892	xxxxx	xxxx	657	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.2	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	B	*	*	*	*	*	*	*
ApproachDel:		9.2			13.0			xxxxxx			xxxxxx	
ApproachLOS:		A			B			*			*	

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: D[27.6]

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:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	14	356	4	6	145	4	50	2	32	11	11	37
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	377	4	6	154	4	53	2	34	12	12	39
Added Vol:	0	0	9	9	0	0	0	0	0	16	0	19
In-Process:	2	80	0	2	54	3	10	0	6	2	0	3
Initial Fut:	17	457	13	17	208	7	63	2	40	30	12	61
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	20	544	16	21	247	9	75	3	48	35	14	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	544	16	21	247	9	75	3	48	35	14	73
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	256	xxxx	xxxxx	560	xxxx	xxxxx	929	893	252	910	890	552
Potent Cap.:	1309	xxxx	xxxxx	996	xxxx	xxxxx	248	281	787	255	282	533
Move Cap.:	1309	xxxx	xxxxx	996	xxxx	xxxxx	200	271	787	232	272	533
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.37	0.01	0.06	0.15	0.05	0.14
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	281	xxxxx	xxxx	359	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.6	xxxxx	xxxxx	20.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			27.6			20.1		
ApproachLOS:	*			*			D			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Cornelius Pass Rd./Proposed Access

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.8]

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 0 0			0 0 1 0 1			0 0 0 0 1			0 0 0 0 0		
Volume Module: AM Peak Hour												
Base Vol:	0	844	0	0	385	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	895	0	0	408	0	0	0	0	0	0	0
Added Vol:	14	76	0	0	0	43	0	0	29	0	0	0
In-Process:	0	57	0	0	74	0	0	0	0	0	0	0
Initial Fut:	14	1028	0	0	482	43	0	0	29	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	1117	0	0	524	47	0	0	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	1117	0	0	524	47	0	0	32	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	571	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	524	xxxx	xxxx	xxxxx
Potent Cap.:	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	557	xxxx	xxxx	xxxxx
Move Cap.:	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	557	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.8			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle:	70	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	675	49	71	941	0	0	0	0	37	0	66
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	716	52	75	997	0	0	0	0	39	0	70
Added Vol:	0	49	15	0	70	0	0	0	0	13	0	0
In-Process:	0	24	33	57	36	0	0	0	0	19	0	25
Initial Fut:	0	789	100	132	1103	0	0	0	0	71	0	95
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	813	103	136	1138	0	0	0	0	73	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	813	103	136	1138	0	0	0	0	73	0	98
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
FinalVolume:	0	813	103	136	1138	0	0	0	0	73	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.93	0.98	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	0.89	0.11	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1628	206	1769	1862	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat.:	0.00	0.50	0.50	0.08	0.61	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.68	0.68	0.11	0.79	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.73	0.73	0.73	0.78	0.00	0.00	0.00	0.00	0.52	0.00	0.78
Delay/Veh:	0.0	11.3	11.3	52.9	7.9	0.0	0.0	0.0	0.0	43.3	0.0	66.1
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	11.3	11.3	52.9	7.9	0.0	0.0	0.0	0.0	43.3	0.0	66.1
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	17	17	5	19	0	0	0	0	3	0	5

Note: Queue reported is the number of cars per lane.

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Orenco Woods Mixed Use - HIllsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	96	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		1 0	1 0	1	1 0 0	1 0		1 0 0	1 0	
Volume Module: PM Peak Hour												
Base Vol:	39	645	59	71	881	35	26	31	25	157	37	58
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	41	684	63	75	934	37	28	33	27	166	39	61
Added Vol:	21	19	0	0	6	0	86	42	28	0	42	0
In-Process:	4	62	9	6	46	11	7	0	3	4	0	3
Initial Fut:	66	765	72	81	986	48	121	75	58	170	81	64
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	70	805	75	86	1038	51	127	79	61	179	85	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	805	75	86	1038	51	127	79	61	179	85	68
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
FinalVolume:	70	805	75	86	1038	51	127	79	61	179	85	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.93	0.98	0.83	0.54	0.93	0.93	0.57	0.92	0.92
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	0.57	0.43	1.00	0.56	0.44
Final Sat.:	1753	1665	156	1769	1862	1583	1025	995	764	1091	979	778
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.48	0.05	0.56	0.03	0.12	0.08	0.08	0.16	0.09	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.66	0.62	0.62	0.72	0.63	0.63	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.40	0.78	0.78	0.29	0.88	0.05	0.66	0.42	0.42	0.88	0.47	0.47
Delay/Veh:	16.7	16.4	16.4	11.1	21.4	6.2	42.3	33.2	33.2	67.9	33.6	33.6
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:	16.7	16.4	16.4	11.1	21.4	6.2	42.3	33.2	33.2	67.9	33.6	33.6
LOS by Move:	B	B	B	B	C	A	D	C	C	E	C	C
HCM2kAvgQ:	1	20	20	1	27	1	5	4	4	8	4	4

Note: Queue reported is the number of cars per lane.

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Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[32.0]

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	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	0	744	1	6	1057	0	0	0	0	1	0	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	789	1	6	1120	0	0	0	0	1	0	3
Added Vol:	0	40	0	0	~~33~~ 34	0	0	0	0	0	0	0
In-Process:	0	75	0	0	53	0	0	0	0	0	0	0
Initial Fut:	0	904	1	6	~~1206~~ 1207	0	0	0	0	1	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	932	1	7	1244	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	932	1	7	1244	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	933	xxxx	xxxxx	xxxx	xxxx	xxxxx	2189	2189	932
Potent Cap.:	xxxx	xxxx	xxxxx	734	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	46	326
Move Cap.:	xxxx	xxxx	xxxxx	734	xxxx	xxxxx	xxxx	xxxx	xxxxx	50	46	326
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	138	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			32.0		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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Orenco Woods Mixed Use - HIllsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #4 Quatama Rd./76th Ave./Site Access

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Average Delay (sec/veh): 7.8 Worst Case Level Of Service: C[16.4]

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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	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	3	0	19	0	0	0	0	64	6	23	89	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	0	20	0	0	0	0	68	6	24	94	0
Added Vol:	0	0	0	156	0	64	69	0	0	0	0	63
In-Process:	2	0	6	0	0	0	0	4	1	8	7	0
Initial Fut:	5	0	26	156	0	64	69	72	7	32	101	63
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	0	28	168	0	69	74	77	8	35	109	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	28	168	0	69	74	77	8	35	109	68
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	476	476	81	456	446	143	177	xxxx	xxxxx	85	xxxx	xxxxx
Potent Cap.:	496	485	973	518	510	910	1412	xxxx	xxxxx	1511	xxxx	xxxxx
Move Cap.:	432	449	973	474	472	910	1412	xxxx	xxxxx	1511	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.03	0.35	0.00	0.08	0.05	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	806	xxxxx	xxxx	551	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	C	*	*	*	*	*	*	*
ApproachDel:		9.7			16.4			xxxxxx			xxxxxx	
ApproachLOS:		A			C			*			*	

****

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: E[39.1]

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	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	15	207	49	39	447	20	9	7	31	26	6	27
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	219	52	41	474	21	10	7	33	28	6	29
Added Vol:	0	0	17	20	0	0	0	0	0	13	0	14
In-Process:	7	51	1	4	101	11	6	0	5	0	0	2
Initial Fut:	23	270	70	65	575	32	16	7	38	41	6	45
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	26	311	80	75	661	37	18	9	44	47	7	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	311	80	75	661	37	18	9	44	47	7	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	698	xxxx	xxxxx	391	xxxx	xxxxx	1262	1273	679	1259	1252	351
Potent Cap.:	899	xxxx	xxxxx	1173	xxxx	xxxxx	148	169	455	149	174	697
Move Cap.:	899	xxxx	xxxxx	1173	xxxx	xxxxx	123	153	455	120	158	697
Volume/Cap:	0.03	xxxx	xxxx	0.06	xxxx	xxxx	0.15	0.06	0.10	0.39	0.05	0.07
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	236	xxxxx	xxxx	207	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	2.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.6	xxxxx	xxxxx	39.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			26.6			39.1		
ApproachLOS:	*			*			D			E		

Note: Queue reported is the number of cars per lane.

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Orenco Woods Mixed Use - HIllsboro
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Cornelius Pass Rd./Proposed Access

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[22.3]

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:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	1	0 0	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	0	729	0	0	987	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	773	0	0	1046	0	0	0	0	0	0	0
Added Vol:	42	63	0	0	-33	116	0	0	39	0	0	0
In-Process:	0	72	0	0	63	0	0	0	0	0	0	0
Initial Fut:	42	908	0	0	1076	116	0	0	39	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	44	956	0	0	1133	122	0	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	956	0	0	1133	122	0	0	41	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1255	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1133	xxxx	xxxx	xxxxx
Potent Cap.:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	249	xxxx	xxxx	xxxxx
Move Cap.:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	249	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	C	*	*	*
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			22.3			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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APPENDIX I

Signal Warrant Analysis Worksheet

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Com Pass/Site Access
Scenario:	2011 Total, PM Peak Hour
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor =	70%
PM Peak Hour or Daily Count?	PM Peak Hour
Major Street: 4th-Highest Hour =	80% of Peak Hour
Major Street: 8th-Highest Hour =	60% of Peak Hour
Minor Street: 4th-Highest Hour =	80% of Peak Hour
Minor Street: 8th-Highest Hour =	60% of Peak Hour

Input Traffic Volumes

Hour		Major Street		Minor Street		Major St. Adj. Factor	Minor St. Adj. Factor
Begin	End	NB	SB	EB	WB		
4:45 PM	5:45 PM	950	1192	39	0	1.00	1.00
2nd	Highest Hour	912	1144	37	0	0.96	0.96
3rd	Highest Hour	893	1120	37	0	0.94	0.94
4th	Highest Hour	760	954	31	0	0.80	0.80
5th	Highest Hour	722	906	30	0	0.76	0.76
6th	Highest Hour	409	513	17	0	0.43	0.43
7th	Highest Hour	371	465	15	0	0.39	0.39
8th	Highest Hour	342	429	14	0	0.36	0.36
9th	Highest Hour	342	429	14	0	0.36	0.36
10th	Highest Hour	333	417	14	0	0.35	0.35
11th	Highest Hour	190	238	8	0	0.20	0.20
12th	Highest Hour	105	131	4	0	0.11	0.11
13th	Highest Hour	95	119	4	0	0.10	0.10
14th	Highest Hour	38	48	2	0	0.04	0.04

Warrant Analysis Results

	Approach Lanes		Signal Warrant Threshold		Input Traffic Volumes		Is Signal Warrant Satisfied?
	Major Street	Minor Street	Combined Major Street Volume	Higher Minor Street Volume	Combined Major Street Volume	Higher Minor Street Volume	
Warrant #1 - Eight Hour Volume (Condition A)	1	1	350	105	771	14	No
Warrant #1 - Eight Hour Volume (Condition B)	1	1	525	53	771	14	No
Warrant #2 - Four-Hour Volume	1	1	1714	60	1714	31	No
Warrant #3 - Peak Hour Volume	1	1	2142	75	2142	39	No

Signal Warrant Analysis Worksheet

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Quatama/Site Access/76th Avenue
Scenario:	2011 Total, PM Peak Hour
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor =	100%
PM Peak Hour or Daily Count?	PM Peak Hour
Major Street: 4th-Highest Hour =	80% of Peak Hour
Major Street: 8th-Highest Hour =	60% of Peak Hour
Minor Street: 4th-Highest Hour =	80% of Peak Hour
Minor Street: 8th-Highest Hour =	60% of Peak Hour

Input Traffic Volumes

Hour		Major Street		Minor Street		Major St. Adj. Factor	Minor St. Adj. Factor
Begin	End	EB	WB	NB	SB		
4:45 PM	5:45 PM	148	196	31	220	1.00	1.00
2nd	Highest Hour	142	188	30	211	0.96	0.96
3rd	Highest Hour	139	184	29	207	0.94	0.94
4th	Highest Hour	118	157	25	176	0.80	0.80
5th	Highest Hour	112	149	24	167	0.76	0.76
6th	Highest Hour	64	84	13	95	0.43	0.43
7th	Highest Hour	58	76	12	86	0.39	0.39
8th	Highest Hour	53	71	11	79	0.36	0.36
9th	Highest Hour	53	71	11	79	0.36	0.36
10th	Highest Hour	52	69	11	77	0.35	0.35
11th	Highest Hour	30	39	6	44	0.20	0.20
12th	Highest Hour	16	22	3	24	0.11	0.11
13th	Highest Hour	15	20	3	22	0.10	0.10
14th	Highest Hour	6	8	1	9	0.04	0.04

Warrant Analysis Results

	Approach Lanes		Signal Warrant Threshold		Input Traffic Volumes		Is Signal Warrant Satisfied?
	Major Street	Minor Street	Combined Major Street Volume	Higher Minor Street Volume	Combined Major Street Volume	Higher Minor Street Volume	
Warrant #1 - Eight Hour Volume (Condition A)	1	1	500	150	124	79	No
Warrant #1 - Eight Hour Volume (Condition B)	1	1	750	75	124	79	No
Warrant #2 - Four-Hour Volume	1	1	275	>350	275	176	No
Warrant #3 - Peak Hour Volume	1	1	344	>500	344	220	No

Signal Warrant Analysis Worksheet

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Dogwood/231st Avenue
Scenario:	2011 Total, PM Peak Hour
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor =	100%
PM Peak Hour or Daily Count?	PM Peak Hour
Major Street: 4th-Highest Hour =	80% of Peak Hour
Major Street: 8th-Highest Hour =	60% of Peak Hour
Minor Street: 4th-Highest Hour =	80% of Peak Hour
Minor Street: 8th-Highest Hour =	60% of Peak Hour

Input Traffic Volumes

Hour		Major Street		Minor Street		Major St. Adj. Factor	Minor St. Adj. Factor
Begin	End	NB	SB	EB	WB		
4:45 PM	5:45 PM	363	672	61	92	1.00	1.00
2nd	Highest Hour	348	645	59	88	0.96	0.96
3rd	Highest Hour	341	632	57	86	0.94	0.94
4th	Highest Hour	290	538	49	74	0.80	0.80
5th	Highest Hour	276	511	46	70	0.76	0.76
6th	Highest Hour	156	289	26	40	0.43	0.43
7th	Highest Hour	142	262	24	36	0.39	0.39
8th	Highest Hour	131	242	22	33	0.36	0.36
9th	Highest Hour	131	242	22	33	0.36	0.36
10th	Highest Hour	127	235	21	32	0.35	0.35
11th	Highest Hour	73	134	12	18	0.20	0.20
12th	Highest Hour	40	74	7	10	0.11	0.11
13th	Highest Hour	36	67	6	9	0.10	0.10
14th	Highest Hour	15	27	2	4	0.04	0.04

Warrant Analysis Results

	Approach Lanes		Signal Warrant Threshold		Input Traffic Volumes		Is Signal Warrant Satisfied?
	Major Street	Minor Street	Combined Major Street Volume	Higher Minor Street Volume	Combined Major Street Volume	Higher Minor Street Volume	
Warrant #1 - Eight Hour Volume (Condition A)	1	1	500	150	373	33	No
Warrant #1 - Eight Hour Volume (Condition B)	1	1	750	75	373	33	No
Warrant #2 - Four-Hour Volume	1	1	828	140	828	74	No
Warrant #3 - Peak Hour Volume	1	1	1035	185	1035	92	No

APPENDIX J

FAX COVER SHEET

DATE: 12/5/05

TO: Brian Dunn

FAX #: 503-774-8000

FROM: Jinele Zhu

WASHINGTON COUNTY L.U.T.
TRAFFIC ENGINEERING SECTION
1400 S.W. WALNUT STREET MS 17
HILLSBORO, OR 97123-5625
PHONE : (503) 846-7950
FAX: (503) 846-7910

Number of pages in this transmission including this cover sheet : 3

NOTES: Brian

If you have any question, let me know

Jinele

The formula is

$$\frac{V_{A\%}^{2}}{V_{A5\%}^{2}} = \frac{.05 \times .95}{L_{A\%}(1-L_{A\%})}$$

Example: Speed: 40mph
Opposing Volume: 500
Approaching Volume: 700
Left turn Volume: 20

Use: $L = 5\%$ Speed = 40mph
Opposing Volume = 500
$V_{A5\%} \approx 460$ (See the chart)

$$\therefore \frac{V_{A\%}^{2}}{V_{A5\%}} = \frac{700^2}{460^2} = \frac{0.05 \times .95}{L_{A\%}(1-L_{A\%})}$$

$$\therefore L_{A\%}(1-L_{A\%}) = 0.021$$

$$\therefore L_{A\%} = 2.1\% \Rightarrow 700 \times 2.1\% = 14$$

In this case $20 > 14$ $\therefore$ Left turn lane is warranted

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of Highways,
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1954.

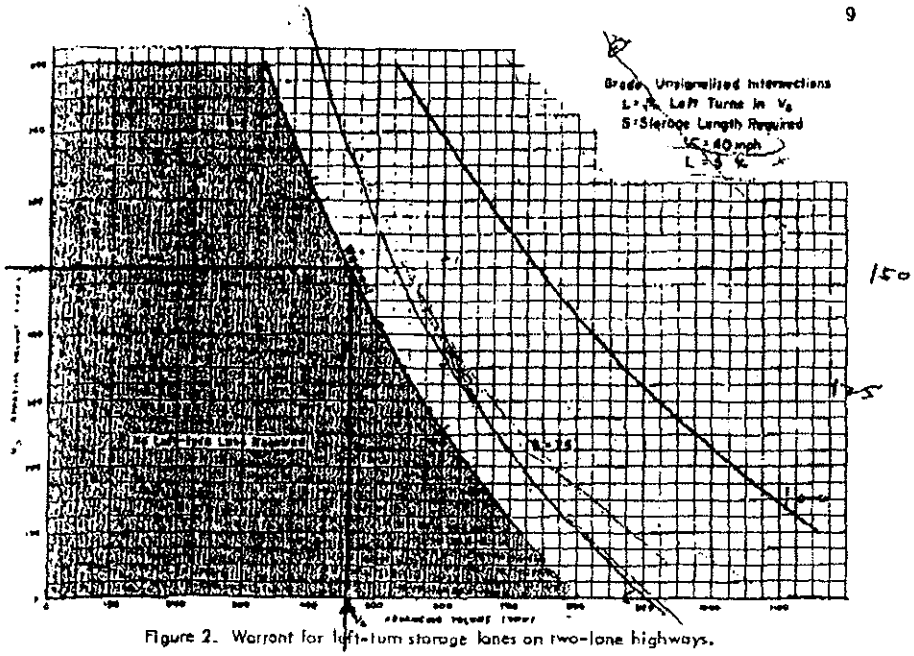
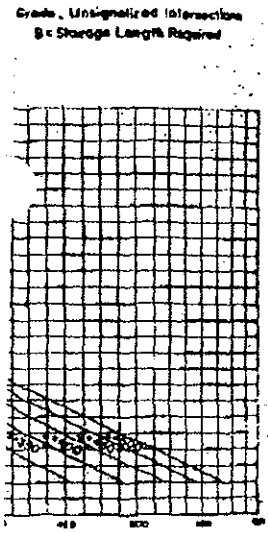
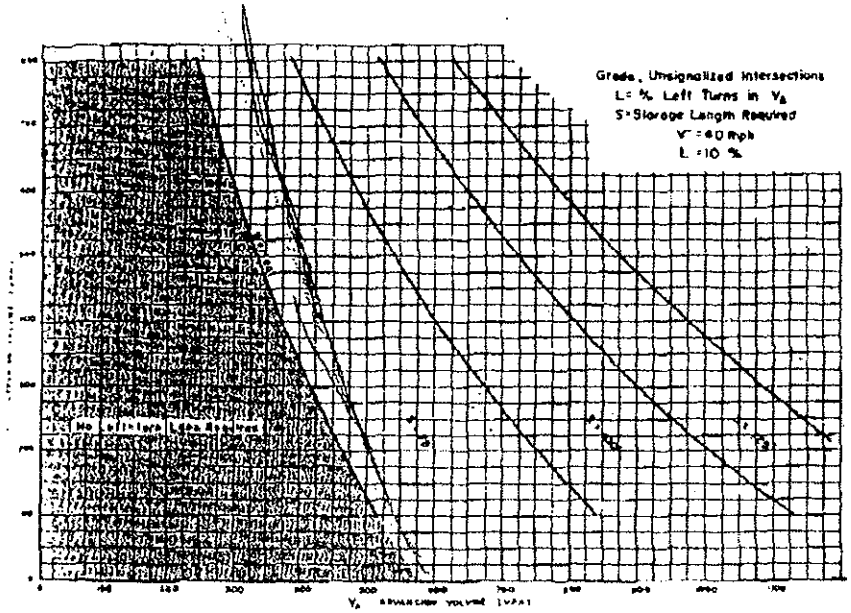


Figure 2. Warrant for left-turn storage lanes on two-lane highways.





lane highways.

Figure 3. Warrant for left-turn storage lanes on two-lane highways.

DATE: 7/20/08
PROJECT: ORENCO WOODS CROSSING DEVELOPMENT
PROJECT #: 0092

LEFT-TURN LANE WARRANT ANALYSIS RESULTS
YEAR 2011 TOTAL TRAFFIC CONDITIONS
① CORNELIUS PASS RD. / KIAN LANE (WEEKDAY AM PEAK HOUR)

FORMULA: $\frac{V_{A\%}^2}{V_{A5\%}^2} = \frac{0.05 \times 0.95}{L_{A\%}(1 - L_{A\%})}$

SPEED = 45 mph
OPPOSING VOLUME = 938
APPROACHING VOLUME = 544
LEFT-TURN VOLUME = 3

USING: $L_A = 5\%$, SPEED 40 mph
OPPOSING VOLUME = 938
$V_{A5\%} \approx 275$ (SEE ATTACHED CHART)

$\therefore \frac{V_{A\%}^2}{V_{A5\%}^2} = \frac{544^2}{275^2} = \frac{0.05 \times 0.95}{L_{A\%}(1 - L_{A\%})}$

$\therefore L_{A\%}(1 - L_{A\%}) = 0.0121$ OR $L_{A\%} = 1.21\%$

$\therefore 545 \times 1.21\% = 7$ vehicles

* Since 3 vehicles < 7 vehicles, then <u>LEFT-TURN LANE IS NOT WARRANTED IN AM</u>

② CORNELIUS PASS ROAD / KIAN LN (WEEKDAY PM PEAK HOUR)
OPPOSING VOLUME = 905
APPROACHING VOLUME = 1213
LEFT-TURN VOLUME = 6

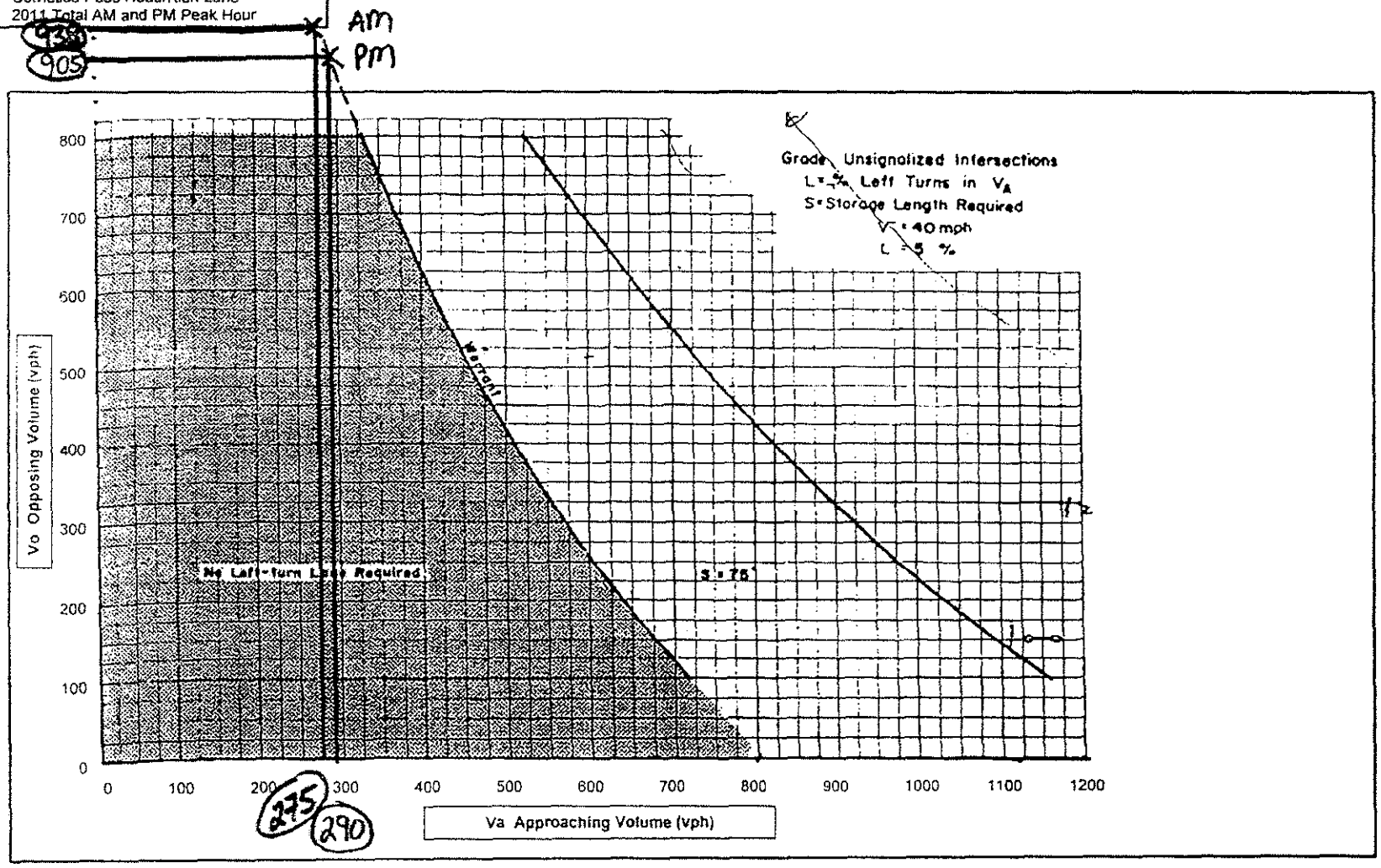
USING: $L_A = 5\%$, SPEED 40 mph
OPPOSING VOLUME = 905
$V_{A5\%} \approx 290$ (SEE ATTACHED)

$\therefore \frac{1213^2}{290^2} = \frac{0.05 \times 0.95}{L_{A\%}(1 - L_{A\%})} \Rightarrow L_{A\%}(1 - L_{A\%}) = 0.0027$
OR $L_{A\%} = 0.27\% \Rightarrow 1212 \times 0.27\% = 4$ veh

* SINCE 6 > 4 vehicles <u>LEFT-TURN LANE IS WARRANTED IN PM</u>

Left-Turn Lane Warrant for Two-Lane Highways (M.D. Harmelink Nomagraph)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/21/2008
Intersection:	Cornelius Pass Road/Kian Lane
Scenario:	2011 Total AM and PM Peak Hour



LEFT-TURN LANE WARRANT ANALYSIS RESULTS
YEAR 2011 BACKGROUND TRAFFIC CONDITIONS

① CORNELIUS PASS RD. / KIAN LANE (WEEKDAY PM PEAK HOUR)

OPPOSING VOLUME = 865 vph
APPROACHING VOLUME = 1179 vph
LEFT-TURN VOLUME = 6 vph

USING: $L_A = 5\%$, SPEED 40 mph
OPPOSING VOLUME = 865 vph
$V_{A5\%} \approx 305$ (SEE ATTACHED WORKSHEET)

$$\therefore \quad \frac{1179^2}{305^2} = \frac{0.05 \times 0.95}{L_{A\%}(1 - L_{A\%})} \Rightarrow L_{A\%}(1 - L_{A\%}) = 0.0032$$

OR $L_{A\%} = 0.32\%$

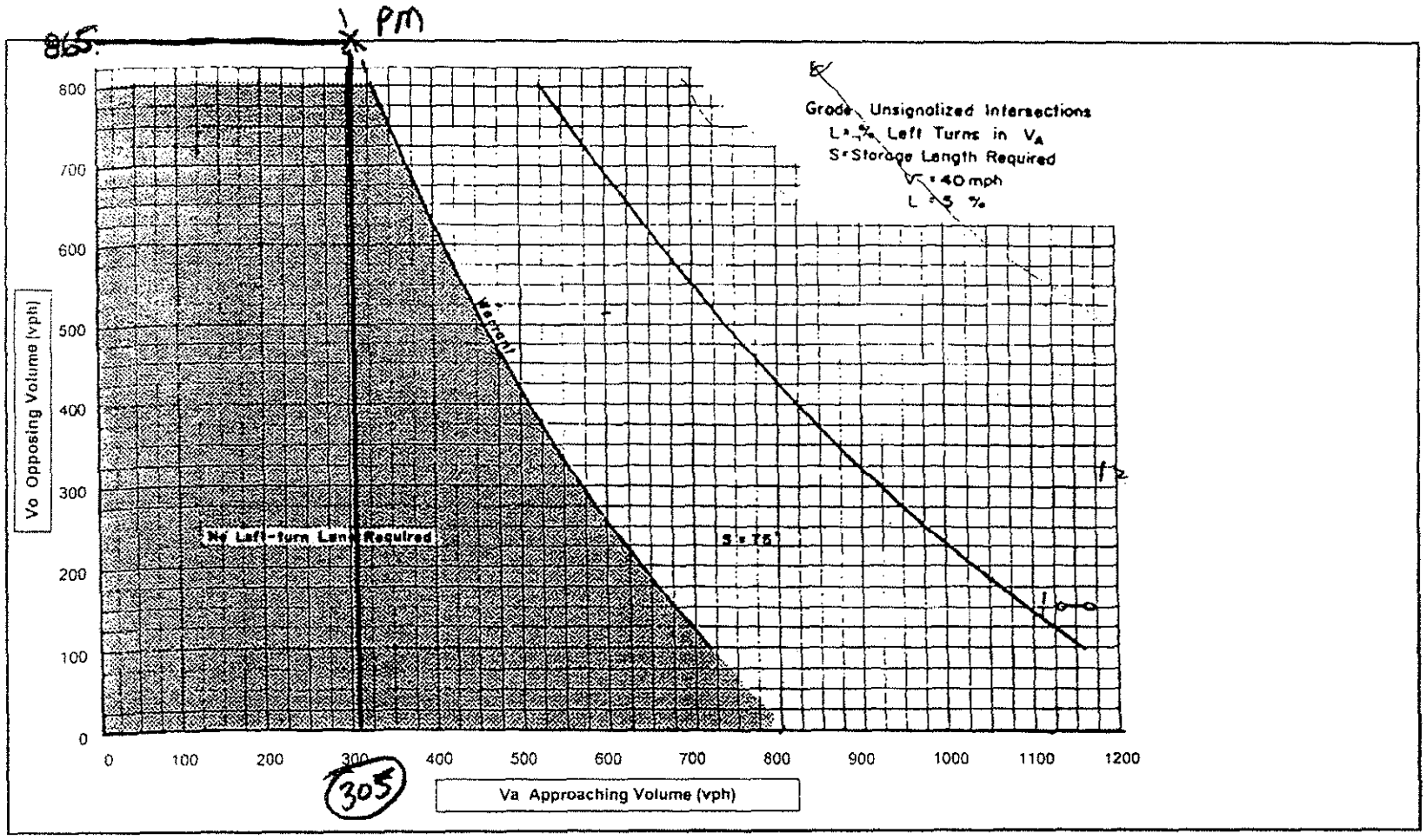
$$\Rightarrow 1179 \times 0.32\% = 4 \text{ veh}$$

* <u>SINCE 6 veh > 4 veh, LEFT-TURN LANE IS WARRANTED IN PM PEAK HOUR OF BACKGROUND CONDITION.</u>

Left-T[illegible] Lane Warrant for Two-Lane Highways (M.D. Harmelink Nomagraph)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/21/2008
Intersection:	Cornelius Pass Road/Kian Lane
Scenario:	2011 [illegible] PM Peak Hour

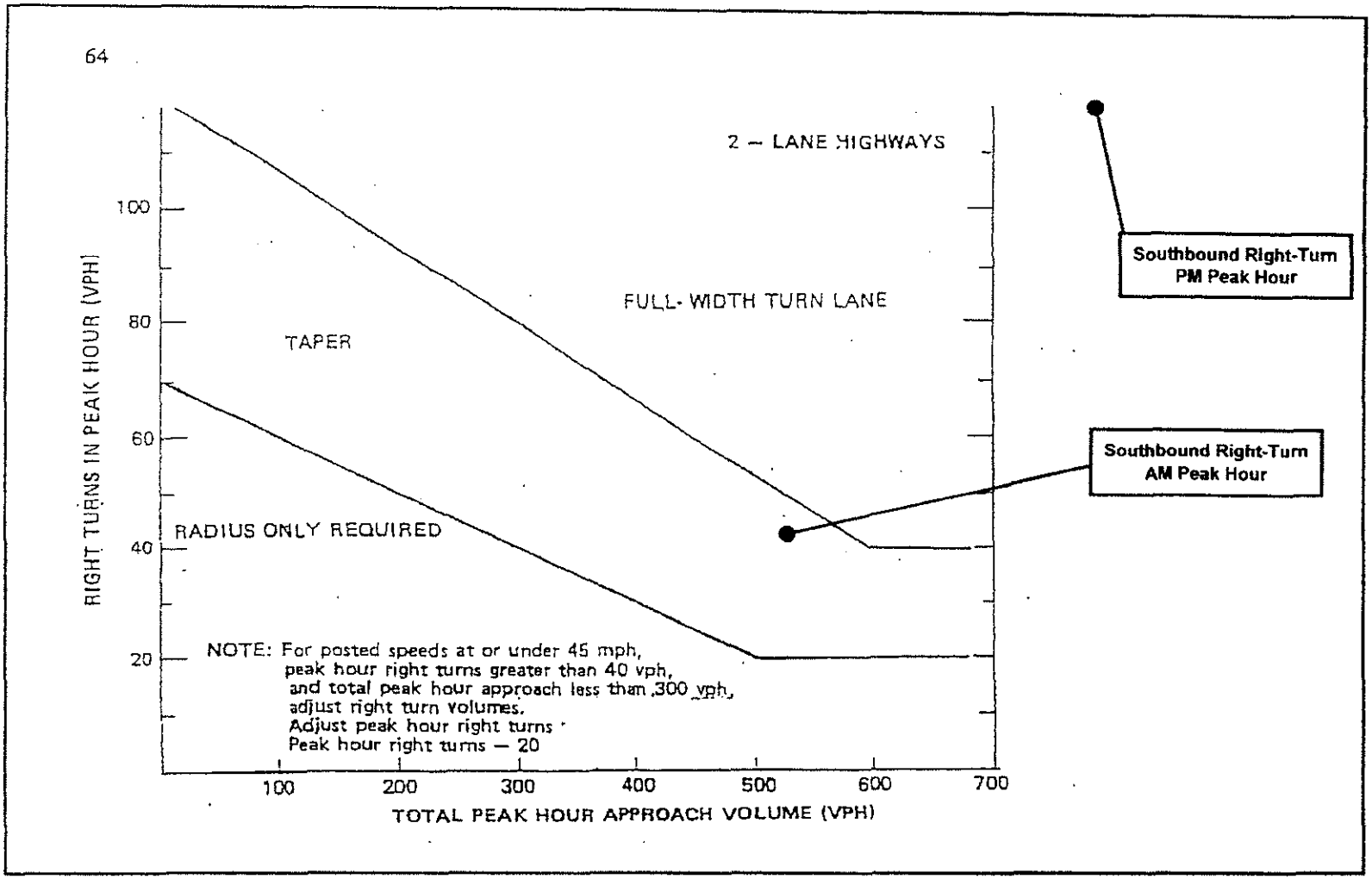
BACKGROUND



APPENDIX K

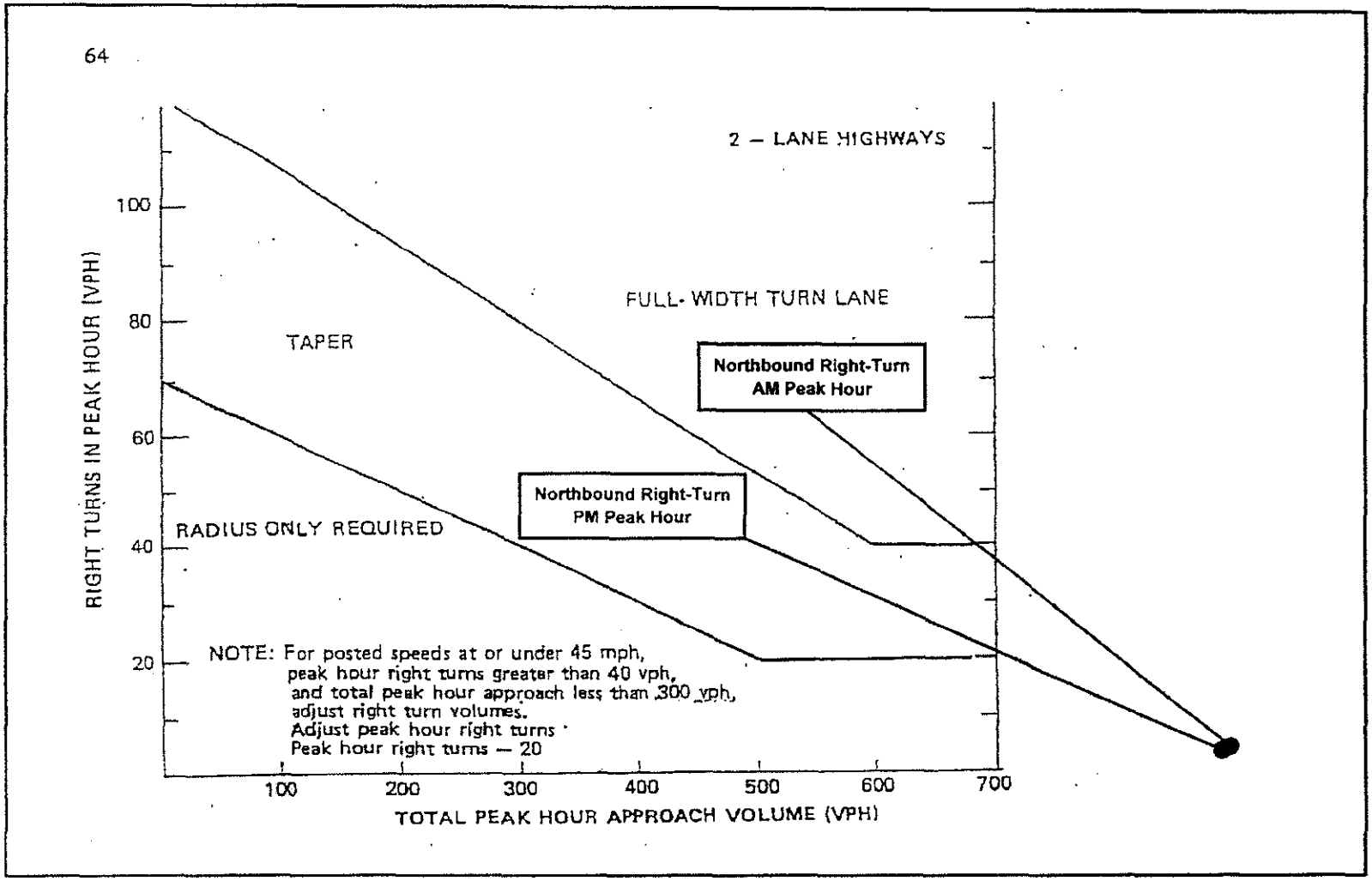
Right-Turn Lane Warrant for Two-Lane Highways (NCHRP Report 279)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Site Access/Cornelius Pass Road
Scenario:	2011 Total Traffic AM and PM Peak Hours



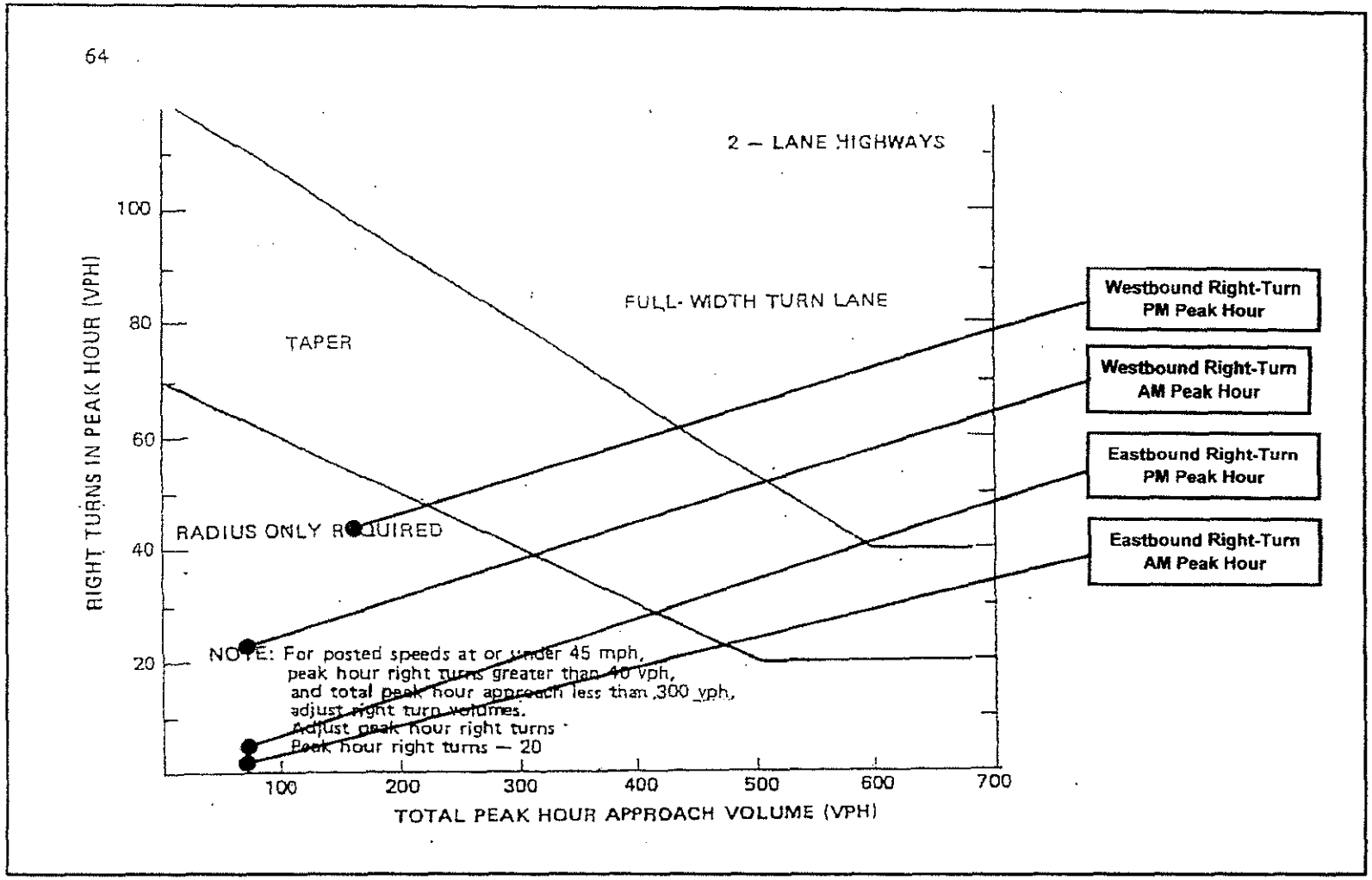
Right-Turn Lane Warrant for Two-Lane Highways (NCHRP Report 279)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Kian Lane/Cornelius Pass Road
Scenario:	2011 Total Traffic AM and PM Peak Hours



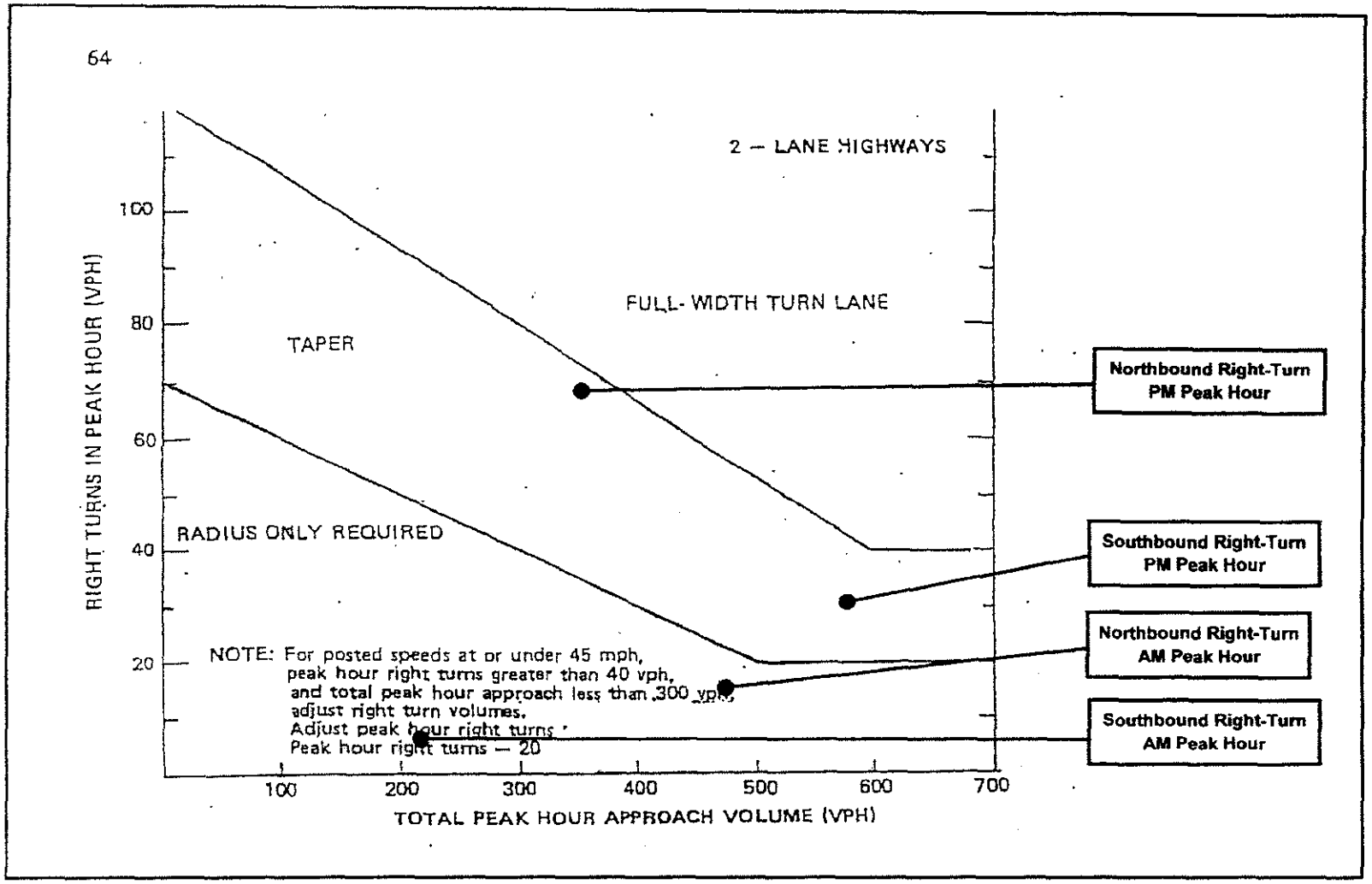
Right[illegible] Lane Warrant for Two-Lane Highways (NCHRP Report 279)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Quatama/Site Access/76th Avenue
Scenario:	2011 Total Traffic AM and PM Peak Hours



Right-Turn Lane Warrant for Two-Lane Highways (NCHRP Report 279)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Dogwood/231st Avenue
Scenario:	2011 Total Traffic AM and PM Peak Hours



APPENDIX L

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Cornelius Pass/Wilkins Street
Scenario:	2011 Total AM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBRT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):		1043	36	453			75	119
G/C for movement:		0.74	0.03	0.77			0.10	0.10
Number of lanes:		1	1	1			1	1
CALCULATIONS:								
Length of red interval (sec):		23.4	87.3	20.7			81.0	81.0
Average total queue (veh):		6.8	0.9	2.6			1.7	2.7
Maximum total queue (veh):		**11**	**3**	**5**			**4**	**6**
Total queue length (feet):		275	75	125			100	150
Required storage/lane (feet):		**275**	**75**	**125**			**100**	**150**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution

There is a probability equal to the confidence level desired (e.g. 95%)

that the queue formed during each red interval will be less than

or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)

(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1 ... N-1

Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Cornelius Pass/Wilkins Street
Scenario:	2011 Total PM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBRT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):		889	132	1103			71	95
G/C for movement:		0.68	0.11	0.79			0.08	0.08
Number of lanes:		1	1	1			1	1
CALCULATIONS:								
Length of red interval (sec):		28.8	80.1	18.9			82.8	82.8
Average total queue (veh):		7.1	2.9	5.8			1.6	2.2
Maximum total queue (veh):		**12**	**6**	**10**			**4**	**5**
Total queue length (feet):		300	150	250			100	125
Required storage/lane (feet):		**300**	**150**	**250**			**100**	**125**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution

There is a probability equal to the confidence level desired (e.g. 95%)

that the queue formed during each red interval will be less than

or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)

(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1

Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Cornelius Pass/Quatama Road
Scenario:	2011 Total AM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	28	917	28	459	116	107	48	135
G/C for movement:	0.07	0.69	0.03	0.67	0.15	0.15	0.15	0.15
Number of lanes:	1	1	1	1	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	83.7	27.9	87.3	29.7	76.5	76.5	76.5	76.5
Average total queue (veh):	0.7	7.1	0.7	3.8	2.5	2.3	1.0	2.9
Maximum total queue (veh):	**2**	**12**	**2**	**7**	**5**	**5**	**3**	**6**
Total queue length (feet):	50	300	50	175	125	125	75	150
Required storage/lane (feet):	**50**	**300**	**50**	**175**	**125**	**125**	**75**	**150**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					136		107	
Opposing sat. flow rate:					1654		1793	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.08		0.06	
Unblocked G/C:					0.07		0.10	
Effective red interval (sec):					83.4		81.4	
Average total queue (veh):					2.7		1.1	
Maximum total queue (veh):					**6**		**3**	
Total queue length (feet):					150		75	
Required storage/lane (feet):					**150**		**75**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, . . , N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vol / opposing sat. flow rate scp

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Cornelius Pass/Quatama Road
Scenario:	2011 Total AM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBRT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):				25				
G/C for movement:				0.67				
Number of lanes:				1				
CALCULATIONS:								
Length of red interval (sec):				29.7				
Average total queue (veh):				0.2				
Maximum total queue (veh):				1				
Total queue length (feet):				25				
Required storage/lane (feet):				25				
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution

There is a probability equal to the confidence level desired (e.g. 95%)

that the queue formed during each red interval will be less than

or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(N) / N! (the Poisson distribution)

(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, . . , N-1

Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Cornelius Pass/Quatama Road
Scenario:	2011 Total PM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	66	837	81	986	121	133	170	145
G/C for movement:	0.04	0.62	0.09	0.63	0.19	0.19	0.19	0.19
Number of lanes:	1	1	1	1	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	86.4	34.2	81.9	33.3	72.9	72.9	72.9	72.9
Average total queue (veh):	1.6	8.0	1.8	9.1	2.5	2.7	3.4	2.9
Maximum total queue (veh):	**4**	**13**	**4**	**14**	**5**	**6**	**7**	**6**
Total queue length (feet):	100	325	100	350	125	150	175	150
Required storage/lane (feet):	**100**	**325**	**100**	**350**	**125**	**150**	**175**	**150**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					145		133	
Opposing sat. flow rate:					1757		1757	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.08		0.08	
Unblocked G/C:					0.12		0.12	
Effective red interval (sec):					79.5		78.9	
Average total queue (veh):					2.7		3.7	
Maximum total queue (veh):					**6**		**7**	
Total queue length (feet):					150		175	
Required storage/lane (feet):					**150**		**175**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution

There is a probability equal to the confidence level desired (e.g. 95%)

that the queue formed during each red interval will be less than

or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)

(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1

Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1 - Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Cornelius Pass/Quatama Road
Scenario:	2011 Total PM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBRT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):				48				
G/C for movement:				0.63				
Number of lanes:				1				
CALCULATIONS:								
Length of red interval (sec):				33.3				
Average total queue (veh):				0.4				
Maximum total queue (veh):				2				
Total queue length (feet):				50				
Required storage/lane (feet):				50				
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution

There is a probability equal to the confidence level desired (e.g. 95%)

that the queue formed during each red interval will be less than

or equal to the maximum queue

(Prob. of arrivals = N) = (Red interval)^N * exp(-N) / N! (the Poisson distribution)

(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1

Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Unsignalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	July 24, 2008
Scenario:	2011 Total AM Peak Hour
Analysis Period:	0.25 (peak 15 minute analysis)
Vehicle Length (ft):	25

Legend

V = Flow rate for movement
C = Capacity of movement
Q = 95th percentile queue (veh)
S = Storage needed (ft)

* 95th-percentile queue length calculations performed using Equation (17-37) presented in *Highway Capacity Manual 2000*.

Intersection Name		Approach/Turn Movement											
		NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT
Cornelius Pass Rd/ Proposed Site Access	V	15								32			
	C	987								557			
	Q	**0.0**								**0.2**			
	S	**25**								**25**			
Cornelius Pass Rd/ Kian Lane	V											15	
	C											198	
	Q											**0.2**	
	S											**25**	
Quatama Rd/ Site Access/76th Avenue	V		45			206		59			16		
	C		892			657		1458			1467		
	Q		**0.2**			**1.3**		**0.1**			**0.0**		
	S		**25**			**50**		**25**			**25**		
231st Ave/Dogwood St	V	20			21				126			122	
	C	1309			996				281			359	
	Q	**0.0**			**0.1**				**2.2**			**1.5**	
	S	**25**			**25**				**75**			**50**	

Unsignalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	July 24, 2008
Scenario:	2011 Total PM Peak Hour
Analysis Period:	0.25 (peak 15 minute analysis)
Vehicle Length (ft):	25

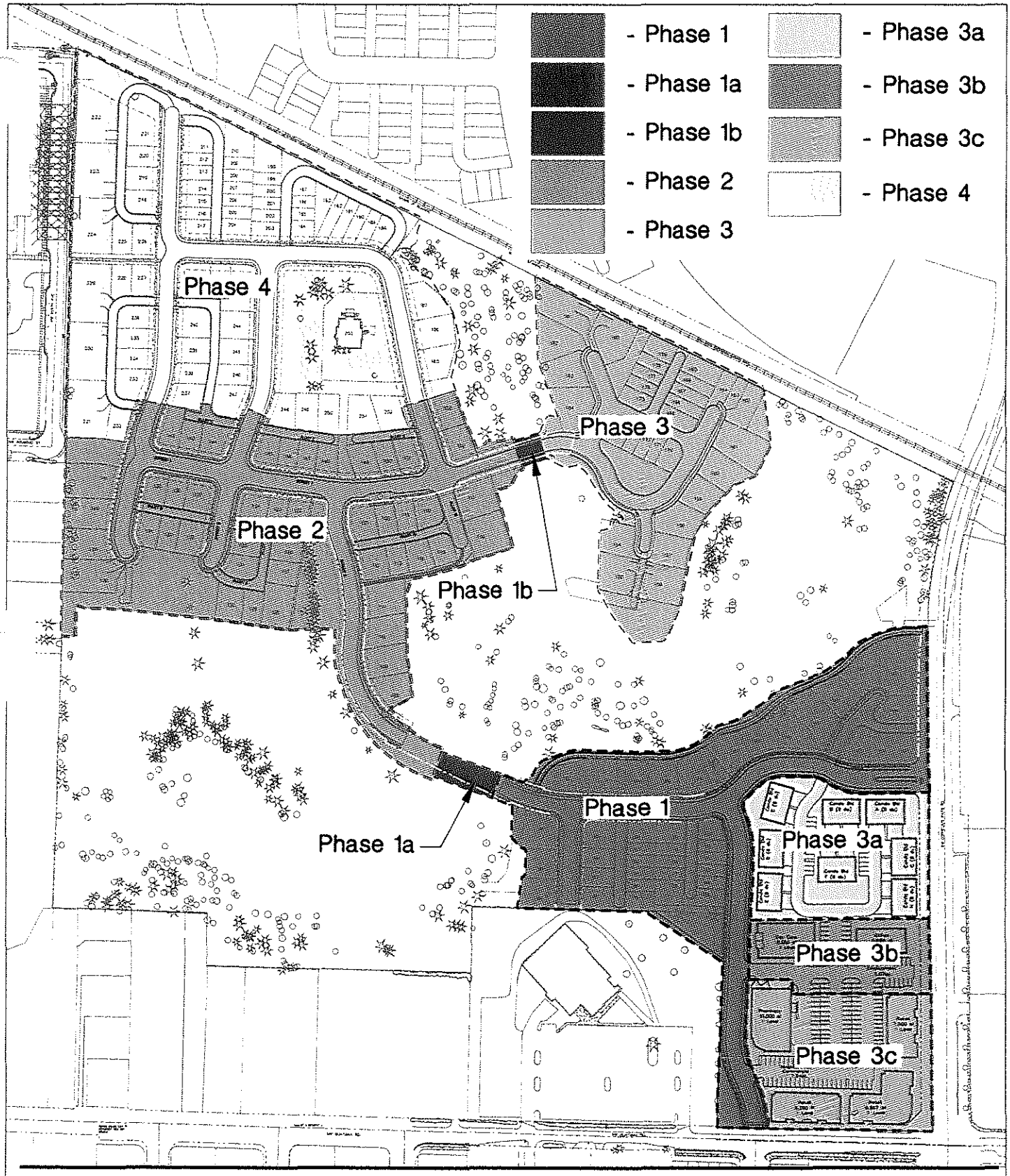
Legend

V = Flow rate for movement
C = Capacity of movement
Q = 95th percentile queue (veh)
S = Storage needed (ft)

* 95th-percentile queue length calculations performed using Equation (17-37) presented in *Highway Capacity Manual 2000*.

Intersection Name		Approach/Turn Movement											
		NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT
Cornelius Pass Rd/ Proposed Site Access	V	44								41			
	C	551								249			
	Q	0.3								0.6			
	S	25								25			
Cornelius Pass Rd/ Kian Lane	V											4	
	C											138	
	Q											0.1	
	S											25	
Quatama Rd/ Site Access/76th Avenue	V		34			237		74			35		
	C		806			551		1412			1511		
	Q		0.1			2.1		0.2			0.1		
	S		25			75		25			25		
231st Ave/Dogwood St	V	26			75				71			105	
	C	899			1173				236			207	
	Q	0.1			0.2				1.2			2.6	
	S	25			25				50			75	

Revised Phasing Plan



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PLANNERS • ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS

PHASING MAP
ORENCO WOODS CROSSING

VENTURE PROPERTIES, INC.
HILLSBORO, OREGON

PROJECT NO.	VEN3778
DATE:	07/25/08
BY:	AJU
SCALE:	NTS
SHEET NO.	PH-1

EXHIBIT F - Ordinance #5633-P (Ordinance Adopting Zone Change)

BEFORE THE PLANNING AND ZONING HEARINGS BOARD FOR THE CITY OF HILLSBORO, OREGON

In the matter of an application for a zone change from Washington County Institutional zoning to City SCR-V, Station Community Residential – Village for approximately 55 acres in the City of Hillsboro, Oregon.	City File No. ZC 18-05 (Orenco Woods Crossing) Opinion No. 1599

I. Summary:

This Opinion is the decision of the Planning and Zoning Hearings Board approving with conditions this application for a zone change from Washington County Institutional zoning to the City's Station Community Residential – Village (SCR-V) zoning for approximately 55 acres. This decision is based on the February 9, 2006 Staff Report as supplemented by the Findings of Fact and Conclusions of Law and conditions of approval set forth in this Opinion.

II. Subject Property and Applicant:

The subject property consists of two tax lots, totaling approximately 55 acres that were annexed in 2004 (case files AN 16-04 & 23-04). The property is generally located north of NW Quatama Road, south of the Westside Light Rail Line, west of NW Cornelius Pass Road and east of NW 225th Avenue (TLs 3400 & 6600 on Washington County Tax Map 1N2-35). Following annexation, and a lengthy process before the Planning Commission and City Council, the parcels were eventually converted to the following City Comprehensive Plan designations: RM Medium Density Residential, RL Low Density Residential, OS Open Space and FP Floodplain pursuant to Ordinance No. 5571. The City Council's decision and ordinance included a set of "development directions" as a non-binding guide to subsequent zoning and development decisions. In pertinent part, the City Council provided the following guidance for the use of these development directions:

> "These development directions are not intended to bind the Council, Planning Commission, the Planning and Zoning Hearings Board or the Applicants. However, they are intended to use testimony and evidence in the record to forecast likely Council actions in adopted future zoning and other development controls for this property. This forecast may make future land use proceedings more efficient and focused. These directions are relevant to the permitted plan amendment only to the extent that they show how the plan amendment could be implemented consistent with plan policies and how the amendment does not render the Plan internally inconsistent."

As was the stated intent of the Planning Commission during the Plan Change proceedings, the Commission initiated a zone change application to implement the adopted City Comprehensive Plan designations consistent with the direction provided in Ordinance No. 5571, resulting in the Commission's adoption of Resolution No. 1533-P. In this Resolution, the Planning Commission recommended SCR-V zoning for the property, which would subject any resulting development of the property to the City's Concept Development Plan and Detailed Development Plan review process. The Planning Commission, as applicant for the zone

change, also suggested a set of conditions modeled on the City Council's development directions.

The property is owned by the Hillsboro Elks Lodge, which is represented in this zone change proceeding by Venture Properties and the development design consultant WRG Design, Inc. Current development on the property includes a 9-hole golf course and an historic structure (the McDonald House, aka the House of Ruth) that is not on any state or national historic inventory or register, but is apparently eligible for such designation. The property as a whole is bisected (east-west) by Rock Creek and its associated riparian area. An unnamed tributary draining into Rock Creek from the north, divides the upper half of the site. The parcel is bounded on the north by the Westside Light Rail Line, NW 225th Avenue on the west, NW Cornelius Pass Road on the east, and NW Quatama Road on the south. The historic Orenco Neighborhood is west of the site across NW 225th Avenue.

III. Local Procedure and Applicable Law:

The City duly noticed and held a public hearing on this application on February 16, 2006 before the Planning and Zoning Hearings Board (the Board), consisting of Chairman Daniel Kearns and members Walter Hellman and Brenda Gustafson. At the commencement of the hearing, the Chairman made the procedural statements required by ORS 197.763 (5) and (6) and 197.796. No member of the Board had any ex parte contacts, conflicts of interest or biases to report. There were no procedural objections or objections to the participation of any member of the Board in this matter, and no person requested a continuance or that the record be kept open.

The Staff Report recommended 13 conditions of approval, which are based upon initial suggestions of the Planning Commission, and listed the approval criteria, which were recited by Brett Estes, Planning Supervisor, during his oral presentation. The applicable approval criteria are contained in Section 114(2) of Zoning Ordinance No. 1945, governing zone changes, plus the following Comprehensive Plan Policies: Urbanization Implementation Measure A(5) and J, Natural Resources, Open Space, Scenic and Historical Sites Policies A(1) and A(8), and Transportation Implementation Measure (A) and (B).

John Coulter, Planning Commission President, appeared and testified on behalf of the Planning Commission, as the nominal applicant for this zone change. The property owner and developer's representative, Mimi Doukas of WRG Design, Inc., appeared and provided information about the overall proposal, the process and commented on the proposed conditions of approval. Ms. Doukas clarified that the property owner had no objections to the City Council's development directions, but had modifications to suggest for Condition 12 relating to the bridge construction traffic. The following people spoke, not so much in opposition to the zone change, but to seek specific modifications to the proposed conditions of approval stated in the staff report: Jim Lubischer, Bonnie Kooken, Laine Young, Tim Stout, Kathy and Dan Bloom. Edward Sullivan, attorney for the owner and developer, and transportation engineer Brian Dunn, provided final rebuttal to the opponent testimony and waived the right to submit written rebuttal. The record closed at the conclusion of the February 16, 2006 hearing.

IV. Summary of the Proceeding and Record:

The February 9, 2006 Staff Report provides a site description, a description of surrounding area, public utilities, transportation and facilities, all of which are adopted and incorporated herein by the Board. The Planning staff included in the record of this proceeding

all of the testimony and other documentation associated with its initiation of the zone change and adoption of Resolution 1533-P. The record also appears to contain some materials associated with the adoption of the current comprehensive plan designation and the City Council's passage of Ordinance No. 5571, including a packet, dated November 30, 2005, from Dan Bloom regarding the Orenco neighborhood and the adopted Orenco Community Plan.

Following the initiation of this zone change, written materials were submitted by Bonnie Kooken of the Orenco Neighborhood Organization (January 30 and February 3, 2006), Jim Lubischer (February 3 and 16, 2006) and Al Waibel (February 3, 2006). Written materials were submitted on behalf of the property owner and developer by WRG Design, Inc. (December 6, 2005, February 1 and 16, 2006). By the time of the February 16, 2006 hearing on this matter, most of the commentary back and forth supported approval of the requested SCR-V zoning and provided specific comment on the form and content of the recommended conditions of approval. As such, formulation of the conditions was the primary focus at the hearing, and approval of the underlying zone change application was not contested. The record of this matter includes the above-mentioned written materials plus an audio recording of the February 16, 2006 hearing.

V. Discussion, Conclusion and Decision:

As a threshold matter, the Board finds that a SCPA zoning designation, such as the SCR-V zone, is not limited just to property with a SCPA plan designation. Accordingly, this parcel, with non-SCPA Comprehensive Plan designations adopted by the City Council in Ordinance No. 5571, is eligible for the SCR-V zone.

As discussed in this section, several people submitted written comments and also testified at the hearing. Where both written and verbal comment was provided, the written materials were far more extensive and detailed than the oral comments and appear to address issues that were no longer contested by the time of the hearing. The Board adopts the following findings with regard to the specific points raised in testimony during the proceeding:

Jim Lubischer: Mr. Lubischer supported approval with the following modifications to the conditions: Condition 8 – "No negative impact" should be the standard for transportation concurrency, rather than simple compliance with the Transportation Planning Rule; Condition 11 – The initial contingency should be deleted in light of the fact that the developer has already obtained its access permit from Washington County.

Mr. Lubischer's request for Condition 8 exceeds the legal standard that applies. The "no negative impact" standard that he suggests is not reflected in state law nor has it been adopted by the City. The Board finds that compliance with the Transportation Planning Rule to the City's satisfaction is sufficient.

Bonnie Kooken: Ms. Kooken requested additional protections for the McDonald House and more definite requirements for its preservation plan. In particular, she requested that the historic nomination and preservation plan determine the best or optimal physical context for the house and include that in the preservation plan.

Because the McDonald House has not been nominated to the state or federal historic registers, it is difficult to impose specific requirements on these procedures as part of a zone change decision. Given the limitations placed on the Board's authority to condition rezones, the Board finds that Condition 2 as proposed in the staff report is satisfactory.

Laine Young: Ms. Young requested additional historic preservation requirements be included in Condition 2, such as landscaping, setback and buffer requirements, and that the 5-acre park mentioned in Condition 3 include the McDonald House. Ms. Young also suggests that Condition 7 be modified to eliminate any possibility that the street system of this development could be integrated with the Old Orenco Neighborhood.

While the Board has heard Ms. Young's recommendation about the 5-acre park, we find that overly proscriptive conditions attached to the zone change may have unintended and undesirable consequences when it comes time to design this development, preserve the McDonald House and locate the 5-acre park. Accordingly, the Board accepts staff's proposed Conditions 2 and 3 as sufficient. With regard to Condition 7, the Board is disinclined to foreclose the possibility of some measure of street integration between this development and the Old Orenco Neighborhood. The Board is mindful, however, of the fact that the streets in Old Orenco are extremely narrow and sidewalks are lacking, which could make integration dangerous. For that reason, the Board modifies Condition 7 from what staff recommended, to require an evaluation of safety for both affected neighborhoods before any such cross connections are made.

Tim Stout: Mr. Stout echoed Ms. Young's comments about Condition 7 and requested the removal of any language that would allow integration of the street systems of the two neighborhoods. In particular, Mr. Stout said that simple "convenience or other transportation reasons" should not be justification for such connections that could endanger the safety of both neighborhoods. Mr. Stout also suggested a grammatical modification to Condition 6. He also requested the deletion of the initial contingent clause from Condition 11 because Washington County has already approved the access permit onto NW Cornelius Pass Road.

The Board agrees in part with Mr. Stout's comments on Condition 7 and has modified it accordingly. The developer's attorney agreed to the grammatical change to Condition 6, and the Board declines to modify Condition 11.

Kathy Bloom: Ms. Bloom testified that the school capacity data discussed in the findings at page 15 of Ordinance No. 5571 are outdated and a condition should be imposed requiring current school capacity data. Ms. Bloom provided the Board with a handout with supposedly current, or at least more recent, school capacity data.

As a preliminary matter, the findings associated with Ordinance No. 5571, the City Council's Comprehensive Plan Amendment for this property, are not at issue before the Board. The Board acknowledges that service capacity data can, and frequently does, become stale. However, for the purposes of this zone change request, the Board finds that the school service provider letters that were sufficient to support the comprehensive plan amendment are also sufficient to support this request. When a specific development proposal is subsequently submitted, the school capacity issue may again arise. For the time being, however, the record is adequate to support this zone change request as conditioned below.

Dan Bloom: Mr. Bloom, representing the Orenco Neighborhood Organization, testified that Condition 3 should be modified so that the 5-acre park shall contain and help preserve the McDonald House. Mr. Bloom also requested that Condition 10 be modified to require a more enhanced landscape buffer between this development and the Old Orenco Neighborhood. He also echoed the school capacity issue of the previous witness.

While the Board heard testimony to include the McDonald House in the 5-acre park, that may end up not being feasible or advisable given the developer's final concept and detailed development plans. Consequently, the Board is reluctant to tie Conditions 2 and 3 together as Mr. Bloom suggests. In the Board's view, Condition 10 already requires a sufficient buffer between this development and the Old Orenco Neighborhood and adequately addresses the issue, especially since this is a zone change and not a design proceeding.

Based on the foregoing findings, the summary and analysis of the approval criteria set forth in the Staff Report and the property owner/developer's submissions to this proceeding, the Board concludes that the application meets all of the applicable approval criteria, and it is hereby approved subject to the following conditions:

1. The developer shall apply for and receive Concept Development Plan (CDP) / Detailed Development Plan (DDP) approval as part of development and site review for the subject property.

2. Within the Concept Development Plan / Detailed Development Plan applications, the developer shall provide the following:

   a) Information on how the Historic McDonald House has been provided protection as a cultural resource under HZO Section 132;

   b) Information verifying that funding has been dedicated to an application to place the McDonald House on the National Register of Historic Places, and the status of the application. The developer and owner of the property shall follow the advice and conditions provided by the State Historic Preservation Office and shall make a good faith effort in filing the application(s);

   c) A landscape and improvement plan for an open space / landscaped area around the McDonald House that will provide context to the House; and

   d) Information on how consideration of the context of the McDonald House was addressed in the plans included in the CDP and DDP applications.

   There shall be continued coordination between the Elks and the existing charitable use of the McDonald House to ensure that the maintenance of the house is continued.

3. The owners of the property shall cooperate with the City so that at least five acres located north of Rock Creek, outside of the OS Plan designated area, and outside the City of Hillsboro Goal 5 Significant Natural Resource Overlay (SNRO) are available to be acquired by the City for development of a neighborhood park. The location of the park shall be addressed in the CDP/DDP applications. If appropriate arrangements can be made, those lands designated as OS may also be acquired for public use. If the OS/SNRO lands cannot be acquired by the City for openspace or park use, maintenance of these lands for open space use shall be specified during the CDP/DDP process and may include a required homeowners association, the Elks or equivalent maintenance mechanism.

4. The developer shall dedicate right-of-way and construct half-street improvements along the site's frontage with NW Cornelius Pass Road and NW Quatama Road to the

standards required in the transportation system plans for the City of Hillsboro and Washington County.

5. The developer shall construct a bridge across Rock Creek thereby providing a vehicular connection between the south and north sides of the property. The specific location, capacity and design of the bridge shall be identified in the CDP/DDP applications.

6. The maximum number of residential dwelling units for the property shall be in the range of 240 dwelling units, plus or minus 5%, and the actual density shall be determined through the CDP/DDP application review.

7. The western portion of the property shall not be connected with the street system of the Old Orenco Neighborhood, except for pedestrian, bicycle and emergency purposes, provided, however, the developer shall provide for future rights-of-way for one or more connections to Old Orenco. Should the City determine, following a public hearing, that vehicular connections are warranted for safety, convenience, or other transportation reasons and the City has determined that the safety of neither neighborhood will be compromised by such cross circulation connections, street improvements connecting Old Orenco and development on the subject site could then be constructed.

8. As part of subsequent development applications, the developer shall demonstrate that each project phase will meet the standards of the Oregon Transportation Planning Rule (OAR 660, Div 12) regarding the capacity of streets and intersections providing automobile access to the site. The City of Hillsboro shall make a determination that the standards of the Transportation Planning Rule are met regarding this matter prior to approval of the applications. Phased development shall be coordinated with street improvements to assure that capacity is available on the street system servicing the site to serve the site-generated traffic for each phase.

9. Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeast side transitioning to the northwest side, with the final phase being located in the northwest corner in order to provide the ability for future purchase of parkland beyond the five acres described in Condition 3 should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications.

10. Larger lots in the range of 7,500 square feet or more in area shall be provided along NW 225th Avenue in order to transition lot sizes in Old Orenco to those on this property. Enhanced landscaping in the yards and planter strips along NW 225th Avenue shall also be provided. The specific lotting pattern as well as a plan identifying the enhanced landscaping shall be described in detail in the CDP/DDP applications.

11. If granted by Washington County, the development shall include a minimum of one access onto NW Cornelius Pass Road. All access points shall be constructed to the standards required by the City of Hillsboro and Washington County.

12. Construction vehicles used during site development shall access the property only from NW Cornelius Pass Road and/or NW Quatama Road; except that construction access may be allowed to the site from the west only with respect to: (1) the construction of the bridge described in Condition 5 and (2) the culvert crossing the Rock Creek tributary located in the north central portion of the site. No such alternative construction traffic

access shall be allowed until a construction access management plan has been approved by the City Engineer and Planning Director.

13. Pursuant to Zoning Ordinance Section 131(A).3.b.3, City Zoning on those portions of the property identified as Significant Natural Resource Area or as Impact Area on the City's adopted Goal 5 inventory shall include the Significant Natural Resource Overlay District. Development on those portions of the property shall be subject to the provisions of Section 131(A) of the Zoning Ordinance.

Date of Decision: March 20, 2006.

PLANNING AND ZONING HEARINGS BOARD

By: _____
Daniel Kearns, Chairman

Board Member Action:	Agree/Object	Date:
Brenda Gustafson	Agree	3-16-06
Walter Hellman	Agree	3/20/06

Notice of Decision – Orenco Woods Crossing, Casefiles CDP 1-06, DDP 2-06, FA 1-06, SNRP 1-06

CITY OF HILLSBORO

May 12, 2006

TO: **Interested Parties**

FROM: **Planning Department**

RE: **NOTICE OF DECISION – Request for Land Use Approvals – Orenco Woods Crossing**
Casefile Nos.: CDP 1-06, DDP 2-06, SUB 1-06, FA 1-06, SNRP 1-06

At their regular meeting on May 10, 2006, the Hillsboro Planning Commission adopted Resolution No. 1561-P, including 72 conditions with supporting findings, approving the requested Concept Development Plan, Detailed Development Plan, Preliminary Subdivision Plat, Floodplain Alteration, and Significant Natural Resources Permit for the Orenco Woods Crossing project. Development in the proposed project would include creation of 147 detached single family residential lots, 105 attached single family residential lots, natural resource and open space tracts, public and private infrastructure, public and private streets and alleys, preservation of the existing cultural resource (the McDonald House), and improvements along NW Cornelius Pass Road and NW Quatama Road, on a site approximately 55.05 acres in area. The site of the proposed project is generally located north of NW Quatama Road, east of NW 225th Avenue, west of NW Cornelius Pass Road, and south of a portion of the Westside Light Rail line.

A copy of Resolution No. 1561-P, with the supporting findings, is attached for review.

Any person may appeal a Planning Commission decision and request a public hearing before the City Council by filing written notice with the City Recorder within 15 days of the date of the decision. The appeal deadline is 5:00 p.m., Thursday, May 25, 2006. All appeals filed shall be accompanied by payment of a fee equal to one-half the fee paid for the original application(s). The notice should request that a hearing be held and the reasons for the request. If no request for an appeal hearing is received, the decision of the Planning Commission will become final.

If you have any questions, please contact the Planning Department at (503) 681-6153.

Sincerely,

CITY OF HILLSBORO PLANNING DEPARTMENT

R. Brett Estes, AICP
Planning Supervisor

Attachment: Resolution No. 1561-P

Planning Department • 150 East Main Street, Fourth Floor, Hillsboro, Oregon 97123-4028 • 503/681-6153 • FAX 503/681-6245
AN EQUAL OPPORTUNITY EMPLOYER PRINTED ON RECYCLED PAPER

RESOLUTION NO. 1561-P

CDP 1-06, DDP 2-06, SUB 1-06, SNRP 1-06 AND FA 1-06:
ORENCO WOODS CROSSING

A RESOLUTION APPROVING THE CONCEPT DEVELOPMENT PLAN, DETAILED DEVELOPMENT PLAN, PRELIMINARY SUBDIVISION PLAT, SIGNIFICANT NATURAL RESOURCE PERMIT AND FLOODPLAIN ALTERATION PERMIT FOR ORENCO WOODS CROSSING, A 252-LOT DETACHED AND ATTACHED SINGLE FAMILY RESIDENTIAL DEVELOPMENT.

WHEREAS, the owners of certain tracts of land, described below, have filed a written application with the City of Hillsboro for concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit approval for a 252-lot detached and attached single-family residential development on said tracts, and

WHEREAS, the Planning Commission held public hearings on this application on March 22nd, April 12th, and May 10, 2006, receiving testimony in support of the application as well as testimony in opposition regarding the proposal, and

WHEREAS, having received the materials and testimony submitted, the Planning Commission approves the concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit for the proposed detached and attached single family development with the conditions attached hereto as Attachment A, based on the findings attached hereto as Attachment B.

NOW THEREFORE BE IT RESOLVED, by the Hillsboro Planning Commission, that the Commission, by and through this resolution, does hereby approve the concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit for Orenco Woods Crossing, as contained in Planning Department Case File Nos. CDP 1-06, DDP 2-06, SUB 1-06, SNRP 1-06 and FA 1-06, on the following described properties:

Tax Lots 3400 and 6600
on Washington County Tax Map 1N2-35,
Section 35, Township 1 North, Range 2 West, Willamette Meridian

Introduced and passed this 10th day of April, 2006.

John O. Coutts
President

ATTEST: Dawn Dunay
Secretary

ATTACHMENT A
ORENCO WOODS CROSSING

1. Approval of the concept development plan, detailed development plan, subdivision tentative plat, floodplain alteration permit and significant natural resource permit is conditioned upon compliance with the conditions of the associated zone change request (Ordinance No. 5633).

2. Development and construction on the site shall conform substantially to the development plans and conditions approved by the Planning Commission and shall conform specifically to final construction plans reviewed and approved by the Planning Director, the City Engineer, the Building Official, the Fire Marshal, Parks and Recreation Director and Washington County. All plans shall comply with the applicable building, planning, and fire protection codes of the City of Hillsboro.

3. The developer shall assure the construction of all public streets and utilities within and adjacent to the plat as required by these conditions of approval, to the plans, standards, and specifications of the City of Hillsboro, except as otherwise approved by the Street Committee and the Planning Commission. The developer shall also provide to the City financial guarantees for construction of all public streets and utilities within and adjacent to the plat, as required by the conditions of approval, prior to the approval of the final plat. All construction plans shall be approved by the City Engineer and, as necessary, by Washington County prior to issuance of construction permits within the subdivision.

4. The developer shall dedicate right-of-way and construct half-street improvements along the site's frontage with NW 225th Avenue, NW Cornelius Pass Road and NW Quatama Road to the standards required in the transportation system plans for the City of Hillsboro and, as applicable, Washington County. Development is conditioned on compliance with the Washington County letter dated March 2, 2006.

5. The developer shall identify on the construction plans, five foot curb tight landscape strips along NW Cornelius Pass Road and NW Quatama Road. The landscape strips shall be constructed as a part of the infrastructure improvements. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and landscape plans for these frontages. The landscape plans shall be reviewed and approved by the Planning Director, City Engineer and, as applicable, Washington County. Approved landscape improvements shall be installed prior to acceptance of public infrastructure of the applicable phase.

6. The developer shall construct a half street improvement on NW 225th Avenue to the Street Standard Type "A" which is identified in HZO Section 140(III)(N)(3)(a) and Section 140(Figure 5.4). Street improvements shall include paving, Option B acorn street lights, sidewalk, and landscape strip. All improvements shall be subject to approval by the City Engineer.

7. The final plat shall show a 50 foot right-of-way dedication for public streets as follows:

   - Street 1 (except across culvert), Street 2 (except across bridge & adjacent to Park), Street A, Street B, Street C, Street D, Street E (north of Street 1) and Street F (north of Street 1).

- Street 1 shall terminate with a public hammerhead on the eastern side of the culvert crossing which shall be coordinated with the private improvements of Alley 17.

- Street F shall terminate with a public hammerhead at its northern terminus which shall be coordinated with the private improvements of Alley 1.

- A 50 foot right-of-way dedication shall be provided west of Street F and in alignment with Street 1 and NW Dogwood Street.

- A 50 foot right-of-way dedication shall be provided at the northern terminus of Street F, adjacent to the light rail line, and in alignment with NW Birch Street.

The final plat shall show a 55 foot right-of-way dedication for that portion of Street D located between Street E and Street F. The 5 feet of additional right-of-way shall be used to implement that portion of the McDonald House linear pedestrian amenities located on the south side of the Street D right-of-way. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and landscape plans for this frontage. The landscape plans shall be reviewed and approved by the Planning Director and City Engineer. Approved landscape improvements shall be installed prior to acceptance of public infrastructure of the applicable phase.

8. The final plat shall show a 20 foot tract for private Type A alleys as follows:

   - Alley 1, Alley 4, Alley 5, Alley 6, Alley 7, Alley 8, Alley 9, Alley 10, Alley 11, Alley 12, Alley 21a, Alley 22, Alley 23, Alley 24, Alley 25, Alley 26, Alley 27 and Alley 28.

9. The final plat shall show a 24 foot tract for private Type B alleys as follows:

   - Alley 2, Alley 3 Alley 15, Alley 16, Alley 19, Alley 20, and Alley 21.

10. The final plat shall show a 30-33 foot tract for a private Type A street as follows:

    - Alley 13

11. The final plat shall show a 41 foot tract for a private Type B street as follows:

    - Alley 14, Alley 17, and Alley 18.

12. The final plat shall show a 50 foot tract for a private street as follows:

    - Street E (south of Street 1) and Street F (south of Street 1).

13. The developer shall construct the public streets and private streets and alleys within the development, to the following improvement paving widths:

• Local Street	28 feet
• Private Street Type A	28 feet
• Private Street Type B	28 feet
• Alley Type A	16 feet
• Alley Type B	20 feet

14. Improvements shall substantially conform to the specific street sections as identified on Plan Sheet C700 of the Concept Development Plan application. All streets and alleys shall be improved to a public street section standard of either asphaltic concrete or Portland cement concrete.

15. The developer shall identify on the construction plans, items such as lane striping, signing plans, cross walk markings, speed sign locations, driveway locations, and stop sign locations based on MUTCD standards, vision clearances, and traffic volume.

16. Stop signs shall be required at points where a lower classification of street intersects with a higher classification of street, or as directed by the City Engineer.

17. The developer shall provide a street lighting plan with the construction plan submittal. Street lights for all public streets shall be PGE Option B acorn lights. All private streets and alleys shall have a private metered system per PGE standards with PGE Option B acorn lights.

18. The proposed names and directionals for the public and private streets and alleys within the subdivision shall be reviewed and approved by the Planning Director.

19. The final plats shall show the private streets and alleys as tracts to be owned and maintained by the Home Owners' Association. The Covenants, Conditions and Restrictions, or a separate document recorded with the final plats, shall provide for access and maintenance of the private streets.

20. The final plats shall provide for public and private utility, emergency vehicle access, private storm drainage, private access, and public pedestrian and bicycle easements on private street tracts, as applicable. All easements shall be reviewed and approved by the City Engineer and Planning Director prior to approval of the applicable final plat. Storm sewers located in the private streets and alleys shall be a private system owned and maintained by the Home Owners' Association. All private utilities shall be owned and maintained by the Home Owners' Association.

21. The final plat shall show public utility easements (PUEs) eight feet wide adjacent to all public rights-of-ways, within and adjacent to the plat unless the City Engineer and all utility companies that could locate infrastructure in the PUEs provide written approval of an alternate reduced width utility easement configuration.

22. The final plat shall show utility easements to the City of Hillsboro at any location in which water, sanitary sewer, or storm drainage lines are proposed for location outside public right-of-way. The minimum width for such easements shall be 15 feet for a single utility and 25 feet for two utilities placed within the same easement. Any utility easement to the City shall be reviewed and approved by the City Engineer, Water Department and Planning Director prior to approval of the final plats. In addition, prior to final plat approval or in conjunction with the recording of the plat, the applicant shall record off-site easements for all utilities to be constructed as part of the development within a portion of the development not yet platted. Submittal of final plats for each phase shall be accompanied by a utility plan for the area within the plat boundaries which clearly identifies the location of all utilities requiring easements. All easements shall be reviewed by the City Engineer and Planning Director.

23. Prior to approval of construction drawings, the applicant shall request Street Committee approval for parking prohibitions, the use of decorative sidewalks and crosswalks across some public right-of-ways, and bulb-outs on some public streets. If approved by Street Committee, parking prohibitions and/or improvements shall be identified on the applicable construction plans.

24. The utility plans, including line sizes for water lines, sanitary sewer lines, and storm drainage lines within the subdivision, shall be subject to review and approval by the City Engineering, Building, and the Water Departments prior to approval of construction plans for the development. Utilities shall be placed within easements, as approved by the City, when located outside public rights-of-way or when crossing property lines.

25. Prior to construction of private storm drain, sanitary sewer, or water lines, the applicant shall obtain plumbing permits from the City of Hillsboro Building Department.

26. Sanitary sewer lines shall be built to City of Hillsboro and Clean Water Services standards and utilized as part of the public system.

27. The developer shall construct a twelve inch water line connection in NW Cornelius Pass Road, from NW Quatama Road to the northern property line, to connect to the existing water line to allow for a looped system.

28. The developer shall install fire hydrants within the subdivision in conformance with the requirements of the Fire Marshal and City Engineer. The final utility plans shall show the placement of hydrants located within 300 feet of all exterior building walls as measured along an accessible route of travel. The right-of-way aligned with NW Dogwood Street, west of Street F and east of NW 225th Avenue shall include an integrated fire access and pedestrian improvement which shall be shown on the construction plans for the applicable phase. Prior to approval of construction plans, the plans shall be reviewed and approved by the City Fire Marshal and Planning Director and the access way improvements shall be installed prior to acceptance of the public infrastructure for the applicable phase.

29. Any lot adjacent to a City-installed water line and/or sanitary sewer line shall be subject to the City-installed rate at the time of building permit issuance.

30. All rain, storm, and other surface water runoff from roofs, exposed stairways, light wells, courts, courtyards, and exterior paved areas shall be disposed of in compliance with local ordinances and state rules and regulations which will not cause flooding to adjacent properties. The approved points of disposal include but are not limited to: a) storm sewer, b) street gutter through curb, and c) engineered storm sewerage system.

31. The developer shall provide three water quality facilities, designed and constructed per Clean Water Services and City of Hillsboro standards. The design shall include landscaping and a powder coated chain link fence. The landscaping and fencing plan shall be reviewed and approved by the City Engineer, the Planning Director and CWS prior to approval of construction plans. The water quality facilities shall be located in tracts owned by the City of Hillsboro. The water quality facilities shall be maintained by the City of Hillsboro and the landscaping adjacent to the fenced water quality facilities shall be maintained by the Home Owners' Association.

32. Prior to approval of construction plans, the developer shall submit water quality calculations for review and approval by the City Engineer.

33. Prior to approval of construction permits for the subdivision, the developer shall submit to the City Engineer for review and approval a storm drainage plan. The plan shall include but not be limited to, the following:

    a) Plans for roof drain connections from buildings on all lots to the storm drainage system;
    b) Plans conforming to Clean Water Services standards, as approved by the City Engineer; and
    c) Plans showing the capability of the receiving systems to accommodate drainage from the development.

34. Final construction drawings for the project shall include grading plans confirming that site grading within the subdivision will not impede or impound existing storm drainage from surrounding properties. If deemed necessary by the City Engineer, the grading plans and construction drawings shall include drainage tiles, private storm drainage lines or catch basins, or other alternative means to adequately convey the storm runoff away from adjacent properties to the new storm drainage lines in the development. Any drainage tiles, private storm drainage lines, catch basins, or other alternative improvements considered necessary by the City Engineer shall be included in the subdivision construction. The detailed grading plans shall also accurately depict the finished grades for the subject property. Site grading for lots adjacent to Rock Creek shall be minimized through the design and use of extended foundation walls and daylight basements for the detached single family dwelling units.

35. Prior to approval of the final plat for the applicable phase, the developer shall provide to the City financial guarantees for the provision of street trees internal to the applicable phase of the project. Street trees shall be a minimum of 2.5 inch caliper in size when measured four feet from the ground, and shall be planted within root barriers approved by the City Engineer. Street trees to be installed on public and private streets within and adjacent to the applicable phase. Street tree species shall be consistent with approved landscape plans. Prior to approval of the final plat for the applicable phase, the developer shall provide a final street tree plan which shall be reviewed and approved by the Planning Director.

36. The developer shall prepare Covenants, Conditions and Restrictions, or other applicable legal documents, which address the following issues:

    a. Formation of a Home Owners' Association (HOA);
    b. Maintenance agreements for all common structures on the site which ensure a unified level of design and maintenance throughout the attached single family portions of the project;
    c. Responsibilities for maintenance of landscaping around all sides of the attached single family dwellings.
    d. Responsibilities for the shared maintenance of the applicable open space tracts by both the detached and attached single family dwellings;
    e. Responsibilities for maintenance of private street, private alleys, and private utility lines, private parks, and all other common amenities;
    f. Ability of both the detached and attached single family residents to utilize common open space amenities throughout the site;

g. Requirement of the Home Owners' Association to maintain the street trees, landscaping and open space per City standards;

h. Authorization for the City to assess the Home Owners' Association for necessary maintenance of the landscaping within the public right-of-way, if not adequately maintained by the Home Owners' Association. This portion of the Covenants shall be written to prohibit subsequent revision without consent by the City;

i. Responsibility of the Homeowners' Association for the collection and distribution of funds for the maintenance and repair of such elements as, but not limited to common structures, landscaping, irrigation, fences, walls, entry signs, private parking areas, private sidewalks, and private utilities.

j. The Covenants, Conditions and Restrictions and/or other property encumbrances that are filed with the final plats for the subdivision shall include references to the street improvements on which parking is prohibited as identified by the Fire Marshal.

If the developer forms more than one Home Owners' Association for the subdivision, the Covenants, Conditions, and Restrictions for each Home Owners' Association shall include a provision to the effect that all Home Owners' Associations shall share the responsibility for and cost of maintaining all common space areas within the subdivision. The language of the Covenants, Conditions and Restrictions shall be submitted to the Planning Director and Building Official for review and approval prior to final plat approval.

37. Construction plans for public utilities and site grading within the development shall include a tree protection and removal plan to be followed during site construction. The purpose of the tree protection and removal plan will be to ensure the preservation of the maximum possible number of trees within and adjacent to the public rights-of-way and private property. The tree protection and removal plan shall identify all trees eight inches or larger in diameter four feet above the ground, as follows:

a) Trees which must be removed due to their location within the public/private street improvements or the alignments of the underground public or private utilities;

b) Trees which will be retained if possible, outside the underground utilities alignments but within the public right-of-way, private street improvements, or utilities easements. A fencing plan will be provided for these trees, and any proposed tree removal in these areas must be justified on the basis that construction will render the trees unsafe.

c) Trees that will be retained outside the public right-of- way, private street improvement, or public utilities easements, within the individual lots or the common open space tracts. A fencing plan shall be provided for these trees if the driplines extend into the utility alignments. No trees within these areas shall be considered for removal unless the tree is directly adjacent to the utility construction and construction will render the trees unsafe.

The tree protection and removal plan shall be prepared with the assistance of a certified arborist, and shall be reviewed and approved by the Planning Director prior to the issuance of grading or construction permits. No development grading or construction shall occur until a tree protection and removal plan has been approved by the City.

38. Following construction of the project, trees proposed to be retained on the individual lots are to be removed with City of Hillsboro approval only in the event where the tree(s) pose a threat of immediate danger to adjoining properties or where a certified arborist has determined that tree(s) are dead or severely damaged to the extent that the tree(s) require removal to minimize the threat of danger to adjoining homes and properties and/or to ensure the continued health of the remaining trees. Covenants, Conditions and Restrictions, conservation easements, and/or other property encumbrances recorded with the final plat shall specify such restrictions and shall be written to prohibit subsequent revision without consent by the City.

39. Spoil dirt from construction of public or private infrastructure improvements shall not be permanently disposed of within the driplines of the trees remaining within the plat's boundary. With the assistance of a certified arborist, the developer shall prepare and submit a spoils disposal plan for public infrastructure improvements. Said plan shall be approved by the Planning Director and City Engineer prior to issuance of grading or construction permits.

40. Dust suppression measures, as approved by the City Engineer, shall be provided during the course of construction within the development.

41. Erosion control measures in compliance with the City standards shall be provided during the course of construction within the development.

42. The developer shall coordinate the location of mailboxes with the City Engineer and the Hillsboro Post Office.

43. Crime Prevention Through Environmental Design (CPTED) concepts shall be incorporated throughout the development, addressing lighting, signage, entryways, and landscaping.

44. The submittal by the applicant for final plat review and approval shall include but not be limited to the following; a narrative identifying how the required conditions of approval have or will be met; the final plat; the final plat review fee; and any other materials required to display compliance with the conditions of approval. These items and the financial guarantees required in Condition No. 2 shall be provided prior to transmittal of a "plat release letter" to Washington County.

45. The developer shall construct a minimum 10-foot wide asphalt pathway along the riparian corridor of Rock Creek within Tract P. Prior to approval of construction plans the applicant shall submit a detailed plan showing the precise location of the path and plans for the removal of any trees. Said plan shall be approved by the City Engineer, Planning Director, and Parks Department prior to approval of construction drawings. Construction of the pathway shall be completed as part of infrastructure improvements for the appropriate construction phase. The trailhead design shall be approved by the City Planning Director and the City Parks Department.

46. Prior to any activity within sensitive areas, the applicant shall gain authorization for the project from the Oregon Division of State Lands (DSL) and US Army Corps of Engineers (USACE). The applicant shall provide the City Engineer with copies of all DSL and USACE project authorization permits.

47. Mitigation for encroachment into the Significant Natural Resource Overlay (SNRO) District shall be identified on a mitigation plan that shall be included with the engineering construction plans. The mitigation plan shall include a landscape plan with a planting schedule illustrating the mitigation proposed on the site. It shall be reviewed and approved by the Planning Director prior to the issuance of any engineering/construction permits. Either a performance bond shall be provided for the mitigation plantings prior to acceptance of the public infrastructure for the applicable phase or the mitigation plantings shall be installed prior to acceptance of the public infrastructure for the applicable phase. Should the performance bond be provided for the mitigation plantings of the applicable phase, it shall be released once the final certificates of occupancy for the attached single family dwelling units are issued, the final inspections for the detached single family dwelling units are completed, and final approval confirming compliance has been obtained from the Planning Director. Watering for the mitigation plantings specified in the mitigation plan shall be provided at a rate of at least 1" per week during the first two summer seasons (June 15 - October 15) to insure plant survival.

48. Prior to final plat approval, the applicant shall provide documentation regarding the distribution of responsibility for maintenance and preservation of the resources within the site's Significant Natural Resource Overlay. This shall be in the form of conveyance of tracts to the City, Covenants, Conditions and Restrictions, conservation easements, or other legal instrument subject to approval by the Planning Director, and which shall be recorded along with the final plat.

49. Development and construction on the site shall comply with the Hillsboro Zoning Ordinance No. 1945, Section 131A (9) and (14)c.

50. A detailed grading/soil erosion control plan shall be submitted to and approved by the City Engineer and Parks and Recreation Director prior to conducting any topographic alterations. All on-site grading and earthwork shall be substantially consistent with the plans approved by the Planning Commission. Prior to issuance of grading permits, the applicant shall include a narrative identifying how the required conditions of approval applicable to this condition have been met. The applicant shall submit copies of all approved permits from Clean Water Services, Division of State Lands, and U.S. Army Corps of Engineers as part of the grading/erosion control permit application.

51. All topographic alterations on the site shall conform substantially to the plans approved by the Planning Commission, and specifically to the final engineering plans approved by the City Engineer, Division of State Lands, U.S. Army Corps of Engineers and the Clean Water Services, as applicable. The applicant shall comply with all applicable conditions of approval of the Clean Water Services Service Provider Letter and this Significant Natural Resource Permit approval prior to acceptance of the public infrastructure for the applicable phase.

52. Approval of the special use permit for topographic alterations, including grading and construction of a water quality swale within the 100-year floodplain, shall be subject to the following:

a. Compliance with the Clean Water Services Service Provider Letter, dated January 29, 2003; and

b. Receipt of all necessary permits from the Division of State Lands and U.S. Army Corps of Engineers, and compliance with all conditions attached to such permits.

53. The applicant shall conduct a Phase I Environmental Site Assessment (ESA) on the subject site. The reports from the Assessments shall be submitted to the City Engineer and Planning Director prior to issuance of grading permits, or construction permits (whichever comes first). Remedial Actions to remove contaminated materials shall be accomplished prior to and/or during construction on the site in accordance with Department of Environmental Quality (DEQ) standards.

54. A geotechnical report, for the applicable phase, shall be submitted to the Engineering Department in conjunction with the submittal of the engineering construction plans for the proposed topographic alterations. The geotechnical report shall address slope stability, compaction of cut and fill areas and the interface of the subject site's topography to adjacent properties. In addition, prior to submittal of any building permit applications, the developer shall provide to the Building Official a geotechnical investigation report including slope stability studies, on-site site grading, cutting and filling, structural foundation requirements, surface and subsurface drainage recommendations, erosion vulnerability, and building or grading limitations, including top of slope offsets and areas restricted for site grading. Construction of streets, utilities, and structures on the site shall comply with any recommendations of the geotechnical investigation report. Building permit applications for on-site structures shall include a final geotechnical report identifying any portions of the site requiring further evaluation by a geotechnical or structural engineer.

55. Prior to final plat approval for the applicable phase, the developer shall provide final landscaping and improvement plans for the applicable open space tracts. The landscape plans shall be subject to approval by the Planning Director and improvements made to the tracts prior to acceptance of public infrastructure improvements by the City Engineer.

56. Enhanced landscaping shall be provided along the frontage of NW 225th Street, as shown in the Applicant's exhibits. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and front yard landscape plans for this frontage. The landscape plans shall be reviewed and approved by the Planning Director and City Engineer, and the developer shall provide a bond for the frontage landscaping improvements prior to approval of the applicable final plat. The landscaping shall be installed prior to final inspections for the applicable detached single family dwelling units and the bond shall be released once all the detached single family dwelling units along NW 225th Avenue have been constructed and final review and approval of the frontage landscaping by the Planning Director has been obtained.

57. Prior to final plat approval of the applicable phase, the developer shall provide final landscape plans for the front and street side yards of the attached single family dwelling units and a typical front and street yard landscape plan for the detached single family dwelling units. The landscape plans shall be substantially similar to the approved Detailed Development Plan landscaped plans and shall be reviewed and approved by the Planning Director prior to final plat approval of the applicable phase. Front and street side yard landscaping for the detached single family dwelling units shall be

installed prior approval of the final inspections for the applicable dwelling unit. The common landscape areas around the attached single family dwelling units shall be installed prior to issuance of occupancy permits and shall be maintained by the Home Owners' Association.

58. Prior to final plat approval of the applicable phase, the Planning Director shall assure that all lots adjacent to NW 225th Avenue are at least 7,500 square feet in area.

59. The open space areas shall be shown on the final plat as tracts, which shall be owned and maintained by the Home Owners' Association or, as approved by the City of Hillsboro Parks Commission, shall be deeded to the City of Hillsboro. Should the City of Hillsboro acquire the Neighborhood Park, that area shall be either conveyed to the City on the final plat of the applicable phase or by separate legal instrument. Otherwise that area shall be owned by the applicant, its successors or assigns.

60. Setbacks within the subdivision shall comply with the standards of the SCR-V Station Community Residential – Village zone. The maximum front yard setback of 19 feet for detached single family dwelling units may be increased to 25 on some lots due to the organic geometry of the site which resulted in curvilinear frontages for some lots. The minimum parking setback of 19 feet may be reduced to 17 feet for some lots due to the organic geometry of the site, and to minimize SRNO impacts. Determination of the application of the alternative standards shall be made by the Planning Director prior to issuance of the applicable building permit.

61. All homes on corner lots will be sold with mandatory upgrade packages, which will include additional windows, pop-out bays and other elements to enhance the side yard street frontage. No blank walls or blank gable ends will be allowed.

62. Adjacent single family detached homes shall not receive the same front elevation or color selection.

63. On front-loaded homes where possible, adjacent driveways shall be paired with a planting strip between, except where street grades exceed four percent.

64. Prior to final plat approval and within 60 days following the expiration of all appeals, applicant, Hillsboro Elks Lodge Number 1862, shall fund, file, and pursue in good faith an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director, including written acknowledgement of receipt of the application by the appropriate agency. This application shall not be withdrawn prior to completion of Orenco Woods. Should the Elks wish to dispose of the McDonald House and the associated tract on which it is located, the City of Hillsboro shall have the right of first refusal for 120 days to acquire the property. Additionally, should the City acquire the McDonald House and its associated tract the Home Owners Assocation shall grant the City of Hillsboro the ability to purchase Tract HH. Provisions for this mechanism shall be incorporated into the CC&Rs for the applicable phase and shall not be modified without consent of the City of Hillsboro.

65. No later than 180 days before construction activity on phase 4, including the installation of infrastructure, the applicants shall give notice to the Planning Director, Parks and

Recreation Director, and the Orenco Neighborhood Organization Chair at an address to be provided by the Planning Director.

66. Building permit submittals shall provide for the first floor of all front-loaded single family detached units and at least one-half of all alley-loaded single family detached units shall provide for at least a 36-inch wide door to the bath and toilet facilities on that floor.

67. Prior to approval of engineering construction plans, the developer shall coordinate with the Hillsboro School District, the Planning Director and the City Engineer to provide a final design of a school drop off point within the subdivision near to the Orenco School. Such plan shall include a connecting path to NW 225th Avenue and the Orenco School and shall include parking restrictions. The objectives of such a plan shall include safety for the children using the path, visibility of those children by their parents making the drop off, and discouraging trips to the school outside the subject site. The Planning Director and City Engineer shall approve the final design of the drop off plan after finding that these objectives have been met. If adjustments to the lotting pattern are necessary to implement the drop off design, the revised lotting pattern shall be included in the school drop off plan and shall be reviewed and approved by the Planning Director. No lot adjacent to NW 225th Avenue shall be reduced below 7,500 square feet.

68. Prior to final plat approval, the developer shall work with the City Planning and Parks and Recreation Departments staff, and the staff of Clean Water Services to determine whether additional trail connections connecting the residential pods could be constructed without modification to the Clean Water Services Service Provider letter or Significant Natural Resources permit. If the developer is unable to provide the additional trail connections, the developer shall provide the City of Hillsboro Planning Director with documentation showing the applicant made a good faith effort to work with all involved parties. If the Planning Director accepts the applicant's documentation then the Planning Director may release the applicant from the requirements stated within this condition. If paths are able to be constructed, the path improvement shall be constructed prior to acceptance of the public infrastructure for the applicable phase. The Planning Director shall review and approve the proposed trail locations.

69. Construction plans submitted to the Engineering Department shall show the location of any existing wells and septic tank drainfields. Plans shall indicate the method and schedule for abandonment. Disposition of the wells and septic system shall be subject to review and approval by the City Engineer. Compliance with the approved plan shall be accomplished prior to completion of subdivision infrastructure improvements.

70. Fences within and adjacent to the subdivision shall be constructed in accordance with the City of Hillsboro Zoning Ordinance standards. Prior to final plat approval for the applicable phase, a master fencing plan, including any fencing on individual lots and decorative fencing adjacent to NW Cornelius Pass Road and NW Quatama Road, shall be provided to the Planning Department for review and approval. Such plan for fencing on individual lots shall be followed during and after home construction. Prior to acceptance of public infrastructure, the applicant shall construct a heavy double-sided channel groove style wood fence, with masonry columns and rail, maximum of six feet in height, adjacent to NW Cornelius Pass Road and NW Quatama Road, in order to provide visual and sound buffering from the adjacent vehicular traffic prior to occupancy of said residential units. The fence shall be constructed of quality materials such as 4x6 pressure treated posts, a 2x8 top cap with saw curf to prevent warping, 2x6 rails for horizontal stability and siding with a minimum ¾ inch actual thickness. The masonry

columns shall be faced with cultured stone and the fence shall be treated with a protective stain.

71. Prior to approval of a final plat which includes attached dwelling unit lots, the applicant shall submit a maintenance agreement for the attached dwelling units. The maintenance agreement shall be reviewed and approved by the Building Department and shall be recorded in conjunction with the applicable phase's final plat.

72. Prior to approval of the final plat for the applicable phase, the acquisition of the property for the Sequoia Park shall be finalized.

ATTACHMENT B

FINDINGS AND CONCLUSIONS IN SUPPORT OF APPROVAL, WITH CONDITIONS, OF FILE NOS. CDP 1-06; DDP 2-06; SUB 1-06; SNRP 1-06; FA 1-06

These findings and conclusions support the recommendation of the Planning Commission to the Hillsboro City Council that the applications of Venture Properties and the Hillsboro Elks should be approved, with the conditions set forth in the resolution to which these findings provide a supporting documentation. The applications before the Commission include:

1. A subdivision for 252 residential lots (SUB 1-06);
2. A Concept Development Plan (CDP 1-06);
3. A Detailed Development Plan (DDP 2-06);
4. A Significant Natural Resources Permit (SNRP 1-06); and
5. A Floodplain Alteration (FA 1-06).

The subject site is designated Medium and Low Density Residential, Open Space, and Floodplain on the Hillsboro Comprehensive Plan ("HCP") as the result of the adoption of the plan amendment enacted by Hillsboro Ordinance 5571. See File No. HCP 4-04. The plan amendment was not appealed to the Oregon Land Use Board of Appeals. The subject site was rezoned to Station Community Residential – Village ("SCR-V") in File No. ZC 18-05, which was adopted by the Planning and Zoning Hearings Board and, not being appealed, became final when adopted by the Hillsboro City Council on April 18, 2006 through Hillsboro Ordinance 5633. Both of these decisions form applicable criteria for these proceedings.

Additional criteria relevant to this proposal include applicable provisions of the HCP.[1] With respect to the individual applications, the Concept Development Plan ("CDP") is governed

[1] Under ORS 197.195(1), the City's comprehensive plan does not apply to "limited land use decisions," which include subdivision and design review applications.

by Hillsboro Zoning Ordinance ("HZO") 136-142. The applications were deemed complete on February 23, 2006. Hearings before the Planning Commission were held on March 22, 2006, April 12, 2006 and May 10, 2006. At the close of the oral hearing, the Planning Commission gave all parties until the close of business on April 19, 2006 to submit any additional testimony and evidence in these matters, and further gave all parties until the close of business on April 26, 2006 to submit any additional testimony and evidence in rebuttal to the submissions on April 19, 2006. The applicants were then given until the close of business on May 3, 2006 to submit final written argument in this matter. The applicants indicated to the Commission at the April 12, 2006 hearing that they would submit, as part of that final written argument, draft findings and conclusions, and suggest certain conditions of approval to the Commission for its consideration.

The Commission has the record of these proceedings before it, including the staff report for the hearing on March 22, 2006, and the supplemental staff reports for the April 12, 2006 hearing, in addition to the supplemental staff reports regarding the post hearing submission of testimony and other evidence and final written argument. These materials are hereby incorporated by reference in their entirety including any attachments or exhibits. To the extent there are any conflicts between the incorporated documents and these findings, these findings shall control. The Planning Commission and its members have based these decisions solely on the evidence contained in the public record and have not had an ex parte contacts with any party or party representative on any matter at issue in these cases.

I. The Concept Development Plan

At the outset, the Commission considers whether the proposed development constitutes a "village" under the Station Community Residential Planning Area ("SCPA") provisions of the HZO and concludes that it does. "Residential Village" is defined in Section 136(III)yy:

Residential Village. As used in conjunction with the Station Community Residential Village District of this ordinance, a residential village is a self-contained community where residents can live, work and recreate on a day-to-day basis without an over-reliance on the larger community or region, as opposed to being a euphemism for a quaint or intentionally picturesque housing project. A residential village project includes all of the following: a range of housing types to fully integrate the community without a feeling of exclusivity; a variety of commercial and public services, parks and natural areas, employment opportunities, and other amenities found in a small community; an integrated pedestrian-sensitive, multi-modal street and alley system to make it easy to walk and travel to, from and throughout the community; and an organized site plan that facilitates neighborhood self-sufficiency and a sense of community.

The applicants have proposed a diverse, integrated community where residents live, may work in home occupations or the Historic McDonald House, and enjoy the parks and open space facilities provided as part of this proposal. The site is connected with the Orenco neighborhood area through connections to the nearby Orenco School[2] and the regional trail system.[3] Nevertheless, the residents may use the parks and open space system for their recreation without leaving the development. The range of housing types are allowed in this zone under Table II of HZO section 136[4] and includes townhouses to single family houses and has been designed by the applicants to integrate with the existing Orenco neighborhood, in addition to its other neighbors. Being a part of the Orenco neighborhood, additional commercial services or employment centers other than those provided are not deemed necessary by the Commission, which also notes the

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[2] The Commission has voiced concern as to the connection to the Orenco School from the proposed development. The applicants have submitted alternative design proposals to meet those concerns, including parking restrictions. All agree that the school drop-off point should be safe, visible for parents to watch their children cross NW 225th to get to the school, and discourage trips out of the subdivision. Condition of Approval No. 80 provides direction to meet these concerns. There was also an issue as to whether the school facilities were sufficient. The Commission believes the school provider letter and concludes that there are sufficient facilities for this use, noting that the Hillsboro School District only provides statistical information and does not make a conclusion in reporting on availability of school facilities.

[3] The Commission requested the applicants to work with City and Clean Water Services staff to investigate the feasibility of adding to the trail system in the Open Space area. The applicants agreed to do so, and that agreement is reflected in condition of approval no. 81 to these development permits.

[4] No restricted or specially regulated use under HZO section 136(VI) is proposed in these proceedings.

pedestrian-oriented design of the streets and alleys to enable residents and others to walk and travel to, from, and throughout the community.[5] The parks, as well as the transportation systems constitute, in the view of the Commission, an "organized site plan that facilitates neighborhood self-sufficiency and a sense of community."

Moreover, the Commission notes the supplemental staff report and relating to this issue prepared by Deborah Raber, AICP, the project manager for various SCPA code changes, for the Commission's April 12, 2006 proceedings. The legislative history of the 2005 amendments to the SCR-V zone shows that commercial uses were an optional, rather than a mandatory, part of the zone. The Commission agrees and so construes the requirements of the zone.

The Commission notes that the specific proposal now before it has appeared in similar form before it, the Planning and Zoning Hearings Board, and the City Council and that its professional planning staff proposed the use of the SCR-V zone for this proposed development as meeting these standards and concludes that this proposal does, in fact meet those standards.

HZO 136(VII)(A) – Development Review Provisions Applicable to all Development within Station Community Planning Areas

HZO 136(VII) applies to all development in SCPA zones. Paragraph A of this subsection provides that HZO 133 applies to all development except detached single family or duplex houses on single lots and that the subdivision regulations continue to apply. The application of that section is treated below. The applicants have requested approval under both these HZO

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[5] These two systems also assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. As indicated in these findings, the Commission does not construe the provisions of the SCR-V District to require additional commercial facilities in every case and finds that the proximity of this site to existing commercial facilities, in addition to the actual and potential commercial uses of the site, are sufficient to meet the requirements of SCPA developments.

sections, as well as City subdivision regulations and have paid the applicable fees. The applications on file, including supplemental information, contain the information required by City regulations to provide the basis for the commitments to be required by the City for pedestrian and bicycle connections to other portions of the proposed development and public transportation facilities. In particular, the applicants have designated those areas proposed to be dedicated to public ownership and those to be retained by property owner associations, among other things, for the ownership and maintenance of common open space, private streets or alleys which are of a public nature and are not dedicated to and accepted by the City. The Homeowner Association provisions of this section are feasible and can be met at the time of final subdivision plat approval. The Commission concludes that HZO 136(VII)A is met.

HZO 136(VII)(B) SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District

The development criteria of HZO 136(VII)(B)(2) apply to SCR-V developments, including this proposal. These provisions require the filing of a CDP and DDP, both of which are before the Commission. The Commission finds and concludes that the applicants have filed applications consistent with these provisions.

HZO 136(VII)(B)(3), (4) and (5) deal with the CDP review procedures and required submittal information. The Commission finds and concludes that the applicants are authorized to seek approval of the CDP and DDP requests and that the existing conditions and development information submittal requirements of these subsections have been met.

The Commission notes that HZO 136(VII)(B)(6) provides for the approval criteria for CDPs and finds as follows:

a. That notice of these CDP proceedings has been given in accordance with HZO 116, as demonstrated in the record of these proceedings.

b. That the proposal meets the standards for CDP approval, as follows:

1. It meets the purposes of Development Review in the SCR-V District, which are set out in HZO 136(VII)(B)(1) as follows:

> "It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA district so that larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:"

The Commission finds that this language is aimed at City procedures, which are in place and the subject site exceeds thirty (30) acres in size.

> "a. Promote flexibility in design and permit diversification in location of structures and infrastructure improvements consistent with the intent of the applicable SCPA district;"

The Commission finds that the design and location of structures and infrastructure improvements are consistent with the intent of the SCR-V District, which states:

> "The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities."

The design in this case emphasizes the use of pedestrian and bike paths, provides sufficient roads and parking[6] to be auto-accommodating, contains a range of residential housing types, and provides the limited potential for further residential, commercial, and employment opportunities. As indicated above, commercial uses in the SCR-V zone are optional. This standard is met.[7]

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[6] The Commission notes that the applicants have provided for at least two off-street parking spaces per unit, and that most units have four spaces, all in addition to that provided on-street, and concludes that there is sufficient availability of parking for the proposed uses.

[7] The Commission notes that there was considerable discussion over the design of the proposed development at the southeast corner. The applicant contended that it was necessary to make a design that provided different housing types, a park, and met the density expected for the site. During the proceedings, the proposed park was redesigned to allow for an enlarged park facility, availability for use by children, and providing pedestrian connectivity to allow that park to be accessed over a short distance from the pod of houses in the area. The Commission accepts this revised design and layout.

"b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;"

By arranging the uses on the site to maximize available buildable land, increase open space, undergrounding utilities, and providing sufficient transportation connectivity, the Commission finds this standard is met.

"c. Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;"

The Commission finds that the applicants have preserved 47% of the site in open space or park areas, limited the residential use of the site within the density range imposed by the applicable zoning, and minimized site grading so as to utilize site features in a harmonious manner. This standard is met.

"d. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;"

The Commission finds that the applicants have provided for the conveyance of a usable public park, as requested by the City Parks Commission and its staff, and the conveyance of open space resources found on the site for public use if these permits be approved. The Commission further finds that the applicants have also arranged the allowable density on the site in a manner to allow for this dedication and preservation of land and that this standard is met.

"e. Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;"

With the conditions of approval assuring a clear path for final plan and plat approval and the conveyance of land set aside for park and open space use which conveyance shall occur on approval of these applications, the Commission finds that this standard is met.

"f. Provide greater compatibility with surrounding land uses than what may occur with a conventional project; and"

There was another concern raised during the proceedings regarding accessibility to bathrooms and bedrooms on the first floor. The applicants indicated their amenability to a condition to require all single family front-loaded homes and half of the alley-loaded homes to be required to provide this accessibility, which will consist of 3-foot wide doors to bathrooms.

With the conditions of approval arranging the public and private uses on this site, the proposed use will be compatible with surrounding uses, particularly the Old Orenco neighborhood, where lot sizes have been increased in abutting project areas, public streets and paths to provide access to the Historic McDonald House,[8] and general connectivity with that neighborhood. Additionally, the residential character of the proposal does not detract from the residential character of the surrounding residential uses. The Commission finds that this standard is met.

> "g. In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial development and other opportunities for employment in a manner that achieves the intent and purpose of the District."

As indicated above, there are a range of housing types proposed and the City does not require commercial or employment development in the SCR-V zone. Given the proximity of existing commercial and employment development in the area, the Commission does not find it necessary to place additional uses of this nature as part of this proposal. This standard is met.

2. "The phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and"

The applicants have represented that this standard will be met. As there is no request for a deviation from this standard, the ordinance provision applies and is an implicit condition of approval. This standard is met.

3. "That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138."

The applicants have demonstrated compliance with this criterion in its application materials and the Commission finds that this standard is met.

c. The Planning Commission may authorize and impose some or all of an applicant's proposed alternative development or design elements pursuant to the provisions of subsection VII.B.2.e. of this section.

No such elements were adopted by the Commission.

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[8] The Commission discussed the possibility of a pedestrian path connecting the Old Orenco Neighborhood and Orenco School with the Historic McDonald House. The applicants stated they were amenable to a condition to make such a connection across the subject site and the Commission has imposed a condition to do so.

d. The Planning Commission may impose such conditions as it deems necessary to ensure compliance with these elements and other applicable standards in Sections 137 through 142.[9]

The Commission has imposed conditions to assure compliance with HZO Sections 137 through 142. This standard is met.

e. If an applicant represents to the Planning Commission, either verbally, in writing as part of a submittal, the applicant's intention to impose restrictions beyond the minimum requirements of the applicable development code(s), including but not limited to Zoning Code Sections 136-142, or represents that certain actions or conditions, through the use of private Deed Covenants, Conditions and Restrictions ("CC&Rs") or otherwise, will occur, the Planning Commission may include such representations and/or CC&R provisions in its Concept Development Plan Approval Order.

The Commission has imposed additional conditions represented, or consented to, by the applicant. This standard is met.

f. Concept Development Plan approval shall constitute approval in principle for the proposed phased development; provided, however, that Concept Development Plan approval shall be binding as to the following particulars:

(1) Minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole;

(2) Approximate location and type of permitted uses, and

(3) Consistency with the purposes identified in this section.

The applicants and the Commission understand this provision to be applicable to this case. This standard is met.

g. Concept Development Plan approval shall give the applicant the right to proceed with the filing of applications for Detailed Development Plan approval in a manner consistent with the approved Concept Development Plan, subject to compliance with the provisions of this subsection, all applicable requirements in Sections 136 through 142 of this Ordinance, all other applicable City ordinances and regulations, and such conditions of approval as the Planning Commission has attached to the Concept Development Plan approval. An application for Detailed Development Plan approval of the first phase of the Concept Development Plan

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[9] The Commission notes that, contrary to the transportation standards found in HZO 137(XVI)(C)(1)(c), which have been met, some have suggested a standard that the traffic along NW Cornelius Pass and NW Quatama Roads be "no worse" than before the project. The Planning Commission did use that term in the Plan Amendment proceedings; however, the Council did not use the term in imposing the Development Directions for subsequent proceedings, nor did the Planning and Zoning Hearings Board impose a condition of this nature on the rezoning of the site. The Commission chooses to adhere to the standards set forth in the HZO and the conditions imposed on the rezoning and refuses to import a standard not found in the applicable criteria.

shall be filed not more than eighteen (18) months following the date of a final decision approving the Concept Development Plan.

The applicants have filed a Detailed Development Plan application concurrent with the Concept Development Plan and understand that this CDP approval imposes compliance standards as imposed by this paragraph. This standard is met.

h. If a Concept Development Plan was approved by the Planning Commission between August 6, 1996 and City Council approval of amendments to Sections 136-142 on April 15, 1997, at the option of the applicant, the provisions relating to the process and requirements for submittals for Concept, Detailed and Final Development Plans, and the binding requirements of subsection (f), above, in effect at the time of the application, shall remain applicable to that application.

This standard is not applicable.

II. The Detailed Development Plan

In addition to the standards for CDP approval, DDP approval requires approval under the standards and procedures of HZO 136(VII)(B)(7) through (9). The Commission finds that the applicants have submitted the information required under paragraphs 8 (Existing Conditions) and 9 (Development Information) and turns to the Review Standards for DDPs under paragraph 7 as follows:

a. The Planning Director has reviewed the DDP application under HZO 133 and the applicable fees have been paid. This standard is met.

b. The Planning Director has submitted the application to the Planning Commission for public hearing. This standard is met.

c. The applicants have filed a concurrent application for subdivision approval, which is a part of these proceedings. This standard is met.

d. The following findings can be made:

"1) The Detailed Development Plan complies with all applicable requirements of Sections 136 through 142 of this Ordinance and other applicable provisions, including the provisions of applicable overlay zones; and"

Findings related to compliance with HZO 136 appear in this first portion of the overall findings related to CDP and DDP approval and are supported by the justification found at pp. 13 to 23 of the applicants' DDP narrative. Compliance with HZO 137 and 138 are shown at pp. 23 to 61 of the applicants' CDP narrative. Sections 139 to 142 do not apply, as indicated at p. 61 of the applicants' CDP narrative. The Commission concurs with the applicants' submission on such compliance.

"2) If a Concept Development Plan has been approved, the Detailed Development Plan conforms with the Concept Development Plan, including conditions of approval attached thereto."

The DDP has been approved simultaneously with the CDP and does not deviate from it. This standard is met.

e. The DDP conforms to the CDP. This standard is met.

f. This section applies to appeals from a Director's decision which denies or conditions the DDP approval and is not applicable.

In addition, paragraphs 11-14 relate to later processes and proceedings in connection with CDP/DDP approval, which are not applicable at this time.

The remaining criterion is that of compliance with HZO 133, adopted by reference in paragraph 10. The Commission finds as follows:

Part I is a purpose statement, rather than an applicable criterion. Part II requires preapplication review, which has occurred. Part III sets out the applicability of the section and specifically includes SCPA development. Therefore the section is applicable, as shown at p. 13 of the applicants' CDP justification. Part IV requires submission of plans, which has been done, as shown at pp. 13-18 of the applicants' DDP justification. Part V requires conformity with certain standards. Compliance with these standards is shown at pp. 18-27 of the applicants' DDP justification. Part VI relates to special development standards at or near major transit stops and is not applicable to this request, as shown at p. 27 of the applicants' DDP justification. Part VIII relates to special standards for pedestrian/bicycle accessways and is met, as shown at pp. 27-31

of the applicants' DDP justification. The remaining provisions (Parts IX and X) relate to the review process and conflicts with other sections and are not substantive approval standards. The Commission concludes that Section 133 is met.

The Commission concludes that, with the approval conditions, the DDP criteria are met.

III. HILLSBORO SUBDIVISION ORDINANCE (ORD. 2808)

Ordinance 2808 sets the land division standards for approval which are applicable in this case. As applicable,[10] the Commission makes the following findings:

A. Section 4 Standards for Approval Among the standards for zoning approval, applicants must show that the request "complies with the zoning ordinance and other applicable land use regulations." As shown at the applicants' submittal p. 13 of the DDP application, this application was predicated on the SCR-V Zoning District imposed on the subject site by the City in File No. ZC 18-05, as well as the conditions of that rezoning approval. The submittal referred to above, as well as the findings relating to the CDP and DDP demonstrate compliance with the City's zoning ordinance. Similarly, compliance with the remaining portions of this section is demonstrated at pp. 11 to 15 of the applicants' subdivision submittal. The Commission finds this standard is met.

B. Section 5 Street and Pedestrian/Bicycle Design Standards Among other things, this section "encourages" through street connections between neighborhoods. The City Council made a policy decision to limit immediate connections with the adjacent Orenco neighborhood at the request of representatives of that neighborhood and the Commission respects that decision. With respect to the remaining requirements of this section,

[10] ORS 197.195 provides that, unless a comprehensive plan standard is specifically made applicable by a land division ordinance, that comprehensive plan is not a standard for land division review. The Commission thus does not consider the HCP in the subdivision portion of these proceedings.

compliance is demonstrated at pp. 15 to 18 of the applicants' subdivision submittal. The Commission finds this standard is met.

C. Section 6 Pedestrian/Bicycle Accessways The applicants demonstrated compliance with this section at pp. 18 to 19 of its subdivision submittal. The Commission finds this standard is met.

The Commission concludes that the subdivision standards have been met.

IV. THE SIGNIFICANT NATURAL RESOURCE PERMIT

Because 16.4 of this 55.05 acre site lies within a Significant Natural Resources Overlay ("SNRO") area, as demonstrated in Exhibits A and D to the application for a Significant Natural Resources Permit ("SNRP Application"), a permit under HZO 131A is required. In this case, the applicants have requested a Type 2 permit under HZO 131A(5) to accommodate stream crossings by roads and utilities. At pp. 6-11 of their SNRP Application, the applicants have shown compliance with HZO 131A(8), (9), (11), and (14). At the request of the Commission, the applicants have provided for additional trail opportunities through a condition of approval to which the applicants have consented. The Commission finds that the applicants have met these criteria and concludes that the permit may issue.

V. THE FLOODPLAIN ALTERATION PERMIT

Similarly to the SNRP, the City's Floodplain regulations, found at HZO 131, prohibit erection of structures or alteration or filling of land without a Floodplain Alteration Permit ("FAP"). The applicants seek to place two creek crossing structures within the floodplain of Rock Creek, a bridge and a culvert, and alteration of a portion of that floodplain through grading is also proposed. Compliance with the applicable subsections of HZO 131, i.e., subsections (5) and (6), is demonstrated at pp. 11-15 of the applicants' FAP application. The

applicants have also submitted the Base Flood Elevation of 148 through a registered professional engineer, who has certified that no lot or dwelling unit will be located in the floodplain. The Commission concurs with the applicants and finds these subsections are met.

In addition, the standards of HZO 83, relating to conditional uses are applicable and addressed by the applicants at pp. 15-16 of their FAP submittal. The Commission finds that these standards are met for the reasons set forth in the submittal. Similarly, the Commission finds that the applicable City Comprehensive Plan Standards, which are set out at pp. 16-20 of the applicants' FAP submittal, are met for the reasons set forth in that portion of that submittal.

The Commission concludes that the FAP permit shall issue, subject to the conditions adopted concurrently with these findings.

VI. COMPLIANCE WITH REZONING CONDITIONS

The Council's Development Directions were imposed, with certain changes, as rezoning conditions through the actions of the Planning and Zoning Hearings Board. Those conditions included the following:

1) The applicant shall apply for and receive Concept Development Plan (CDP)/Detailed Development Plan (DDP) approval as a part of the development and site review for the subject property.

Response: The Commission finds this condition is met through these proceedings.

2) Within the Concept Development Plan / Detailed Development Plan applications, the developer shall provide the following:

a) Information on how the Historic McDonald House has been provided protection as a cultural resource under the HZO Section 132;

Response: The Commission takes official notice that the Historic McDonald House is presently on the City's inventory of historic properties and is protected from change or demolition without City approval under Statewide Planning Goal 5 and the City's acknowledged comprehensive plan. *See Demlow v. Hillsboro*, 39 OR LUBA 307 (2001).

b) Information verifying that funding has been dedicated to an application to place the McDonald House on the National Register of Historic Places and the status of the application. The developer and the owner of the property shall follow the advice and conditions provided by the State Historic Preservation Office and shall make a good-faith effort in filing such the application(s);

Response: The applicants have verified that such funding has been designated by the Elks and is available for a listing on the National Register of Historic Places. The application has not been filed; however, the Commission understands that the applicants are amenable to a condition of approval that applicant Hillsboro Elks, which will retain control of the House of Ruth, will nominate the Malcolm McDonald House to the National Register of Historic Places within 60 days of the expiration of all appeals in this case and prior to the filing of the final subdivision plat. Such a condition of approval will be imposed as part of these approvals. In this connection, the applicants have indicated that they will follow the advice of the State Historic Preservation Office in making such application. A condition of approval shall be imposed to assure that this rezoning condition is carried out as part of these development permits.

c) A landscape and improvement plan for an open space / landscaped area around the McDonald House which will provide context to the House; and

Response: The applicants have submitted such a plan and have provided the testimony of Rob Mawson, a professional historical consultant, that the landscape and improvement plan provides the historic context for the Historic McDonald House. The applicants have provided a one half acre parcel in addition to the Historic McDonald House and landscaping and buffering for the house. This standard is met.

d) Information on how consideration of the context of the McDonald House was addressed in the plans included in the CDP/DDP applications.

Response: Mr. Mawson and the applicants' development team have provided such information.

There shall be continued coordination between the Elks, and the existing charitable use of the McDonald House to ensure that the maintenance of that House is continued.

Response: The applicant Elks are amenable to a condition to assure for the maintenance of the Historic McDonald House for as long as that organization owns the property, and an additional condition that, should the Elks ever wish to dispose of the McDonald House or the land on which it is located, the City of Hillsboro will have a right of first refusal for 60 days to acquire the property.

3) The owners of the property shall cooperate with the City so that at least five acres located north of Rock Creek, outside the OS Plan designated area, and outside the City of Hillsboro Goal 5 Significant Natural Resource Overlay (SNRO) are available to be acquired by the City for development of a neighborhood park. The location of the park shall be addressed in the CDP/DDP applications. If appropriate arrangements can be made, those lands designated as

OS may also be acquired for public use. If the OS/SNRO lands cannot be acquired by the City for open space or park use, maintenance of these lands for open space use shall be specified during the CDP/DDP process and may include a required homeowners association, the Elks, or equivalent maintenance mechanism.

Response: The applicants have proposed a specific five-acre site in its CDP and DDP applications as available for City acquisition as a park. The Parks Commission has recommended approval of that park land acquisition. An opponent contends that the proposed park is short of the five acres required; however, while the five acres specifically excludes the Open Space Plan and SRNO lands, it does not exclude the Clean Water Service Buffers. The amount of parkland to be conveyed is 5.17 acres. The applicants have also proposed to convey SNRO lands to the City, both conveyances being contingent on approval of these development permits. This condition is met.

4) The applicant shall dedicate right-of-way and construct half-street improvements along the site's frontage with NW Cornelius Pass Road and Quatama Road to the standards required in the transportation system plans for the City of Hillsboro and Washington County.

Response: The applicants have represented to the Commission that:

Half-street improvements and right-of-way dedications will be made along NW Cornelius Pass Road and NW Quatama Road in a manner that is consistent with the conditions of approval established by Washington County in the staff report dated March 2, 2006.

This condition is therefore met.

5) The applicant shall construct a bridge across Rock Creek thereby providing a vehicular connection between the south and north sides of the property. The specific location, capacity and design of the bridge shall be identified on the CDP/DDP applications.

Response: The applicants have represented to the Commission that it will build the bridge required by the conditions and has provided information as to the capacity and location of the bridge in the applications now before the Commission.

Various opponents suggested to the Commission that the applicants should be required to widen, replace, or improve a bridge on 227th Ave. north of Quatama Road, in addition to the bridge required as part of the rezoning conditions. Brian Dunn, P.E., the applicants' transportation consultant, provided information to the Commission as part of the April 19th submission by the applicants regarding the safety, circulation and capacity impacts caused by the proposed project on this bridge.[11] The Commission agrees with these submissions and notes

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[11] For example, the recent traffic counts submitted by Dr. Lubischer, an opponent, show a peak hour volume of 243 vehicles in the 7:00 a.m. to 8:00 a.m. period. This equates to 4 vehicles per minute (approximately 2 vehicles per minute each way on the bridge considering the distribution pattern). Since it only take a few seconds to cross the bridge, bus drivers are not likely to encounter opposing traffic on the bridge very often. Nevertheless, when such a situation does occur, the bus driver's decision to slow down and wait for a gap in opposing traffic ensures that this bus crossing maneuver is safe. Otherwise, bus drivers would not be using this bridge at all.

that, under *Dolan v. City of Tigard*, 512 U.S. 374 (1994) as implemented in *Clark v. City of Albany*, 137 Or App 293, 904 P.2d 185 (1995), the burden would be on the City to show that such improvements were "roughly proportional" to the impacts created by the proposed use. No such evidence has been produced to the Commission, which declines to impose further bridge improvements on the applicants.

This Commission concludes that this condition is met.

6) The maximum number of residential dwelling units for the property shall be in the range of 240 dwelling units, plus or minus five percent, and the actual density shall be determined through the CDP/DDP application review.

240 x 5% = 12 units
240 + 12 units = 252 maximum
240 - 12 units = 228 minimum

Proposed Development Plan:
147 detached single family homes
105 attached townhouse single family homes
252 total proposed units

The applicants have proposed 252 units, which is within the range established by the City Council in the development directions, and the condition imposed by the Planning and Zoning Hearings Board. This condition is therefore met.

7) The western portion of the property shall not be connected with the street system of the Old Orenco neighborhood, except for pedestrian, bicycle, and emergency purposes; provided, however, the developer shall provide for future rights of way for one or more connections to Old Orenco. Should the City determine, following a public hearing that vehicular connections are warranted for safety, convenience or other transportation reasons and the City has determined that the safety of neither neighborhood will be compromised by such cross circulation connections, street improvements connecting Old Orenco and development on the subject site could then be constructed.

Response: The applicants have provided only bicycle, pedestrian and emergency connections with the Old Orenco neighborhood at this time, but has also provided for future rights of way for possible later decisions to make those connections. This condition is met.

The 20-foot paved width of the bridge helps to keep speeds at a prudent level. If the bridge were widened to address perceived bus safety issues, it is logical that vehicle speeds would increase across the bridge. The potential for accidents would now increase at the location immediately south of the bridge where NW Quatama Road transitions into NW 227th Avenue through a right-angle horizontal and vertical curve. A wider bridge crossing would also make the route defined by NW Quatama Road, NW 227th Avenue, and NW Dogwood Street more attractive for cut-through users, and local residents of the Orenco Woods Crossing development. This would violate the City's goal to dissuade site traffic from passing through the old Orenco neighborhood.

8) As a part of subsequent development applications, the developer shall demonstrate that each project phase will meet the standards of the Oregon Transportation Planning Rule (OAR 660, Div. 12) regarding the capacity of streets and intersections providing automobile access to the site. The City of Hillsboro shall make a determination that the standards of the Transportation Planning Rule are met regarding this matter prior to approval of the applications. Phased development shall be coordinated with street improvements to assure that capacity is available on the street system servicing the site to serve site generated traffic for each phase.

Response: The applicants have represented that:

The street and intersection operating standards enforced by the City of Hillsboro and Washington County will be satisfied by the construction of capacity and frontage improvements along Cornelius Pass and Quatama Roads, as well as at the intersection of those two roads.

All proposed site-frontage improvements will be constructed prior to the occupancy of any new residential structure. These improvements will provide sufficient capacity on the transportation system to support all remaining development phases, meets the Transportation Planning Rule, and will provide an immediate benefit.

9) Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeastern side transitioning to the northwest side with the final phase being located at the northwestern corner in order to provide the ability for future purchase of parkland beyond the five acres described in Condition 3, should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications.

Response: The Commission notes that no specific number of phases is required under this condition, and that the applicants have placed the first development phase at the southeastern portion of the subject site, planned the phasing and set out the phasing plan in the applications now before the Commission, all in accordance with the condition. In addition, the applicants have indicated that they are amenable to give a 120 day notice to the Hillsboro Planning and Parks and Recreation Director, and the Chair of the Orenco Neighborhood Association before commencement of residential construction of the last phase of the development, as set out in their application.

Opponents raised an issue over the placing of public facilities underground in undeveloped phases, so as to lower the cost of the housing provided by installing these improvements all at once. Kevin Smith, Parks and Recreation Development Manager, testified that this placement did not interfere with future acquisition of land and, in fact, may assist the City in providing services to future restrooms and taking away drainage from the site. The applicants indicated they understood a public agency could acquire the land, but nevertheless desire to loop the systems and install them now, rather than undertake those costs later. The Commission does not find this installation to be inconsistent with the Development Directions of the Council, nor the condition of approval imposed by the Planning and Zoning Hearings Board and concludes that this condition is met.

10) Larger lots in the range of 7,500 square feet or more in area shall be provided along NW 225th Avenue in order to transition lot sizes in Old Orenco to those on this property. Enhanced landscaping in the yards and planter strips along NW 225th Avenue shall also be provided. The specific lotting pattern as well as a plan identifying the enhanced landscaping shall be described in detail in the CDP/DDP applications.

Response: The applicants presented the Commission with alternative plans for the area along NW 225th, one of which met the 7500 square foot lot condition and one which was slightly less, so as to deal with other issues. The Commission determines that it wishes the 7500 square foot lots, along with the enhanced yard landscaping and planter strips along NW 225th, as provided in the CDP/DDP applications before the Commission. This condition is met, using the alternative with the 7500 square foot lots.

11) If granted by Washington County, the development shall include a minimum of one access onto NW Cornelius Pass Road. All access points shall be constructed to the standards required by the City of Hillsboro and Washington County.

Response: The applicants have represented and provided information to the Commission that:

Washington County has approved an Access Modification to allow a right-in, right-out, left-in access point on Cornelius Pass Road approximately 600 feet north of Quatama.

The Commission inquired of the applicants' traffic expert, as well as the City's transportation consultant, whether the loss of that access point would cause the project to violate capacity standards of Cornelius Pass Road. Both experts indicated it would not do so.

The Commission heard a great deal of transportation testimony from Dr. Jim Lubischer. Dr. Lubischer is not trained in transportation engineering or planning.[12] The Commission relies on the testimony of Brian Dunn, P.E., the applicants' transportation consultant, and Brett Ahrend, the City's Transportation Consultant, in arriving at its determination that this condition, as well as all transportation requirements applicable to these applications, has been met.

The Commission concludes this condition is met.

12) Construction vehicles used during site development shall access the site only from NW Cornelius Pass Road and/or NW Quatama Road; except that construction access may be allowed to the site from the west only with respect to: (1) the construction of the bridge described in Condition 5 and (2) the culvert crossing the Rock Creek tributary located in the north central portion of the site. No such alternative construction traffic access shall be allowed until a

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[12] The Commission notes that Dr. Lubischer caused a traffic count to be taken on the same day a major street construction project was taking place, causing heavy delays and detours. The Commission is sure that taking a count on that day was coincidental and not the result of wrongful intent. Nevertheless, this error demonstrates the need to rely on professionals in the field.

construction access management plan has been approved by the City Engineer and Planning Director.

Response: The applicants have represented that:

Venture Properties will honor the construction access restrictions, and anticipate a condition of approval to this effect for the Concept Development Plan, the Detailed Development Plan, and the Subdivision applications.

The Commission is aware the Planning and Zoning Hearings Board modified this condition slightly from the Development Directions originally imposed by Council and that Council subsequently adopted the rezoning of the subject site with that modification. The applications on file before the Commission show that the applicants (and in particular the only applicant which will undertake construction, i.e., Venture Properties) will meet this condition. The Commission concludes that this condition is met.

13) Pursuant to Zoning Ordinance Section 131(A).3.b.3, City Zoning on those portions of the property identified as Significant Natural Resource Area or as Impact Area on the City's adopted Goal 5 Inventory shall include the Significant Natural Resource Overlay District. Development on those portions of the property shall be subject to the provisions of Section 131(A) of the Zoning Ordinance.

Response: The applicants have represented that:

The SNRO Overlay district has been delineated and established with the completion of the Natural Resource Assessment.

The Commission agrees that the SNRO overlay district and impact area have been established as to the area delineated in the Natural Resource Assessment now before it and that such lands are subject to the provisions of HZO 131A. As part of these proceedings, the Commission has granted permits under HZO 131A, utilizing these delineations. The Commission concludes that this condition is met.

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CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

RECORD OF
THE CITY OF HILLSBORO
PLANNING COMMISSION DECISION

Prepared by the
City of Hillsboro Planning Department
for the Hillsboro City Council

November 2008

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November 2008

RECORD OF PLANNING COMMISSION DECISION
CDP 1-06 (MOD 1) ORENCO WOODS CROSSING

EXHIBIT NO.	CONTENTS
1	November 17, 2008 Notice of Decision, Resolution No. 1683-P, Affidavit of Mailing and List of Recipients
2	November 14, 2008 Planning Commission Audio Recording of Hearing • Audio Recording Includes All Other Meetings As Indentified In Other Exhibits
3	November 12, 2008 Planning Commission Audio Recording of Hearing (See Exhibit 2), Sign In Sheet
4	November 12, 2008 Supplemental Staff Report with Attachments: • Draft Resolution • Draft Findings • Letter, from John Coulter, Planning Commission President, received November 12, 2008
5	November 6, 2008 Supplemental Staff Report with Attachments: • Draft resolution • Letter from Bonnie Kooken, titled "Subject: Questions To Consider", received October 29, 2008 • Letter from Laine Young, titled "Intersection Failure at 231st Avenue and Dogwood; Orenco", received October 29, 2008 • Letter from Jim Lubischer, titled "Response to Condition #64 discussion and slide presented on 10-22-08", received October 29, 2008 • Letter from Jim Lubischer, titled "Response to Beery, Elsner & Hammond's memorandum dated 10-15-08", received October 29, 2008 • Letter from Jim Lubischer, titled "Response to counselor Sullivan's 10-22-08 memo and testimony", received October 29, 2008 • Letter from Jim Lubischer, titled "More Final Response to new evidence submitted 10-22-08", received October 29, 2008 • DVD from K. Shawn Edgar, titled "Orenco Traffic Documentation 10/08", received October 29, 2008 • Letter from Mimi Doukas, WRG Design, Inc., titled "Seven-day Continuance of October 22, 2008 Hearing for Additional Information", received October 29, 2008 • Letter from Edward Sullivan, Garvey Schubert Barer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1)", received November 5, 2008
6	October 22, 2008 Planning Commission Audio Recording of Hearing (See Exhibit 2), Meeting Minutes, Public Hearing Sign-in Sheet and Exhibits Submitted: • Powerpoint presentation from Jim Lubischer, titled "Powerpoint Presentation 10-22-08 Presented on Behalf of the Orenco Neighborhood Organization, received October 22, 2008 • Letter from Jim Lubischer, titled "Response to New Testimony Submitted for 10-22-08 Hearing", received October 22, 2008 • Letter from Rob Kidd, no title, received October 22, 2008 • Letter from Howard Stein, P.E., PTOE, submitted by Laine Young, titled "Subject: Comments on Traffic Impact Analysis Report Prepared by Dunn Traffic Engineering for Orenco Woods Crossing", received October 22, 2008 • Letter from Jim Lubischer, titled "Greater Negative Impact Submissions", with attachments,

	received October 22, 2008 • Letter from Edward J. Sullivan, titled "Response to Dr. Lubischer's Comments on Other Employment Uses", received October 22, 2008 • Letter from Brain Dunn, P.E., Dunn Traffic Engineering, titled "Response to Additional Testimony on Transportation Impacts of Orenco Woods Crossing", received October 22, 2008 • Letter from Gary Stockhoff, LUT Capital Project Management Manager, submitted by City staff, titled " Proposed Expenditure of Traffic Impact Fees", received October 22, 2008 • Email from Bonnie Kooken, titled "What is a Village (Orenco Woods Crossing CDP 1-06)", with attachment, received October 22, 2008 • Email from Mark David, titled "Clarification", received October 22, 2008 • Email from Jim Lubischer, titled "Request by Lubischer to Leave the Record Open", received October 22, 2008 • Power point presentation from Mimi Doukas, WRG Design Inc., no titled, received October 22, 2008
7	October 22, 2008 Supplemental Staff Report with Attachment: • October 22, 2008 Supplemental Staff Report with Track Changes On
8	October 21, 2008 Supplemental Staff Report
9	October 16, 2008 Supplemental Staff Report with Attachments: • Letter from Pam Beery, Beery, Elsner & Hammond, titled "Planning Commission Review of Original CDP Applications & Modifications", received October 15, 2008 • Staff report from Brent Ahrend P.E., Group MacKenzie, titled "Orenco Woods Crossing Traffic Review Old Orenco Safety Audit", received October 16, 2008 • Memo from Ruth Klein, Planning Department, titled "Divergences Between Adopted Resolutions For Orenco Woods Crossing", received October 16, 2008 • Letter from Mark David, titled "Orenco Woods Crossing", received October 16, 2008 • Letter from Jim Lubischer, titled "CDP 1-06 (MOD 1) Improper Modification procedure", received October 16, 2008 • Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1), Does the LOS = E at the Dogwood/231st intersection meet the standard found in Table 137.4", received October 15, 2008 • Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1) Facts in the record", received October 15, 2008 • Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1), 9/4/08 Revised Access Modification Request predicts the access to Quatama will become impracticable", received October 15, 2008 • Letter from Rob Kidd, titled "Orenco Woods Crossing CDP 1-06 (MOD 1)", received October 15, 2008 • Letter from Mimi Doukas, titled "Orenco Woods CDP Modification (CDP 1-06 (MOD)) Response to Questions from September 10, 2008 Planning Commission Hearing", with attachments, received October 14, 2008
10	October 8, 2008 Planning Commission Audio Record of Hearing (See Exhibit 2), Meeting Minutes, Public Hearing Sign-in Sheet

11	October 1, 2008 Supplemental Staff Report with Attachments: • Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Submission of transcripts from prior hearings", received September 12, 2008 • Email from Lori Klingler, titled "Orenco Neighborhood", received September 14, 2008 • Email from Bonnie Kooken, titled "Fw: Testimony regarding Orenco Woods Crossing modifications", received September 14, 2008 • Letter from Mimi Doukas, WRG Design, Inc., titled "Continuance Request Orenco Woods Crossing CDP Modification (CDP 1-06 (MOD))", received September 16, 2008 • Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Lubischer response to new testimony given at the 9-10-08 Planning Commission hearing", received October 2, 2008 • Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Violation of HZO Section 137 II Table 1.h. #12, maximum building height", received October 2, 2008 • Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Violation of HZO Section 137 II Table 1.h. #20, maximum commercial use area exceeded", received October 2, 2008
12	September 26, 2008 Notice of Continuance and Affidavit of Mailing
13	September 10, 2008 Planning Commission Audio Record of Hearing (See Exhibit 2), Meeting Minutes, Public Hearing Sign-in Sheet and Exhibits Submitted: • Fax from Bill Metzker, no title, received September 10, 2008 • Letter from Edward Sullivan, Garvey Schubert Barer, titled "Orenco Woods Crossing – CDP 1-06 (MOD 1), with attachments, received September 10, 2008 • Powerpoint presentation from Mimi Doukas, WRG Design Inc., no title, received September 10, 2008
14	September 10, 2008 Supplemental Staff Report with Attachments: • Letter from Dan Bloom, titled "Testimony pertaining to Orenco Woods Crossing Case File # CDP 1-06 Mod 1", received September 10, 2008 • Email from Laura Milligan, titled "RE: Traffic on Dogwood St.", received September 9, 2008 • Email from Jacob Speas, titled "Keep Orenco a True Neighborhood!", received September 9, 2008 • Email from Erin Straw, titled "plans", received September 8, 2008 • Email from Edward Crawford, titled "proposed building on the old Orenco Golf Course", received September 8, 2008 • Staff Report from Jinde Zhu, P.E., Traffic Engineer, titled "Traffic Staff Report (Revised) Orenco Woods Crossing City of Hillsboro", received September 8, 2008 • Email from Bonnie Kooken, titled "Questionnaire Venture Properties Orenco Woods Crossing", with attachment, received September 5, 2008 • Email from Mimi Doukas, WRG Design, Inc., titled "FW: Orenco Woods Crossing – Revised lot numbering Part One", with attachment, received September 2, 2008
15	September 4, 2008 Supplemental Staff Report with Attachments: • Vicinity Maps • SCR-V Zone Development Table • Resolution No. 2172 adopted by City Council • Resolution No. 1561-P adopted by Planning Commission • Letter from Washington County, dated September 2, 2008 • Letter from Clean Water Services, dated September 2, 2008 • Email from Bonnie Kooken, titled "Fw: Percent of Parks", received September 2, 2008.

	• Email from Bonnie Kooken, titled "Support a Historic Park", with attachment, received September 2, 2008 • Letter from William Chapman, Mark David, Mark Waits, David Slansky, Susan Tompkins-Slansky, and Joan Krahmer, titled "Re: CDP 1-06 (MOD 1), Orenco Woods Crossing", received September 2, 2008. • Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Request for a continuance", with attachments, received September 2, 2008 • Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Non-compliance with prior Condition of Approval (COA) regarding the historic McDonald House", with attachments, received September 2, 2008 • Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Possible request to revise or amend Condition of Approval # 9, Ordinance No. 5633, regarding phasing of development", with attachments, received September 2, 2008 • Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Traffic Concerns", with attachments, received September 2, 2008 • Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Broken Promise", with attachment, received September 3, 2008 • Email from Steve Heino, titled "Orenco woods crossing" received September 3, 2008. • Original Phasing Plan • Revised Traffic Impact Analysis Report, with cover letter, from Brian Dunn P.E., Dunn Traffic Engineering, received September 2, 2008
16	September 2, 2008 Affidavit of Publication from Hillsboro Argus
17	August 20, 2008 Affidavit of Public Notice Mailing
18	August 5, 2008 Review Notice to Internal Departments
19	August 5, 2008 Review Notice to Interested Agencies
20	August 5, 2008 Letter of Completeness
21	August 1, 2008 Modification to Concept Development Plan Application

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 1

November 17, 2008 Notice of Decision, Resolution No. 1683-P, Affidavit of Mailing and List of Recipients

CITY OF HILLSBORO

CITY OF HILLSBORO PLANNING DEPARTMENT

FILE NO. **CDP 1-06 (MOD 1)**

PROJECT/APPLICANT NAME **ORENCO WOODS CROSSING**

AFFIDAVIT OF NOTICE OF MAILING

I, Dawn Duray, being duly sworn, say that I gave notice of mailing for a proposed **CONCEPT DEVELOPMENT PLAN** affecting land described as Lot(s) **3400** on Washington County Tax Map **1N2-35**; or as attached hereto and described herinbelow; and that, pursuant to City Ordinance 2793-4-77, Section 1(III); Ordinance 1945, Sections 80, 109, 116, 118 or 127 as applicable; or Ordinance No. 2808-7-77, Articles II-VI, I did give notice of mailing to those persons or entities listed on the attached mail list, on or before the **17** day of **November,** 2008, the deadline date determined by relevant statute or ordinance controlling notice provisions for this matter. The attachments to which this affidavit are:

Notice of Decision

Resolution No. 1683-P

Mail list

Dated this **17** day of **November,** **2008**

Signature

Subscribed and sworn to before met this **17** day of **November,** **2008**

Notary Public for the State of Oregon

OFFICIAL SEAL
VICKIE R. WARD
NOTARY PUBLIC - OREGON
COMMISSION NO. 388441
MY COMMISSION EXPIRES FEBRUARY 19, 2009

CITY OF HILLSBORO

November 17, 2008

TO: **Interested Parties**

FROM: **Planning Department**

RE: **NOTICE OF DECISION – Request for Modification of a Concept Development Plan – Case File No. CDP 1-06 (MOD 1): Orenco Woods Crossing**

At a special meeting on November 14, 2008, the Hillsboro Planning Commission denied the request for modification of an approved Concept Development Plan (CDP) to add non-residential buildings to a residential development, Orenco Woods Crossing, on a site approximately 55.00 acres in area. The site of the proposed modification is generally located north of NW Quatama Road, east of NW 225th Avenue, west of NW Cornelius Pass Road, and south of a portion of the Westside Light Rail line. The site is specifically identified as a portion of Tax Lot 3400 on Washington County Assessor's Tax Map 1N2-35.

The Planning Commission adopted Resolution No. 1683-P, which is attached for your reference.

Any person with standing may appeal the Planning Commission's decision and request a public hearing before the City Council by filing written notice with the City Recorder within 15 days of the Date of Decision. The appeal deadline is 5:00 p.m., Monday, December 1, 2008. The notice should request that a hearing be held and should state the reasons for the request. A fee is required to cover the cost of the appeal. If no appeal is filed within the 15-day period, the decision of the Planning Commission becomes final.

If you have any questions, please call us at (503) 681-6153.

Sincerely,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Enclosure: Resolution No. 1683-P

Planning Department • 150 East Main Street, Fourth Floor, Hillsboro, Oregon 97123-4028 • 503/681-6153 • FAX 503/681-6245
AN EQUAL OPPORTUNITY EMPLOYER PRINTED ON RECYCLED PAPER

RESOLUTION NO. 1683-P

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

A RESOLUTION DENYING A PROPOSED MODIFICATION TO THE CONCEPT DEVELOPMENT PLAN FOR ORENCO WOODS CROSSING WHICH REQUESTED A MIX OF 64 RESIDENTIAL CONDOMINIUM UNITS AND NON-RESIDENTIAL BUILDINGS IN THE SOUTHEAST CORNER OF THE SITE.

WHEREAS, the owner of certain tracts of land, described below, has filed a written application with the City of Hillsboro for a modification to an approved concept development plan, and

WHEREAS, the Planning Commission held a public hearing on this application on September 10, October 8, and October 22, and deliberated on November 12 and November 14, 2008 and received testimony in support as well as testimony in opposition to the application, and

WHEREAS, having received the materials and testimony submitted, the Planning Commission concludes that the requested modification to the concept development plan should be denied based on the findings attached hereto as Exhibit A and the vicinity map attached hereto as Exhibit B.

NOW THEREFORE BE IT RESOLVED, by the Hillsboro Planning Commission, that the Commission, by and through this resolution, does hereby DENY the modification to the concept development plan for Orenco Woods Crossing, as contained in Planning Department Case File No. CDP 1-06 (MOD 1), on the following described property:

A portion of Tax Lot 3400, on Washington County Tax Map 1N2-35,
Section 35, Township 1 North, Range 2 West, Willamette Meridian.

Introduced and passed this 14th day of November, 2008.

Vice-President

ATTEST:
Secretary

{00013587; 1 }

BEFORE THE HILLSBORO PLANNING COMMISSION

IN THE MATTER OF A REQUEST FOR A MODIFICATION TO THE CONCEPT DEVELOPMENT PLAN	**FINDINGS** **CDP 1-06 (MOD 1)** **ORENCO WOODS CROSSING**

On November 12, 2008, the Planning Commission voted 5-0 to DENY the above identified application for modification of an approved Concept Development Plan. The following findings are made in support of the Planning Commission decision.

I. Introduction.

A. Request

Applicant Venture Properties, Inc. requests Planning Commission approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing; a phased residential development on a site approximately 55 acres in size.

The proposed modification to the CDP revises the approved layout at the southeast corner approximately 19.4 acres of the site. Since the modification is confined to this corner, the Planning Commission's review is limited to that area unless otherwise noted. The previously approved CDP layout for the southeast corner included 26 detached single family residential lots and 40 attached single family residential lots. The proposed layout includes a mix of 64 residential condominium units and commercial buildings. With the sizes, numbers and locations of the various buildings within the overall 19.4 acre site to be determined during the Detailed Development Plan(s) review processes. Non-residential Detailed Development Plan application submittals would address the site allowance of up to 10% or 1.94 acres for "neighborhood commercial" and up to 20% for "other employment" uses.

B. Background

The following is a timeline of prior land use approvals for the Orenco Woods Crossing development. All of the following approvals are vested and all appeals have concluded.

Annexation of Site to Hillsboro

- July 20, 2004 the City Council approves the Annexation. (Case File No. AN 16-04)
- August 17, 2004 the City Council approves the second Annexation of remnant pieces. (Case File No. 23-04)

Minor Comprehensive Plan Land Use Map Change

- May 25, 2005 the Planning Commission recommends approval to the City Council. (Case File No. HCP 4-04)

- October 18, 2005 the City Council approves the Map Change following the appeal hearing. This map change, enacted by Ordinance 5633, changed the designation of the property from Open Space/Flood Plain to Medium and Low Density Residential.

Zone Change of Site

- March 20, 2006 the Planning and Zoning Hearings Board approves the Zone Change. (Case File No. ZC 18-05)
- April 18, 2006 the City Council approves the Zone Change. The zone change rezoned the property from County Institutional to Station Community Residential – Village (SCR – V). The property was zoned SCR-V even though it is not located in a light rail Station Community Planning Area, as noted by the Land Use Board of Appeals in *Lubischer v. City of Hillsboro*, 53 Or LUBA 143, *affirmed* 211 Or App 435 (without opinion), *affirmed* 343 Or 159 (without opinion) (2007).

Development Proposal

- May 10, 2006 the Planning Commission approves the Concept Development Plan, Subdivision Preliminary Plat, Detailed Development Plan, Floodplain Alteration Permit and Significant Natural Resources Permit. (Case File Nos. CDP 1-06, SUB 1-06, DDP 2-06, FA 1-06, and SNRP 1-06). The CDP and DDP comprised the entire site described as Orenco Woods Crossing.
- July 18, 2006 the City Council approves the Concept Development Plan following the appeal hearing.
- The City Council decision was upheld by the Land Use Board of Appeals, Oregon Court of Appeals and Oregon Supreme Court. (citations referenced above.)
- January 9, 2008, the Planning Director grants an extension of the Final Development Plan and Final Subdivision Plat for the initial phase to May 10, 2009.

On September 10, 2008, the Planning Commission held its first hearing to consider this request. At an opponent's request, this hearing was continued to October 8, 2008. An additional continuance extended the public participation portion of the hearing until October 22, 2008. At the end of the hearing, the record was closed for oral testimony but left open to allow for written evidence and rebuttal by all parties. The Planning Commission deliberated on November 12, 2008 and voted to deny this request, with a final written decision to be issued following a special Planning Commission meeting scheduled for November 14, 2008 at 5:30 p.m.

These findings support denial of CDP 1-06 (MOD 1), the CDP modification requested by the Applicant.

C. Incorporated Findings.

The factual assertions set out in the August 2008 application, which includes the revised transportation impact analysis report dated August 2008, and the staff reports, including any attachments or exhibits, dated September 4, 2008, September 7, 2008, September 10, 2008,

October 1, 2008, October 10, 2008, October 16, 2008, and October 22, 2008 are hereby incorporated by reference in their entirety.

D. Procedural Background

The CDP approval procedure includes subsequent approval(s) of Detailed Development Plans (DDP). In the period between approval of the Orenco Woods CDP and submittal of the requested CDP modification the Planning Commission and City Council approved a procedural amendment to the Zoning Ordinance which establishes City staff review of a DDP application. The applicant has offered the Planning Commission the option of reviewing the DDPs for the southeast corner due to the level of examination this project has received. The Planning Commission hereby denies this proposal as reflected in the accompanying Resolution; however, if the Planning Commission decision is overturned on appeal, a condition of approval should be included to ensure this result.

The CDP process is intended to provide opportunity for review and conditional endorsement of an overall concept plan, rather than a specific development proposal. As provided in the Zoning Ordinance, the process does not expect or require a CDP to provide the same level of detail in the application or the conditions of approval. As confirmed by LUBA in the recent appeal of another decision involving a CDP, CDP modification and DDP, the detail of a proposed development and its consistency with the approved CDP is evaluated at the DDP stage. This approach has been specifically considered and approved by LUBA. *David et al v. City of Hillsboro*, __ Or LUBA ___ (LUBA No. 2008-023, July 31, 2008).

With regard to the Orenco Woods Crossing site, the applicant's previous approvals (CDP, SUB, DDP, FA and SNRP applications) were consolidated within a single final written decision in the form of a resolution. The Planning Commission finds that the applicable review criteria for a modification of an approved CDP do not trigger re-review of the entire project as already approved. As LUBA noted in the *David* case cited above: following approval of a CDP, modifications are possible based on a reading of HZO 136.VII.B.2.a in combination with HZO 133. *David*, supra, slip op at 35-36. Although consideration of this requested modification would not result in modification of the previous resolution the changes proposed to the southeast portion of the site must be considered in the context of the approved CDP and related approvals, which as noted above are final decisions. The area encompassed by the application is the only portion of the site subject to the Planning Commission's jurisdiction; but site development of the entire project will result in impacts already identified in the earlier approvals which must be considered together in reviewing the proposed modification. Finally, the Planning Commission views any issues relating to the applicant's compliance with the conditions of approval for the previous zone change or plan approvals as not relevant, except as continuing compliance with those conditions specifically relates to the present modification and the territory affected by this limited application.

II. Testimony Presented

Public Notification: Notice of hearing was mailed on August 20, 2008. The staff report was available for review on September 4, 2008.

The City received comments from the Building, Engineering, Fire and Water Departments as well as from Washington County and Clean Water Services. As noted above, the conditions of approval associated with Concept Development Plans do not typically include specifics regarding construction of infrastructure and buildings structures. The majority of the various department comments will be addressed and conditioned as needed as part of any subsequent DDP review.

Given the length and overlapping nature of the opposition testimony, the issues are grouped together and a single response provided:

A. Authority to Modify a CDP

The opponents argue that the Code does not authorize modification or outline a procedure for processing a modification request. The opponents also argue that a modification re-opens the CDP and DDP approvals for the entire property. As explained in the City Attorney's memo dated October 15, 2008, modifications of approved CDPs are expressly allowed under HZO 136 VII(A)(1). The Commission agrees with the City Attorney and adopts her recommendations as its own. The Planning Commission also finds that its review must be limited to the modification request currently before them; revisiting the larger CDP approval would be impermissible as a collateral attack on the prior approvals. That said, the Commission considers the impact of the modification in the context of the larger, final approvals since the applicant is entitled by virtue of those final approvals to construct the project as approved or modified.

B. *Baker v. City of Milwaukie* Plan Consistency

The opponents assert that allowing this modification to allow commercial uses is contrary to the Oregon Supreme Court's decision in *Baker v. City of Milwaukie,* 271 Or 500, 533 P.2d 772 (1975), which holds that the comprehensive plan is a constitution governing zoning and land use decisions. At the time the SCR-V zone was implemented, the findings, including analysis of how the amendment implemented the Goals, particularly Goal 2, the Council found that a station community planning area designation would be consistent with the proposed plan amendments. DLCD agreed. The time to challenge that determination has passed.

Further, the Planning Commission finds that the SCR-V designation permitting a commercial component is consistent with the Medium Density Residential plan designation in place on the property. Comprehensive Plan Section 10. Economy, (IV) Implementation Measure (2) encourages neighborhood commercial development in high and medium density areas. The SCR-V zone encourages including neighborhood commercial development and as such, the SCR-V zoning implements the plan. However, as discussed below, the Commission finds that the proposed modification is not consistent with the purposes of the SCR-V zone with respect to creation of a mixed use neighborhood.

C. Table 1.h (20) Limitations on Neighborhood Commercial Uses and Mix of Uses

Opponents argue that the uses proposed exceed the allowed 10% amount of neighborhood commercial uses identified in Table 1.h.(20). According to opponents, pursuant to HZO Section

136.III.HH and HZO Section 136.III.I, day-care and office uses are "commercial" uses and as such cannot be considered "other employment uses." The opponents challenge the applicant's removal of the illustrative details relating to the mix of proposed uses in the site plan. The Commission concludes that given the potential range of uses possible should this modification be approved, approving this modification with absolutely no indication of what might occur on the site does not allow the Commission to adequately find that this criterion is met. The Commission finds that the site plan provided only a conceptual layout of the new commercial, employment and residential components. HZO 136 VII B.4.d expressly allows for the deferral of *detailed* information until the DDP process. This provision should not be interpreted to allow a complete absence of potential uses. As discussed below, imposing a condition of approval to address this concern is unworkable and infeasible, and inappropriately defers a finding of compliance to a later stage of the proceedings. The DDP process is designed to address details of design, not to regulate the uses on the site.

D. Modification of Condition Regarding Phasing

Opponents argue that the proposal includes "an indirect attempt" to alter a previous condition of approval relating to phasing of the project. The Orenco Woods Crossing Concept Development Plan is proposed to be constructed in four phases within a period of five years, from the start of construction as outlined in the Zoning Ordinance. The requested modification expressly includes an alteration to the phasing plan that is a part of the application. The applicant is not proposing to modify the number of phases (four) or the timeline (5 years). The applicant is not proposing to postpone the construction of the street infrastructure along the modification area's northern and western borders. The Commission finds that the proposed alteration to the phasing plan would be acceptable because the infrastructure needed to serve the development is still provided at the appropriate stage, prior to impacts.

E. Site Access, Circulation, Traffic Impacts, and Parking

Opponents raise a number of issues related to traffic both in terms of the additional trips generated by this modification and what road improvements they believe are triggered as a result. As noted further below, the Commission finds that the proposed modification, which adds commercial uses without reducing the overall number of residential dwelling units to offset the increase in resulting traffic, creates additional traffic impacts to existing facilities which exceed those identified and mitigated through the original Concept Development Plan approval. The Commission further finds that it may not lawfully require the applicant to make all improvements necessary to address existing deficiencies in the transportation system specifically, but not limited to, those areas located west of the site. The Commission finds that the additional transportation system impacts imparted by the proposed commercial use would particularly result in a further degradation of safety for pedestrians and bicycles in the areas west of the site, with necessary mitigation exceeding the reasonable proportionality limits associated with the proposed commercial use. *Dolan v. City of Tigard,* 512 U.S. 374 (1994). Furthermore, the Commission finds that the already approved development, as conditioned, was in effect capped on its traffic generation impacts to the surrounding roadway system, and in particular that portion of the system located west of the site, through a limiting of the number of dwelling units allowed to be constructed (400 dwelling units requested and 252 dwelling units approved). Approving this amendment would allow construction of the full number of those units, while

adding commercial uses and their associated traffic, thereby exceeding the trip generation cap effectively established by the prior limitation placed on the number of dwelling units allowed under the original CDP. This would be inconsistent with the prior CDP approval and requires a new application since the Commission does not have jurisdiction at this juncture to modify the underlying CDP approval.

Opponents have argued that specific transportation improvements are needed at the Kian Lane access to Cornelius Pass Road. Planning Commission finds that it cannot impose any additional transportation improvements at this intersection, due to the fact that the access was originally approved by Washington County as an interim access only. Washington County has mandated that this access be removed once alternative access is established across undeveloped property to Quatama Road. Although this access issue would be mitigated by the forthcoming Cornelius Pass Road widening project, to be undertaken by Washington County and the City of Hillsboro, the timing of implementation of a solution to the Kian Lane safety concern remains uncertain as it relates to its concurrency with the proposed development. As the Commission lacks authority to impose additional conditions of approval despite the impacts to be created by this development, the Commission finds that approval of the proposed modification would unduly impact this facility.

Opponents have argued for alley improvements, parking restrictions, construction improvements and speed limits on Dogwood Street should be required in order to resolve existing and future circulation problems. The Planning Commission finds that it cannot impose these additional requirements given its limitations to impose only those exactions that are roughly proportional to the impacts caused by development. *Dolan v. City of Tigard,* 512 U.S. 374 (1994).

Opponents challenge the extent of the safety improvement proposed at NW 227 Avenue and NW Quatama Road. Again, the Planning Commission acknowledges that the scope of its demand for improvements is limited under *Dolan v. City of Tigard.* That said, the Commission recognizes that there are deficiencies in these areas to which the proposed project will contribute.

III. Compliance with Approval Criteria

Each of the approval criteria are set out in italics below with findings following:

Section 136. Station Community Planning Areas
II. LAND USE DISTRICTS
A Station Community Planning Area shall include one or more of the following zoning designations:
H. Station Community Residential—Village (SCR-V)

The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, freestanding neighborhood

commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.

The proposed project originally contained a mix of single-family detached and attached townhouse dwelling units. The proposed modification will add neighborhood commercial uses and other uses in the southeast corner. This corner originally contained small lot detached and townhome lots. The number of residential units will be very similar with a reduction of only three dwelling units from what was originally proposed, and as capped as part of the Commission's decision to approve the original CDP. In addition to the same number of housing units, the proposed modification would result in the addition of neighborhood commercial and other uses. This design locates the most intense land uses at the corner of Quatama and Cornelius Pass Road. The Planning Commission finds this design does not provide the vibrant, mixed-use community envisioned by the SCR-V zone, incorporating jobs and services into the community fabric, because it creates instead an effective strip commercial development at the edge of this property, with no special attention to pedestrian connectivity or access from within the development. As such, it does not meet the definition of a village identified in this criterion; it does not create a self-reliant residential community. Moreover, as discussed above, this addition of uses and traffic is inconsistent with the underlying CDP approval, which caps housing units in order to achieve a set transportation impact on surrounding infrastructure. This finding is consistent with the Commission's previous finding in its decision on the PacLand (Wal Mart) application, CDP 4-02, DDP 8-02.

IV. PERMITTED LAND USES

A. The land uses listed on Tables 1, 2 and 3 are allowed, conditionally allowed or not permitted in the Station Community Planning Areas shown. These uses must be consistent with the description of the relevant district as set forth in subsection II of this Section.

The Commission concludes that although compliance with the outright permitted use provision is feasible, the Commission does not believe the proposed modification should be decided in a void, with no consideration of how the future DDP might take shape. HZO 136 VII B.4.d expressly allows for the deferral of *detailed* information until the DDP process. That said, the Commission finds it must consider this modification in the context of the full range of uses that

could be allowable as a result of this modification, especially since it is possible as acknowledged by the applicant that the commercial portions of the site would be sold or otherwise developed by third parties. Imposing a condition of approval at this time is unworkable and would be difficult to enforce at the DDP stage, which is most appropriately reserved to addressing the site design and layout as contrasted with the nature and extent of the proposed uses on the site.

VI. RESTRICTED AND SPECIALLY REGULATED LAND USES

A. Within 2,600 feet of a light rail station site, except as otherwise provided below, the following uses are not transit-supportive and shall not be established as new uses, nor may existing uses or structures be converted to the following uses...

Only the small northern tip of the Orenco Woods site is located within 2,600 feet of a light rail station, therefore, this section does not apply.

VII. DEVELOPMENT REVIEW AND RELATED CITY DEVELOPMENT CODE

B. Development Review - SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District

1. Purpose. It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA District so larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:

a. Promote flexibility in design and permit diversification in location of structures and infrastructure improvements consistent with the intent of the applicable SCPA district;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;

d. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;

e. Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

f. Provide greater compatibility with surrounding land uses than may occur with a conventional project; and

g. In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial

development and other opportunities for employment in a manner that achieves the intent and purpose of the District.

As found by the Land Use Board of Appeals in its review of the previous CDP approval, purpose statements in the SCPA districts are themselves approval criteria, because compliance with the applicable approval criteria, HZO 136.VII.6.b.(1), imports consideration of and compliance with these standards for CDP approval. The purpose of this section encourages innovative design; the design proposed in this modification application is not innovative, but rather clusters commercial development at a busy corner of the project so as to maximize exposure to passing traffic. The result is that the commercial uses at the site will rely on passing traffic to be attracted into the development to a great extent; in this respect, the proposal is a traditional strip commercial proposal which is not innovative and does not achieve the intent and purpose of the District to create a lively mixed use development.

2. *General provisions.*
   a. *Development Review shall be accomplished through the Concept Development Process as provided in this susbsection if:*
      (1) *the project or development is within the SCR-V District;...*

Orenco Woods Crossing was originally reviewed as a Concept Development Plan, and was found to meet the criteria of a CDP. As explained above, the proposed modification is subject to the same criteria.

c. *Following Concept Development Plan approval, the applicant shall file applications for Detailed Development Plan and Final Development Plan approvals for each phase of the project in accordance with the approved Concept Development Plan and any conditions attached thereto; except that an applicant proposing a multi-phase project may request Detailed Development Plan approval for the initial phase or phases of the project concurrent with the application for Concept Development Plan approval.*

The applicant has not submitted detailed architectural information for the proposed CDP modification because this information will not be known until the final tenants are selected. A condition of approval is proposed by the applicant requiring that the Detailed Development Plan be reviewed by the Planning Commission after notice and comment, to allow deferral of architectural review until the DDP application. But the proposed condition, as discussed above, is not an appropriate mechanism to regulate uses on the site, and therefore the Commission does not believe this criterion can be met by imposing a condition of approval, even if the Commission review was subject to a public process as proposed by the applicant.

d. *Where an application for Development Review is for a project within a PUD approved prior to August 6, 1996, ...*

This development application is not for a Planned Unit Development (PUD). This stipulation does not apply.

e. Except as provided in paragraph (f), below, an applicant for Concept Development Plan approval may propose one or more alternative development or design elements for all and/or specific areas within the plan boundaries which supersede corresponding development regulations or design standards set forth in Sections 137 through 142. Such alternative elements shall be clearly and specifically identified within the plan submittals, and shall include an explanation and/or drawings justifying and substantiating the need for a variance from the standards of Sections 137 through 142.

No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

f. Notwithstanding paragraph (e), above, no alternative development or design element shall be allowed to replace the development regulations and design standards of Sections 137 through 142 that would propose to vary or make an exception from:...

No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

g. The Planning Commission may authorize a proposed alternative development or design provision only if it finds that the proposed standard meets the criteria set forth in Section 136.X.B.3., Variances and the intent of the district.

No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

Subsection 5 of this section identifies applicable procedures and submittal requirements. The Planning Commission finds that these are not applicable approval criteria and do not require detailed findings..

6. Concept Development Plan Approval.

b. The Planning Commission shall approve an application for Concept Development Plan approval only upon finding the following approval criteria are met:

(1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district;

The purpose statements and SCR-V district have been previously addressed.

(2) The phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last

phases unless otherwise authorized by the Planning Commission; and

The second criterion states that the proposed phasing schedule must be reasonable and not exceed five years between commencement of development between the first and last phases. The applicant is requesting a modification to the approved phasing that will postpone the construction of the residential condominium and commercial building components to the third phase. The applicant has stated that the revised phasing will give them time to market the property for development. Because the proposed improvements would have been constructed before any occupany on the site, the original phasing schedule as proposed for modification is "reasonable" as required by this provision and the overall phasing plan is consistent with this criterion. This criterion is met.

(3) That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138.

Approval of the third criterion constitutes approval in principle of the entire phased development, with the three binding particulars of minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole. The density for the Orenco Woods community has been determined through the Comprehensive Plan Amendment and Zone Change approval process. Per the Conditions of Approval for Case File No. ZC 18-05, the density for Orenco Woods shall be in the range of 240 dwelling units, plus or minus five percent. This is a density range of 228-252. The proposed development includes 249 residential dwelling units, complying with the Condition of Approval. The proposed modification (non-residential uses) meets the FAR minimum requirement of 0.40. The development far exceeds the open space requirements of Section 138 with the provision of a five acre neighborhood park, the Rock Creek regional trail and riparian corridor, one acre parcel for the McDonald house, and various pocket parks throughout the development. Open Space was reviewed and approved in the original Orenco Woods CDP. No changes have been proposed to the open space plan in the CDP modifications, therefore the original findings continue to show compliance with this criterion. This criterion is satisfied.

c. The Planning Commission may authorize and impose some or all of an applicant's proposed alternative development or design elements pursuant to the provisions of subsection VII.B.2.e. of this section.

No alternative design options have been proposed, therefore this section does not apply.

d. The Planning Commission may impose such conditions as it deems necessary to ensure compliance with these elements and other applicable standards in Sections 137 through 142.

The applicant has not submitted detailed architectural information for the proposed CDP modification. Although the Commission would allow deferral of architectural review until the DDP application, as noted above the proposed deferral here far exceeds simply matters of design.

The Commission does not believe that conditions of approval can be imposed to this proposed modification in a manner that would assure compliance with the standards in Sections 137 through 142.

e. *If an applicant represents to the Planning Commission, either verbally, in writing as part of a submittal, the applicant's intention to impose restrictions beyond the minimum requirements of the applicable development code(s), including but not limited to Zoning Code Sections 136-142, or represents that certain actions or conditions, through the use of private Deed Covenants, Conditions and Restrictions ("CC&Rs") or otherwise, will occur, the Planning Commission may include such representations and/or CC&R provisions in its Concept Development Plan Approval Order.*

The applicant does not propose any specific amendments to the CC&R's, therefore this section does not apply.

f. *Concept Development Plan approval shall constitute approval in principle for the proposed phased development; provided, however, that Concept Development Plan approval shall be binding as to the following particulars:*
   (1) Minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole;
   (2) Approximate location and type of permitted uses, and
   (3) Consistency with the purposes identified in this section.

This proposed modification to the approved development in the original CDP is so general that the type of permitted uses that will occupy the site is not possible to define, or to assure with a condition of approval. There is no assurance that the potential uses will further the purposes of the SCPA district.

g. *Concept Development Plan approval shall give the applicant the right to proceed with the filing of applications for Detailed Development Plan approval in a manner consistent with the approved Concept Development Plan, subject to compliance with the provisions of this subsection, all applicable requirements in Sections 136 through 142 of this Ordinance, all other applicable City ordinances and regulations, and such conditions of approval as the Planning Commission has attached to the Concept Development Plan approval. An application for Detailed Development Plan approval of the first phase of the Concept Development Plan shall be filed not more than eighteen (18) months following the date of a final decision approving the Concept Development Plan.*

The DDP approval for the first phase of development was approved as part of the original Orenco Woods Crossing CDP approval. This criterion is satisfied

h. *If a Concept Development Plan was approved by the Planning Commission between August 6, 1996 and City Council approval of amendments to Sections 136-142 on April 15, 1997, at the option of the applicant, the provisions relating to the process and requirements for submittals for Concept, Detailed and Final Development Plans, and the binding requirements of subsection (f), above, in effect at the time of the application, shall remain applicable to that application.*

The Orenco Woods Crossing CDP was approved by the Hillsboro Planning Commission on May 10, 2006, therefore this section does not apply.

i. *If the Planning Director denies Detailed Development Plan approval or places conditions on the approval which the applicant opposes, the applicant may apply to the Planning Commission for an amendment to the Concept Development Plan under the applicable provisions of Section 136.VII.B.3-6.*

Although the Planning Commission finds this section is not directly applicable since the Orenco Woods DDP was approved and the DDP for this modification has not yet been approved, the Planning Commission finds it does provide guidance for the review procedures for a CDP modification. In that respect, the proposed modification presents such a limited amount of information on potential uses that the Commission anticipates the applicant – which will likely not be the same as the applicant in this case – would need to apply for a further amendment to the CDP at the time of subsequent DDP application. The Commission finds that such an interpretation would result in an inefficient and cumbersome process, with less certainty for the applicant and the public about the ultimate buildout of the site. Such an approach is contrary to the purposes of the SCPA District, which seeks to create particular mixed use communities.

Section 137. *Development Regulations for Station Community Planning Areas*
II. DEVELOPMENT CRITERIA
Tables 1.a through 1.n contain the development criteria which shall apply within each Station Community Planning District. Criteria may vary depending on the distance of the project from a light rail station site. These differences, if any, are shown in the applicable table as requirements applying to development within 1,300 feet of a station site, between 1,301 and 2,599 feet of the station site, and development 2,600 or more feet from a light rail station site. The development criteria for a particular district or use consists of the combined requirements of Tables 1.a through 1.n and subsections III. through XI.

The criteria set forth in Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V) are summarized in each of the following sections.

III. *MINIMUM LOT SIZE*
B. *Standards -*
Minimum lot size: *none for other use types*

Only condominium units, commercial development, and other employment uses are proposed in this CDP modification application. The minimum lot size for these uses is 'none', therefore the criteria is met. No land division is being proposed with this application; a modification to the Preliminary Plat will be required if this CDP modification were to be approved.

IV. MINIMUM LOT WIDTH AND DEPTH
B. Standards -
Minimum lot width: None
Minimum lot depth: None

There are no minimum lot width and lot depth requirements for the SCR-V zone, therefore the application meets the criteria.

V. MINIMUM AND MAXIMUM RESIDENTIAL DENSITIES, AND ANCILLARY DWELLING UNITS
B. Standards
1. See Table 1 of this Section.
2. Each project shall meet minimum residential density requirements. Ancillary dwelling units are included for purposes of determining minimum density requirements in new development projects, but in an in-fill situation ancillary dwellings shall not be precluded due solely to maximum density provisions of any district. Dwelling units shall qualify for density calculation purposes regardless of whether owner or renter occupied.

The project proposes to develop 249 dwelling units on 19.4 net developable acres. Thus, the development project's calculated net residential density is 12.8 dwelling units per net acre, which exceeds the minimum residential density of 7 dwelling units per acre for an SCR-V zone area beyond 2,600 feet from a light rail station and complies with the maximum density of 45 units per acre.

3. Notwithstanding the minimum residential density requirements of this Section, one or more dwelling units may be constructed on an existing, serviced lot of record upon the effective date of this Ordinance within a residential district, in compliance with Implementation Measure (N) of the Housing element of Comprehensive Plan Ordinance NO. 2793, provided that the design and siting of the dwelling unit or units would allow future development of the remainder of the parcel to at least the minimum density requirement of the applicable SCPA district in which it is located without necessitating demolition or redevelopment of the unit or units so constructed.

No dwelling units are proposed for the existing lot on the subject site.

4. *For the purpose of calculating minimum residential density, development proposals may include a reduction in the net acreage on a particular site containing driplines of existing mature trees as defined in Section 136 (XIII) (B) (3). The net acreage on such a parcel may be reduced by subtracting the area within the dripline of the mature trees. However, in no case shall the net acreage subtracted within the dripline exceed 35% of the original net acreage of the site. If a development proposes a reduction in net acreage for the purpose of retaining existing mature trees, the development application shall include a certified arborist's report and tree preservation plan. The approval of the development may be conditioned upon implementation of the recommendations for tree preservation measures.*

The calculation of net residential density does not include the area contained in the drip lines of existing trees. This standard does not apply.

5. *Residential density within an SCR-V project is determined based on the amount of net developable acres within three distance categories as measured from the light rail station site:*
1,300 feet or less 24 dwelling units per net acre
1,301 feet - 2,599 feet 15 dwelling units per net acre
2,600 feet or more 7 dwelling units per net acre

The majority of this SCR-V project site is 2,600 feet to 3,900 feet from two different light rail station sites. A small portion of the northwestern corner of the site is just under 2,600 feet from the NW 231st Ave./Orenco light rail station. The net residential density calculation for the project site is 15.3 dwelling units per net acre, which exceeds the minimum density requirements for this SCR-V site. This standard is met.

6. *Residential density requirements within an SCR-V project are calculated first, without any deductions or exclusions for other types of uses. Net acreage within each of the categories is multiplied by the required residential density to determine (1) the total required residential dwellings and (2) the average residential density per net acre of the project. Once the total dwelling units required for the project is determined, housing types and built density may vary within the residential village project regardless of distance to the station provided the overall residential density requirement of the project is achieved and at least fifty percent (50%) of net acreage of a project is used for residential development. An additional twenty percent (20%) of the net acreage may be used for mixed use commercial/residential buildings.*

Residential density has been calculated on the total net residential site area, resulting in an overall residential density of 15.3 dwelling units per net acre.

7. *No phase of a SCR-V project shall be permitted to develop below the per acre average residential minimum density unless: (1) it is the first phase of the development, consisting of no more than ten percent (10%) of the total project; (2) is a phase, when combined with those phases already constructed, achieves the minimum average density requirement of the district; or (3) the approved Concept Development Plan is amended to indicate where the proposed reduction in density will be made up through increased density in another phase of the project. The project shall not depend on redevelopment of early phases to achieve overall minimum density requirements. As an alternative to the phasing provisions of the paragraph above, an individual phase of a project shall be permitted to develop below the required minimum residential density upon a demonstration through covenants applied to the remainder of the site or project, or other binding legal mechanism, that the required density for the project will be achieved at project buildout. The increased density allocated to any future phase through such a transfer mechanism shall not increase the previously allocated density of the subsequent phase by more than ten percent (10%). The Planning Commission, as a condition of Concept Development Plan approval, may limit the number and total amount of such transfers.*

No phase of this project will develop below the per acre average residential minimum density. As previously noted, the project exceeds the per acre average residential for this area that is primarily beyond 2,600 feet from the nearest light rail station site. The development will contain 249 units. This development density adheres to the Conditions of Approval for the Zone Change. The conditions outline a specific density for this property of 240 plus or minus five percent, which equates to a minimum of 228 and a maximum of 252 dwelling units.

8. *Notwithstanding any other provision of this subsection, the minimum density of residential structures constructed within a Station Community Residential District on properties within Review Area 6, as identified in Figure 7 and in Table 5 of the Hillsboro Airport Compatibility Study (May 1993), shall not be less than 7 dwelling units Hillsboro Zoning Ordinance No. 1945 Section 137. Development Regulations for Station Community Planning Areas per net acre and the maximum density shall not exceed 12 dwelling units per net acre.*

This property is not within Review Area 6, and thus this standard does not apply.

9. *Where proposed residential uses within a district may be incompatible with an adjacent industrial district created by this Ordinance or an industrial use existing prior to the effective date of this Ordinance or prior to any land use action permitting residential development on an affected parcel, the Planning Commission may establish a nonresidential buffer of up to 400 feet within the residential district from the property line of the industry. Such a buffer shall be shown on the zoning map for that district.*

Non-residential buffers under this provision shall be used as open space or contain any nonresidential uses permitted in the district. The minimum required FAR in such an instance shall be 0.35. If the buffer/open space exceeds the calculated amount of usable open space required of the development project, and if such excess open space causes a development project to fail to meet the residential density requirements of the district, then the excess open space shall be deducted from the net acreage.

Industrial districts are adjacent to the north of the proposed community. However, the industrial area to the north is separated by the Westside light rail line, a buffer in and of itself. It is also adjacent to Rock Creek which serves as an additional buffer to the residential community, and has an OS designation. This criterion is satisfied

10. Where a project in the Downtown SCPA includes or abuts the SCRDNC District, the density, development and design standards contained in Section 138.XIII and Section 139 shall apply.

The proposed community is not in the Downtown SCPA and does not include or abut the SCRDNC District, thus this criterion does not apply.

11. Where a project in the Orenco SCPA includes or abuts the SCR-OTC the density, development and design standards contained in Section 138.XIII and Section 140 shall apply.

The project is not in the Orenco SCPA. Thus, this criterion does not apply.

12. Except where a proposed residential or mixed use project is part of a phased or on-going development under the same or related ownership, residential development within a SCR-HD, SCR-MD, SCRLD or SCR-V District located adjacent to a neighborhood of single family detached houses located in a subdivision or development platted before the effective date of the Station Area Interim Protection Ordinance, shall transition the type and density of the abutting new housing to be compatible with the single family character of the previously established neighborhood. Development within 100 feet, including road right-of-way, of an existing single family neighborhood shall not exceed a density of 7 dwelling units per net acre unless the existing neighborhood is zoned at a density exceeding 7 units per net acre in which case the new development shall match the density of the existing neighborhood.

Previously approved portions of the approved Orenco Woods CDP abut the Orenco Townsite Conservation (SCR-OTC) district. The design was found to meet this criterion; it does not apply to this proposed CDP modification relating to commercial uses.

13. *Ancillary dwelling units are permitted in the SCR-MD, SCR-LD. SCR-V SCR-DNC and SCR-OTC Districts upon compliance with the following standards: ...*

The proposed community does not include ancillary units, thus the above criterion does not apply.

14. *Where the residential density requirements of any SCPA district conflict or overlap with the adopted residential density requirements of any other zone or district associated with land uses within 1,300 feet of a transit trunk route where peak period service is provided on at least a 20 minute headway basis and service is provided on the route at least every 30 minutes during the off-peak period between the hours of 5:00 a.m. and 1:00 a.m. of the following day, the requirement with the greatest residential density provision that affects the property shall apply, provided such bus service is in place at the time of the Development Review application for the property in question.*

The proposed community does not conflict or overlap with the adopted residential density requirements of any other zone or district associated with land uses within 1,300-feet of transit trunk route; therefore this section does not apply. In addition, the proposed project provides a dense mixed-use community as set forth in the Station Community Planning Area guidelines.

15. *If a project proposes to meet minimum residential density requirements through or partially through remodeling of and/or additions to an existing dwelling, plans for the additional dwelling units shall be confirmed during the Development Review application process.*

The proposed project does not intend to remodel existing dwellings to meet minimum residential requirements. This provision does not apply.

VI. *MINIMUM FLOOR AREA RATIOS*

B. *Standards -*

For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75.

The proposed layout includes a mix of residential condominium units and commercial buildings. The sizes, numbers and locations of the various buildings within the 19.4 acre site could be determined during the Detailed Development Plan(s) review processes. Non-residential Detailed Development Plan application submittals would be required to address the site allowance of up to 10% or 1.94 acres for "neighborhood commercial" and up to 20% for "other employment" uses.

VII. MINIMUM NON-RESIDENTIAL DENSITY OBJECTIVES
A. Purpose

Minimum density objectives are a tool for helping to achieve a desired intensity of development and encouraging increased use of light rail transit. These provisions are intended to help ensure development and employment opportunities will occur at levels supportive of transit in areas identified for non-residential uses which are within walking distance of light rail stations. Data on employment densities also helps the City determine the demand for and size of the roadway and infrastructure system.

In residential districts where non-residential development is a permitted or conditional use, specified minimum non-residential density targets may not be applicable where such targets cannot be achieved by the size of commercial uses permitted in that district.

The proposed modification does not provide any information concerning employment levels. As noted above, it is not feasible to review conformance with this requirement at the Detailed Development Plan stage. when the final detailed land uses have been determined.

VIII. MINIMUM AND MAXIMUM SETBACKS FROM STREETS AND ALLEYS
B. Standards
1. See Table 1 of this Section.
Minimum front yard setback from streets and alleys = None, except as to accommodate building code, public utility easements or public open space requirements.
Maximum front yard setback from streets and alleys = 13 feet for rowhouses and townhouses, 15 feet for mid-rise apartments, multi-family and garden apartments, 19 feet for single-family detached and duplexes.
Maximum side yard setback = None for all housing types
2. Front setback standards shall apply to all sides of a building abutting a street or alley.

The proposed CDP modification includes public streets around the perimeter of the modification district, and no public streets or alleys internal to the district. Setbacks can be reviewed in greater detail in the Detailed Development Plan application.

X. MINIMUM AND MAXIMUM BUILDING HEIGHT REQUIREMENTS
B. Standards
1. See Table 1 of this Section. Within Station Community Planning Areas, building height is measured from native grade, four feet outside the foundation of the structure.

No units are proposed under one story or over three stories. This standard is met.

> 2. *Private recreation facilities within 800 feet of an LRT station in a SCRV District may be one (1) story provided the footprint of the building and any outdoor recreation facility does not exceed 7,500 square feet, and such facilities do not abut a major pedestrian route.*

The proposed community does not contain any private recreation facilities. This provision does not apply.

> 3. *The maximum height allowed by Variance to Table 1, including any roof-top equipment or structures, for all building types and uses in all Station Community Planning Area Districts shall be ninety feet (90'); except that industrial uses in the SCI or SCBP Districts may increase the maximum height for the sole purpose of accommodating manufacturing processes, up to a maximum of ninety-nine feet (99').*

No variance from the maximum height is requested, thus this provision does not apply.

> 4. *In the event a maximum building height permitted by Table 1 or by this subsection as applied to a specific building site conflicts with that specified in the Hillsboro Airport Compatibility Study (May 1993), and the Federal Aviation Administration continues to certify the need for such a height restriction, the Hillsboro Airport Compatibility Study shall supersede and control.*

The maximum building height does not conflict with that specified in the Hillsboro Airport Compatibility Study, thus this guideline does not apply.

> *XI. MINIMUM AND MAXIMUM OFF-STREET PARKING REQUIREMENTS*
>
> *B. Standards*
>
> *1. Table 2, below, contains the maximum off-street parking ratio standards for non-residential development within all SCPA Districts. The minimum non-residential off-street parking requirements of such uses within SPCAs is equal to fifty percent (50%) of the maximum. Table 3 contains the minimum and maximum off-street parking standards for residential and similar uses. Variance to minimum and maximum parking standards is allowed. Pursuant to the results of the Traffic Impact Study required under Section 137.XVI.B.2., the City Engineer may require off-street parking above the minimum standard to mitigate impacts of a use on the street system.*

2. *Off-street surface parking provided by any project or use within a Station Community Planning Area shall be at or below the maximum standards listed in this subsection. Multi-family, student housing and senior housing uses listed in Table 3, Maximum Allowed Parking, includes off-street short-term and guest parking.*

Compliance with this standard will be confirmed during the Detailed Development Plan process.

7. *No maximum bicycle parking standards apply, but a minimum of two (2) covered spaces (or one (1) locker) per establishment is required regardless of calculation results. Where a calculation would otherwise result in a required bicycle parking requirement of less than two (2) spaces, owners of one or more adjacent small uses, or a single owner of a commercial building with multiple tenants, may aggregate their respective gross square footage into one calculation and provide the requisite number of common or joint use bicycle parking spaces; in which case the requirement for a minimum of two (2) covered spaces per establishment shall no longer apply provided at least two covered joint use spaces are provided by the consortium of users.*

Bicycle parking will be reviewed in detail with the Detailed Development Plan.

8. Where calculation of maximum residential parking results in fewer parking spaces than the required minimum, the minimum requirement shall apply.

The maximum allowable residential off-street parking calculation does not result in fewer parking spaces for than the minimum, thus this provision does not apply.

XII. MINIMUM USABLE OPEN SPACE REQUIREMENTS

B. Standards

1. *Residential subdivisions, Residential Village, commercial and industrial developments in all districts shall include usable open space within a project based on the gross acreage of the project. In the SCC-CBD, and SCC-HOD Districts, the minimum amount of usable open space shall be five percent (5%) of gross acreage within the project.*

Open space requirements were reviewed with the approved Orenco Woods CDP. The proposed modification does not change the open space calculations. Therefore, the adopted open space findings show compliance with the standard.

IV. Conclusion

For these reasons, and for the reasons set out above, the record does not support allowing this modification as proposed.

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(If in or adjacent to Hawthorne Farm Indust. Park)
Hawthorne Farm Landowners Assoc.
c/o Kern & Associates
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CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 2

November 14, 2008 Planning Commission Audio Recording of Hearing

- Audio Recording Includes All Other Meetings As Indentified in Other Exhibits

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 3

November 12, 2008 Planning Commission Audio Recording of Hearing (See Exhibit 2), Sign In Sheet

CITY OF HILLSBORO

PLANNING COMMISSION
INTERESTED PARTIES SIGN IN

PLEASE PRINT YOUR NAME AND ADDRESS CLEARLY IF YOU WISH TO RECEIVE NOTICE OF DECISION ON THIS ISSUE

DATE OF PUBLIC HEARING: November 12, 2008

PUBLIC HEARING: CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

PLEASE PRINT CLEARLY

NAME	ADDRESS, CITY AND ZIP CODE
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Christine Armer	1255 NW 228th Ave 97124
LAINE YOUNG	POB 4160 BEAV 97075
Bill Metzker	6544 NE Bisbay Dr., H.B. 97124
Ken McLain	700 SW Cornelius Pass Rd. Hillsboro 97123
Jim Lubischer	22720 NW Quatama Hillsboro 97124
Don Bloom	815 NW 229th Ave Hillsboro 97124

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 4

November 12, 2008 Supplemental Staff Report with Attachments:

- Draft Resolution
- Draft Findings
- Letter, from John Coulter, Planning Commission President, received November 12, 2008

CITY OF HILLSBORO

November 12, 2008

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan
Orenco Woods Crossing – File No. CDP 1-06 (MOD 1)

DRAFT CONDITIONS - MODFICATIONS

Staff proposes the following two additional changes to the draft conditions. Both changes provided clarification regarding standards and expectations. The new words are highlighted in **bold** and eliminated words are ~~struck through~~.

6. Each non-residential Detailed Development Plan submittal for this site shall include, but not be limited to, a letter from the traffic engineer documenting compliance with the trip generation cap for this site ~~to the satisfaction of the City Transportation Planning Engineer~~ prior to approval of each non-residential Detailed Development Plan. **The basis for trip determination shall be the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.** The submitted letter shall address the trip generation cap for this site which shall restrict development of non-residential commercial and retail uses on the site to the generation of no more than 2848 average weekday daily new vehicle trips, 199 morning peak hour new vehicle trips, and 274 afternoon peak hour new vehicle trips. Trips which are generated using non-vehicular modes or which are comprised of pass-by ~~and diverted link~~ trip types are not subject to the trip cap limits. Submitted Detailed Development Plan applications which include a request that exceeds the new vehicle trip generation caps detailed above shall first be required to apply for and receive a new Concept Development Plan Modification approval.

Reason: The additional text provides clarification regarding the standard to which the applicant will be held.

8. Prior to issuance of any certificate of occupancy of any non-residential use within the Orenco Woods Crossing development, and subject to the approval of Washington

County, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

a) Prior to the issuance of any certificate of occupancy of any non-residential use, the developer shall pay to the City of Hillsboro all costs, **up to $50,000,** associated with the engineering, permitting, and construction of a publicly contracted improvement administered by the City of Hillsborowhich shall complete sidewalk improvements consistent with the Hillsboro Zoning Ordinance and extending along the south side of NW Dogwood Street from NW 231st Avenue to NW 228th Avenue. The City Engineer and/or City Transportation Committee shall approve the plans for the sidewalk improvements prior to construction of the sidewalk improvements. If the City does not construct all of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, all of the funds shall be refunded to the developer. If the City constructs only a portion of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, then the remaining portion of the funds shall be refunded to the developer.

Reason: This additional text references page 6 the Group MacKenzie Old Orenco Safety Audit. Page 6 provides specific language regarding the gaps in the sidewalk system and a cost estimate of $35,000 to $50,000 to close those gaps.

An updated resolution reflecting these changes is attached, as well as, draft findings that support this decision.

TESTIMONY

Also attached is a letter from Planning Commission President John Coulter who is not able to attend the deliberations and therefore not able to cast a vote tonight. In lieu of being present during deliberation and casting a vote, President Coulter has provided the attached letter.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Attachments:
Draft Resolution
Draft Findings
Coulter Email and Letter, dated December 11, 2008

RESOLUTION NO. 1683-P

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

A RESOLUTION APPROVING A MODIFICATION TO THE CONCEPT DEVELOPMENT PLAN FOR ORENCO WOODS CROSSING ALLOWING A MIX OF 64 RESIDENTIAL CONDOMINIUM UNITS AND NON-RESIDENTIAL BUILDINGS IN THE SOUTHEAST CORNER OF THE SITE.

WHEREAS, the owner of certain tracts of land, described below, has filed a written application with the City of Hillsboro for a modification to an approved concept development plan, and

WHEREAS, the Planning Commission held a public hearing on this application on September 10, October 8, October 22 and November 12, 2008 and received testimony in support as well as testimony in opposition to the application, and

WHEREAS, having received the materials and testimony submitted, the Planning Commission approves the modification to the concept development plan with the conditions listed herein, based on the findings attached hereto as Exhibit B and the vicinity map attached hereto as Exhibit C.

NOW THEREFORE BE IT RESOLVED, by the Hillsboro Planning Commission, that the Commission, by and through this resolution, does hereby approve the modification to the concept development plan for Orenco Woods Crossing, as contained in Planning Department Casefile No. CDP 1-06 (MOD 1), on the following described property:

A portion of Tax Lot 3400, on Washington County Tax Map 1N2-35,
Section 35, Township 1 North, Range 2 West, Willamette Meridian.

BE IT FURTHER RESOLVED that the Planning Commission's approval of this modification to the concept development plan is conditioned upon satisfaction of the following conditions:

1. The conditions of approval contained in Orenco Woods Crossing Resolution Nos. 1561-P and 2172 shall remain in full effect except as modified as a part of this Concept Development Plan Modification approval. The area of modification is identified on Exhibit C as the portion of the Orenco Woods Crossing development located south of Street 2 and east of Street B. The following conditions are specific to this modification area.

2. Application(s) for Detailed Development Plan approval shall be reviewed and approved by the Planning Commission.

3. Should the development of the site occur in phases, the residential component shall be reviewed and approved within the first Detailed Development Plan application submittal. The residential component shall consist of 64 residential units.

4. Should the non-residential development of the site occur in phases, each non-residential Detailed Development Plan application shall include a shadow plat that addresses internal circulation and connectivity between the developed and undeveloped, residential and non-residential portions of the site.

5. Non-residential Detailed Development Plan application submittals shall address the site allowance of a maximum of 10% for "neighborhood commercial" and a maximum of 20% for "other employment" uses. The first non-residential Detailed Development Plan application shall establish the protocol for all future non-residential Detailed Development Plan applications regarding the allotment of "neighborhood commercial" and "other employment" uses across the site.

6. Each non-residential Detailed Development Plan submittal for this site shall include, but not be limited to, a letter from the traffic engineer documenting compliance with the trip generation cap for this site prior to approval of each non-residential Detailed Development Plan. The basis for trip determination shall be the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The submitted letter shall address the trip generation cap for this site which shall restrict development of non-residential commercial and retail uses on the site to the generation of no more than 2848 average weekday daily new vehicle trips, 199 morning peak hour new vehicle trips, and 274 afternoon peak hour new vehicle trips. Trips which are generated using non-vehicular modes or which are comprised of pass-by trip types are not subject to the trip cap limits. Submitted Detailed Development Plan applications which include a request that exceeds the new vehicle trip generation caps detailed above shall first be required to apply for and receive a new Concept Development Plan Modification approval.

7. Prior to the final inspection approval of any residential structure or issuance of any occupancy permit within the Orenco Woods Crossing development, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

   a) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

   <u>Cornelius Pass Road</u>

   b) On NW Cornelius Pass Road dedicate additional right-of-way across the entire site frontage to meet the Washington County A-4 arterial roadway standard. The dedication shall match the adopted roadway centerline alignment for NW Cornelius Pass Road.

   c) On NW Cornelius Pass Road record an 8 foot wide public utility easement (PUE) adjacent to the dedicated right-of-way across the entire site frontage.

d) On NW Cornelius Pass Road construct the western half-street improvements along the entire site frontage in accordance with Washington County A-4 arterial roadway standards.

e) On NW Cornelius Pass Road widen the eastern side of the existing paved roadway to provide for the required turn lanes and pavement tapers as detailed in other Conditions of Approval. These improvements shall include obtaining required permits and constructing required pavement widening, pavement markings and roadway signage, curb and gutter, street lights, storm drainage and other utility modifications, landscape planters and street trees, five (5) foot wide sidewalk, and associated improvements as approved by the County Engineer. Record slope easements where directed by the County Engineer.

f) The approach of Street 2 to NW Cornelius Pass Road shall meet Washington County sight distance requirements.

Quatama Road

g) On NW Quatama Road, dedicate additional right of way across the entire site frontage to meet the Washington County C-3 collector roadway standard. Dedication of additional right of way may be required at the northwest corner of NW Cornelius Pass Road and NW Quatama Road in order to accommodate conditioned intersection and traffic signal improvements.

h) On NW Quatama Road, record an 8 foot wide public utility easement (PUE) adjacent to the dedicated right-of-way across the entire site frontage.

i) The approach of Street B to NW Quatama Road shall meet Washington County sight distance requirements.

8. Prior to issuance of any certificate of occupancy of any non-residential use within the Orenco Woods Crossing development, and subject to the approval of Washington County, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

a) Prior to the issuance of any certificate of occupancy of any non-residential use, the developer shall pay to the City of Hillsboro all costs, up to $50,000, associated with the engineering, permitting, and construction of a publicly contracted improvement administered by the City of Hillsboro, which shall complete sidewalk improvements consistent with the Hillsboro Zoning Ordinance and extending along the south side of NW Dogwood Street from NW 231st Avenue to NW 228th Avenue. The City Engineer and/or City Transportation Committee shall approve the plans for the sidewalk improvements prior to construction of the sidewalk improvements. If the City does not construct all of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, all of the funds shall be refunded to the developer. If the City constructs only a portion of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, then the remaining portion of the funds shall be refunded to the developer.

b) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

Cornelius Pass Road

c) On NW Cornelius Pass Road dedicate additional public right of way necessary to allow for the future construction of a southbound 175 foot right turn storage lane with transition tapers and intersection corner radius and traffic signal improvements at the approach to NW Quatama Road. Future improvements shall include an 8 foot wide curb tight sidewalk with integrated street trees in grates.

d) On NW Cornelius Pass Road record a minimum of 4 foot wide public utility easement (PUE), in lieu of the otherwise required 8 foot PUE, adjacent to public right of way dedication for a future 175 foot long southbound right turn storage lane on NW Cornelius Pass Road at the approach to NW Quatama Road through placement of underground utility infrastructure under the public sidewalk. Coordinate design and construction of improvements behind the street curb with Washington County, City of Hillsboro, and utility service providers.

e) Obtain required permits from Washington County and implement a traffic signal interconnect linking the traffic signals on NW Cornelius Pass Road at NW Quatama Road and NW Wilkins Street (currently under construction).

f) On NW Cornelius Pass Road utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate a new interim southbound right turn lane using the fifth lane at its approach to NW Quatama Road, including provision of 150 feet of striped right turn storage lane, transition striping, and required signage. Modify the existing traffic signal as required by conditioned road improvements in accordance with Washington County standards.

g) Construct a new public street access to NW Cornelius Pass Road, subject to County approval and receipt of required permits from the County Engineer and City Engineer, at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate an interim southbound right-turn lane using the fifth lane, with storage length and deceleration taper to be determined by Washington County, at the new public street access to NW Cornelius Pass Road. Construct a northbound left turn lane with 75 feet of vehicle storage and required lane transitions as determined by Washington County at the new public street access to NW Cornelius Pass Road. Traffic movements at the new public street access to NW Cornelius Pass Road shall be limited to right-in, right-out, and left-in movements through the use of raised medians and barrier curbs, signage, and striping on the approach street and/or NW Cornelius Pass Road as determined by the County Engineer.

Quatama Road

h) On NW Quatama Road obtain required permits and construct improvements to establish a left turn median lane with 50 feet of storage at the eastbound approach to the intersection with Street B. Subject to the availability of adequate right of

way, obtain required permits and construct a continuous left turn median and bi-directional bike lanes between NE 76th Avenue and NW Cornelius Pass Road including a striped 150 foot eastbound storage lane at the traffic signal approach. Within existing public right of way, widen NW Quatama Road to provide a 175 foot westbound left turn storage lane with tapers at the approach to NW Cornelius Pass Road.

i) Modify the existing traffic signal at NW Cornelius Pass Road and NW Quatama Road to accommodate conditioned roadway widening. Maintain the existing protected/permitted left turn signal phasing on the northbound and southbound approaches of NW Cornelius Pass Road and the existing permitted left turn signal phasing on the eastbound and westbound approaches of NW Quatama Road.

Quatama Road / NW 227th Avenue Intersection Improvements

j) Widen NW 227th Avenue and NW Quatama Road, within the boundaries of the existing right-of-way, extending south and east from the southern termini of the Rock Creek Bridge roadway guardrails to provide a minimum 13-foot wide southbound to eastbound lane and a minimum 13-foot wide westbound to northbound lane within the turn radius unless approved otherwise by the County Engineer.

k) On NW Quatama Road east of the intersection with NW 227th Avenue and extending to the eastern boundary of Tract A of the Alder Creek Estates subdivision, realign and widen NW Quatama Road to the south, within the boundaries of the existing right-of-way, to provide a minimum 20-foot roadway width, unless approved otherwise by the County Engineer. Install guardrail to AASHTO and County standards along the north shoulder of NW Quatama Road adjacent the segment of roadway where road shoulder subsidence has occurred adjacent to Rock Creek.

Quatama Road Bridge Signage

l) On both roadway approaches install additional warning signage in advance of the bridge on NW 227th Avenue in accordance with MUTCD standards. Signing may include signs warning of a "bridge ahead", "narrow bridge", "road narrows" or "pedestrians on bridge". Coordinate with, and obtain required permits, from Washington County.

9. Prior to the issuance of any certificate of occupancy for any non-residential use, the developer shall demonstrate compliance to the City Engineer and/or Transportation Committee with the following items:

a) Obtain all necessary permits from the City of Hillsboro for access onto and work within the City right-of-way.

Pedestrian Signage on Dogwood Street

b) Subject to the approval of the City Engineer, install pedestrian signage on NW Dogwood Street in the vicinity of NW 227th Avenue directing pedestrians to use

the existing north sidewalk located adjacent the public school and the new sidewalk/pathway facilities provided in the Orenco Woods Crossing development to access the Rock Creek regional trail, Cornelius Pass Road and Quatama Road.

Internal Streets: Street 2 and Street B

c) Construct Street 2 between Street B and NW Cornelius Pass Road to accommodate a 25 mph intersection sight distance requirement. On-street parking, except where restricted to preserve required sight distance, shall be allowed; however, the City reserves the right to restrict or prohibit future on-street parking between NW Cornelius Pass Road and Tract "M" as depicted on Sheet 601 of the application. Obtain all required permits through the City Engineer.

d) Construct Street B between NW Quatama Road and Street 2 to accommodate a 25 mph sight distance requirement.

e) No parking shall be permitted along either side of Street B within 100 feet of NW Quatama Road. Street B shall have a paved width of 36 feet within 125 feet of NW Quatama Road to allow adequate width for two southbound lanes at the NW Quatama Road approach. Street B shall be constructed to align opposite NE 76th Avenue. Obtain all required permits through the City Engineer.

f) Commercial and multi-family driveway approaches to Street 2, and to Street B shall be addressed during Detailed Development Plan review.

Introduced and passed this 12th day of November, 2008.

_____
President

ATTEST:_____
Secretary

BEFORE THE HILLSBORO PLANNING COMMISSION

IN THE MATTER OF A REQUEST FOR A MODIFICATION TO THE CONCEPT DEVELOPMENT PLAN

FINDINGS IN SUPPORT
CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

I. Introduction.

A. Request

Applicant Venture Properties, Inc. requests Planning Commission approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing; a phased residential development on a site approximately 55 acres in size.

The proposed modification to the CDP revises the approved layout at the southeast corner approximately 19.4 acres of the site. Since the modification is confined to this corner, the Planning Commission's review is limited to that area unless otherwise noted. The previously approved CDP layout for the southeast corner included 26 detached single family residential lots and 40 attached single family residential lots. The proposed layout includes a mix of residential condominium units and commercial buildings. The sizes, numbers and locations of the various buildings within the overall 19.4 acre site will be determined Detailed Development Plan(s) review processes. Non-residential Detailed Development Plan application submittals shall address the site allowance of up to 10% or 1.94 acres for "neighborhood commercial" and up to 20% for "other employment" uses.

B. Background

The following is a timeline of prior land use approvals for the Orenco Woods Crossing development. All of the following approvals are vested and all appeals have concluded.

Annexation of Site to Hillsboro

- July 20, 2004 the City Council approves the Annexation. (Case File No. AN 16-04)
- August 17, 2004 the City Council approves the second Annexation of remnant pieces. (Case File No. 23-04)

Minor Comprehensive Plan Land Use Map Change

- May 25, 2005 the Planning Commission recommends approval to the City Council. (Case File No. HCP 4-04)
- October 18, 2005 the City Council approves the Map Change following the appeal hearing. This map change, enacted by Ordinance 5633, changed the designation of the property from Open Space/Flood Plain to Medium and Low Density Residential.

Zone Change of Site

- March 20, 2006 the Planning and Zoning Hearings Board approves the Zone Change. (Case File No. ZC 18-05)
- April 18, 2006 the City Council approves the Zone Change. The zone change rezoned the property from County Institutional to Station Community Residential – Village (SCR – V). The property was zoned SCR-V even though it is not located in a light rail Station Community Planning Area, as noted by the Land Use Board of Appeals in *Lubischer v. City of Hillsboro*, 53 Or LUBA 143, *affirmed* 211 Or App 435 (without opinion), *affirmed* 343 Or 159 (without opinion) (2007).

Development Proposal

- May 10, 2006 the Planning Commission approves the Concept Development Plan, Subdivision Preliminary Plat, Detailed Development Plan, Floodplain Alteration Permit and Significant Natural Resources Permit. (Case File Nos. CDP 1-06, SUB 1-06, DDP 2-06, FA 1-06, and SNRP 1-06). The CDP and DDP comprised the entire site described as Orenco Woods Crossing.
- July 18, 2006 the City Council approves the Concept Development Plan following the appeal hearing.
- The City Council decision was upheld by the Land Use Board of Appeals, Oregon Court of Appeals and Oregon Supreme Court. (citations referenced above.)
- January 9, 2008, the Planning Director grants an extension of the Final Development Plan and Final Subdivision Plat for the initial phase to May 10, 2009.

On September 10, 2008, the Planning Commission held its first hearing to consider this request. At an opponent's request, this hearing was continued to October 8, 2008. An additional continuance extended the public participation portion of the hearing until October 22, 2008. At the end of the hearing, the record was closed for oral testimony but left open to allow for written evidence and rebuttal by all parties. The Planning Commission deliberated on November 12, 2008 and approved this request.

These findings support approval of CDP 1-06 (MOD 1) adopting the CDP modification requested by the Applicant.

C. Incorporated Findings.

The factual assertions set out in the August 2008 application, which includes the revised transportation impact analysis report dated August 2008, and the staff reports, including any attachments or exhibits, dated September 4, 2008, September 7, 2008, September 10, 2008, October 1, 2008, October 10, 2008, October 16, 2008, and October 22, 2008 are hereby incorporated by reference in their entirety.

D. Procedural Background

The CDP approval procedure includes subsequent approval(s) of Detailed Development Plans (DDP). In the period between approval of the Orenco Woods CDP and submittal of the requested CDP modification the Planning Commission and City Council approved a procedural amendment to the Zoning Ordinance which establishes City staff review of a DDP application. The applicant has offered the Planning Commission the option of reviewing the DDPs for the southeast corner due to the level of examination this project has received. The Planning Commission approves this proposal. A condition of approval is included to ensure this result.

The CDP process is intended to provide opportunity for review and conditional endorsement of an overall concept plan, rather than a specific development proposal. As provided in the Zoning Ordinance, the process does not expect or require a CDP to provide the same level of detail in the application or the conditions of approval. As confirmed by LUBA in the recent appeal of another decision involving a CDP, CDP modification and DDP, the detail of a proposed development and its consistency with the approved CDP is evaluated at the DDP stage. This approach has been specifically considered and approved by LUBA. *David et al v. City of Hillsboro*, __ Or LUBA ___ (LUBA No. 2008-023, July 31, 2008).

With regard to the Orenco Woods Crossing site, the applicant's previous approvals (CDP, SUB, DDP, FA and SNRP applications) were consolidated within a single final written decision in the form of a resolution. Much of the opposition testimony presented before the Planning Commission in this proceeding relates to the overall project such as need for additional open space or the status of the historic McDonald House. The Planning Commission finds that the applicable review criteria for a modification of an approved CDP do not trigger re-review of the entire project as already approved. As LUBA noted in the *David* case cited above: following approval of a CDP, modifications are possible based on a reading of HZO 136.VII.B.2.a in combination with HZO 133. *David*, supra, slip op at 35-36. Moreover, the Approval of this requested modification does not modify the previous resolution. Rather, a new resolution is hereby adopted with conditions specific to the southeast portion of the site, which is the only portion of the site subject to the Planning Commission jurisdiction in this application. Finally, the Planning Commission views any issues relating to the applicant's compliance with the conditions of approval for the previous zone change or plan approvals as not relevant, except as continuing compliance with those conditions specifically relates to the present modification and the territory affected by this limited application.

II. Testimony Presented

Public Notification: Notice of hearing was mailed on August 20, 2008. The staff report was available for review on September 4, 2008.

The City received comments from the Building, Engineering, Fire and Water Departments as well as from Washington County and Clean Water Services. As noted above, the conditions of approval associated with Concept Development Plans do not typically include specifics regarding construction of infrastructure and buildings structures. The majority of the various department comments will be addressed and conditioned as needed as part of subsequent DDP review.

Given the length and overlapping nature of the opposition testimony, the issues are grouped together and a single response provided:

A. Authority to Modify a CDP

The opponents argue that the Code does not authorize modification or outline a procedure for processing a modification request. The opponents also argue that a modification re-opens the CDP and DDP approvals for the entire property. As explained in the City Attorney's memo dated October 15, 2008, modifications of approved CDPs are expressly allowed under HZO 136 VII(A)(1). The Commission agrees with the City Attorney and adopts her recommendations as its own. The Planning Commission also finds that its review must be limited to the modification request currently before them; revisiting the larger CDP approval would be impermissible as a collateral attack on the prior approvals.

B. *Baker v. City of Milwaukie* Plan Consistency

The opponents assert that allowing this modification to allow commercial uses is contrary to the Oregon Supreme Court's decision in *Baker v. City of Milwaukie,* 271 Or 500, 533 P.2d 772 (1975), which holds that the comprehensive plan is a constitution governing zoning and land use decisions. At the time the SCR-V zone was implemented, the findings, including analysis of how the amendment implemented the Goals, particularly Goal 2, the Council found that a station community planning area designation would be consistent with the proposed plan amendments. DLCD agreed. The time to challenge that determination has passed.

Further, the Planning Commission finds that the SCR-V designation permitting a commercial component is consistent with the Medium Density Residential plan designation in place on the property. Comprehensive Plan Section 10. Economy, (IV) Implementation Measure (2) encourages neighborhood commercial development in high and medium density areas. The SCR-V zone encourages including neighborhood commercial development and as such, the SCR-V zoning implements the plan.

C. Table 1.h (20) Limitations on Neighborhood Commercial Uses and Mix of Uses

Opponents argue that the uses proposed exceed the us to 10% amount of neighborhood commercial uses identified in Table 1.h.(20). According to opponents, pursuant to HZO Section 136.III.HH and HZO Section 136.III.I, day-care and office uses are "commercial" uses and as such cannot be considered "other employment uses." The opponents challenge the applicant's removal of the illustrative details relating to the mix of proposed uses in the site plan. The Commission concludes that it need not decide this issue at this time. Rather, the Commission finds that the site plan provided only a conceptual layout of the new commercial, employment and residential components. HZO 136 VII B.4.d expressly allows for the deferral of detailed information until the DDP process. The appropriate time to consider the mix of use issues is at the DDP stage which will include notice and an opportunity for all parties to comment.

D. Modification of Condition Regarding Phasing

Opponents argue that the proposal includes "an indirect attempt" to alter a previous condition of approval relating to phasing of the project. The Orenco Woods Crossing Concept Development Plan is proposed to be constructed in four phases within a period of five years, from the start of construction as outlined in the Zoning Ordinance. The requested modification expressly includes an alteration to the phasing plan that is a part of the application. The applicant is not proposing to modify the number of phases (four) or the timeline (5 years). The applicant is not proposing to postpone the construction of the street infrastructure along the modification area's northern and western borders. The Commission finds that nothing in the applicable approval standards prohibit approval of such a modification request.

E. Site Access, Circulation, Traffic Impacts, and Parking

Opponents raise a number of issues related to traffic both in terms of the additional trips generated by this modification and what road improvements they believe are triggered as a result.

A copy of the full Traffic Impact Analysis (TIA) and all supplemental analyses were sent to Washington County DLUT and the City Transportation Planning Engineer for review and comment. Following the TIA, a separate long-range traffic analysis was prepared and submitted to the County to support the proposed new public street access to Cornelius Pass Road. The Commission acknowledges that the information submitted was not only analyzed and presented by a licensed professional, it has been reviewed by County and City staff, who have special expertise in evaluating traffic generation as well as in transportation facility engineering. Further, the City hired Group Mackenzie, an independent third party traffic consultant, to provide a safety audit analyzing how the modified proposal would impact those roads surrounding the project. This safety report recommends particular improvements that are both roughly proportional to the impacts caused by this specific modification to the approved development and which have been included as conditions of approval.

The Commission finds that the traffic impact analysis was premised on a development composed of the highest intensity uses allowed in the zone and that although the traffic will be greater, particular improvements will mitigate that impact. The applicant and city staff have also agreed to place a trip cap on the site plan modification as one of the conditions of approval to ensure that the overall site trip generation does not exceed what was forecast in the TIA.

During the Planning Commission hearings process, the applicant's traffic engineer provided a more detailed study of the mid-day traffic operations for the modification and concluded that this is not a peak hour and that all intersections meet the operational standards during the mid-day period. Also, additional evidence in this study shows, and the Planning Commission agrees, that traffic delays in the Cornelius Pass corridor will be reduced as a result of this modification request because of the installation of new signal interconnect between the forthcoming Wilkens Road traffic signal and the existing Quatama Road traffic signal. Furthermore, the Commission also supports the traffic engineer's finding that the increased traffic from the modified site plan will not adversely affect the long-term vehicle queuing condition that is forecasted to occur along Quatama Road, just west of Cornelius Pass Road. Lastly, the Planning Commission agrees with the findings of the long-range transportation analysis provided by the applicant's traffic engineer, which accounted for future traffic demand from full urban development within Reserve Areas

#69 and #71 of the South Hillsboro Community Plan area. The analysis found that Cornelius Pass Road will operate in a manner that satisfies both the City and County standards, assuming all planned transportation system improvements as envisioned by the City's and County's Transportation System Plan are implemented.

Opponents have argued that specific transportation improvements are needed at the Kian Lane access to Cornelius Pass Road. Planning Commission finds that it cannot impose any additional transportation improvements at this intersection, due to the fact that the access was originally approved by Washington County as an interim access only. Washington County has mandated that this access be removed once alternative access is established across undeveloped property to Quatama Road. This access issue will be mitigated by the forthcoming Cornelius Pass Road widening project, to be undertaken by Washington County.

Opponents have argued for alley improvements, parking restrictions, construction improvements and speed limits on Dogwood Street should be required in order to resolve existing and future circulation problems. The Planning Commission finds that it cannot impose these additional requirements given its limitations to impose only those exactions that are roughly proportional to the impacts caused by development. *Dolan v. City of Tigard,* 512 U.S. 374 (1994). However, the applicant has agreed to some conditions to assist in meeting the opponents' objections. Those conditions are approved by the Planning Commission and will be attached to the approval of this modification request.

Opponents challenge the extent of the safety improvement proposed at NW 227 Avenue and Quatama Road. Again, the Planning Commission acknowledges that the scope of its demand for improvements is limited under *Dolan v. City of Tigard.* Within those limits, the Commission has imposed conditions which will improve safety at this intersection.

III. Compliance with Approval Criteria

Each of the approval criteria are set out in italics below with findings following:

Section 136. Station Community Planning Areas
II. LAND USE DISTRICTS
A Station Community Planning Area shall include one or more of the following zoning designations:
H. Station Community Residential—Village (SCR-V)

The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, freestanding neighborhood commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light

rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.

The proposed project originally contained a mix of single-family detached and attached townhouse dwelling units. The proposed modification will add neighborhood commercial uses and other uses in the southeast corner. This corner originally contained small lot detached and townhome lots. The number of residential units will be very similar with a reduction of only three dwelling units, but will be achieved by integrating condominium housing style on half of this area. This allows for the addition of neighborhood commercial and other uses. This design locates the most intense land uses at the corner of Quatama and Cornelius Pass Road, and transitions to the north with mid-rise residential uses, back to the original mix of detached homes and attached townhouses that line Rock Creek and large lot detached homes adjacent to historic Orenco. The Planning Commission finds this design provides the vibrant, mixed-use community envisioned by the SCR-V zone, incorporating jobs and services into the community fabric.

The modified design does not remove any of the amenities provided in the original Orenco Woods CDP, including the natural open space, active parks, regional trail corridor, protection of the McDonald House, or other walkable features of the community. The Planning Commission finds that that proposed modification provides greater diversity in the community. For these reasons, this standard is met.

IV. PERMITTED LAND USES

A. The land uses listed on Tables 1, 2 and 3 are allowed, conditionally allowed or not permitted in the Station Community Planning Areas shown. These uses must be consistent with the description of the relevant district as set forth in subsection II of this Section.

The Commission concludes that although compliance with the outright permitted use provision is feasible, the Commission need not decide this issue at this time. HZO 136 VII B.4.d expressly allows for the deferral of detailed information until the DDP process. The appropriate time to consider the mix of use issues is at the DDP stage which will include notice and an opportunity for all parties to comment. A condition of approval will ensure compliance and allows for this decision to occur before the Planning Commission.

VI. RESTRICTED AND SPECIALLY REGULATED LAND USES

A. Within 2,600 feet of a light rail station site, except as otherwise provided below, the following uses are not transit-supportive and shall not be established as new uses, nor may existing uses or structures be converted to the following uses...

Only the small northern tip of the Orenco Woods site is located within 2,600 feet of a light rail station, therefore, this section does not apply.

VII. DEVELOPMENT REVIEW AND RELATED CITY DEVELOPMENT CODE

B. Development Review - SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District

1. Purpose. It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA District so larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:

a. Promote flexibility in design and permit diversification in location of structures and infrastructure improvements consistent with the intent of the applicable SCPA district;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;

d. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;

e. Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

f. Provide greater compatibility with surrounding land uses than may occur with a conventional project; and

g. In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial development and other opportunities for employment in a manner that achieves the intent and purpose of the District.

Although purpose statements are not in themselves approval criteria, compliance with the applicable approval criteria, HZO 136.VII.6.b.(1), imports consideration of and compliance with these standards for CDP approval. The purpose of this section encourages the type of innovative design proposed in this modification application. The proposed development maintains compatibility with surrounding lower density residential neighborhoods while providing a mix of housing types appropriate for this location. The proposed modification adds a diversity of land uses that adds to the fabric of the Orenco Woods community. Adding neighborhood commercial at the corner of Cornelius Pass Road and Quatama, transitioning north to mid-rise residential condominiums, and finally returning to the approved single family homes that line the Rock Creek corridor enhances that diversity. The proposed development continues to protect

significant natural resources within the site with an expansive open space and park network. The proposal is consistent with these policy statements.

> 2. *General provisions.*
>
> a. *Development Review shall be accomplished through the Concept Development Process as provided in this susbsection if:*
>
> (1) *the project or development is within the SCR-V District;...*

Orenco Woods Crossing was originally reviewed as a Concept Development Plan, and was found to meet the criteria of a CDP. As explained above, the proposed modification is subject to the same criteria.

> c. *Following Concept Development Plan approval, the applicant shall file applications for Detailed Development Plan and Final Development Plan approvals for each phase of the project in accordance with the approved Concept Development Plan and any conditions attached thereto; except that an applicant proposing a multi-phase project may request Detailed Development Plan approval for the initial phase or phases of the project concurrent with the application for Concept Development Plan approval.*

The applicant has not submitted detailed architectural information for the proposed CDP modification because this information will not be known until the final tenants are selected. A condition of approval is imposed requiring that the Detailed Development Plan be reviewed by the Planning Commission after notice and comment, to allow deferral of architectural review until the DDP application.

> d. *Where an application for Development Review is for a project within a PUD approved prior to August 6, 1996, ...*

This development application is not for a Planned Unit Development (PUD). This stipulation does not apply.

> e. *Except as provided in paragraph (f), below, an applicant for Concept Development Plan approval may propose one or more alternative development or design elements for all and/or specific areas within the plan boundaries which supersede corresponding development regulations or design standards set forth in Sections 137 through 142. Such alternative elements shall be clearly and specifically identified within the plan submittals, and shall include an explanation and/or drawings justifying and substantiating the need for a variance from the standards of Sections 137 through 142.*

No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

f. *Notwithstanding paragraph (e), above, no alternative development or design element shall be allowed to replace the development regulations and design standards of Sections 137 through 142 that would propose to vary or make an exception from:...*

No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

g. *The Planning Commission may authorize a proposed alternative development or design provision only if it finds that the proposed standard meets the criteria set forth in Section 136.X.B.3., Variances and the intent of the district.*

No new design exceptions are requested with this CDP Modification application. Therefore, this section does not apply.

Subsection 5 of this section identifies applicable procedures and submittal requirements. The Planning Commission finds that these are not applicable approval criteria and do not require detailed findings of approval.

6. *Concept Development Plan Approval.*

b. *The Planning Commission shall approve an application for Concept Development Plan approval only upon finding the following approval criteria are met:*

(1) *That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district;*

The purpose statements and SCR-V district have been previously addressed.

(2) *The phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and*

The second criterion states that the proposed phasing schedule must be reasonable and not exceed five years between commencement of development between the first and last phases. The applicant is requesting a modification to the approved phasing that will postpone the construction of the residential condominium and commercial building components to the third phase. The applicant has stated that the revised phasing will give them time to market the property for development. In addition, the developer who does purchase the commercial property will be drawing their customer base from the houses with the Orenco Woods Crossing development and would therefore want the houses constructed first and that customer base in place. This criterion is met.

(3) *That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138.*

Approval of the third criterion constitutes approval in principle of the entire phased development, with the three binding particulars of minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole. The density for the Orenco Woods community has been determined through the Comprehensive Plan Amendment and Zone Change approval process. Per the Conditions of Approval for Case File No. ZC 18-05, the density for Orenco Woods shall be in the range of 240 dwelling units, plus or minus five percent. This is a density range of 228-252. The proposed development includes 249 residential dwelling units, complying with the Condition of Approval. The proposed modification (non-residential uses) meets the FAR minimum requirement of 0.40. The development far exceeds the open space requirements of Section 138 with the provision of a five acre neighborhood park, the Rock Creek regional trail and riparian corridor, one acre parcel for the McDonald house, and various pocket parks throughout the development. Open Space was reviewed and approved in the original Orenco Woods CDP. No changes have been proposed to the open space plan in the CDP modifications, therefore the original findings continue to show compliance with this criterion. This criterion is satisfied.

c. *The Planning Commission may authorize and impose some or all of an applicant's proposed alternative development or design elements pursuant to the provisions of subsection VII.B.2.e. of this section.*

No alternative design options have been proposed, therefore this section does not apply.

d. *The Planning Commission may impose such conditions as it deems necessary to ensure compliance with these elements and other applicable standards in Sections 137 through 142.*

The applicant has not submitted detailed architectural information for the proposed CDP modification. As such, a condition of approval that the Detailed Development Plan be reviewed by the Planning Commission, to allow deferral of architectural review until the DDP application.

e. *If an applicant represents to the Planning Commission, either verbally, in writing as part of a submittal, the applicant's intention to impose restrictions beyond the minimum requirements of the applicable development code(s), including but not limited to Zoning Code Sections 136-142, or represents that certain actions or conditions, through the use of private Deed Covenants, Conditions and Restrictions ("CC&Rs") or otherwise, will occur, the Planning Commission may include such representations and/or CC&R provisions in its Concept Development Plan Approval Order.*

The applicant does not propose any specific amendments to the CC&R's, therefore this section does not apply.

f. *Concept Development Plan approval shall constitute approval in principle for the proposed phased development; provided, however, that Concept Development Plan approval shall be binding as to the following particulars:*

(1) Minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole;

(2) Approximate location and type of permitted uses, and

(3) Consistency with the purposes identified in this section.

This development will be further refined in the Detailed Development Plan application, in conformance with this CDP modification.

g. *Concept Development Plan approval shall give the applicant the right to proceed with the filing of applications for Detailed Development Plan approval in a manner consistent with the approved Concept Development Plan, subject to compliance with the provisions of this subsection, all applicable requirements in Sections 136 through 142 of this Ordinance, all other applicable City ordinances and regulations, and such conditions of approval as the Planning Commission has attached to the Concept Development Plan approval. An application for Detailed Development Plan approval of the first phase of the Concept Development Plan shall be filed not more than eighteen (18) months following the date of a final decision approving the Concept Development Plan.*

The DDP approval for the first phase of development was approved as part of the original Orenco Woods Crossing CDP approval. This criterion is satisfied

h. *If a Concept Development Plan was approved by the Planning Commission between August 6, 1996 and City Council approval of amendments to Sections 136-142 on April 15, 1997, at the option of the applicant, the provisions relating to the process and requirements for submittals for Concept, Detailed and Final Development Plans, and the binding requirements of subsection (f), above, in effect at the time of the application, shall remain applicable to that application.*

The Orenco Woods Crossing CDP was approved by the Hillsboro Planning Commission on May 10, 2006, therefore this section does not apply.

i. *If the Planning Director denies Detailed Development Plan approval or places conditions on the approval which the applicant opposes, the applicant may apply to the Planning Commission for an amendment to the Concept Development Plan under the applicable provisions of Section 136.VII.B.3-6.*

Although the Planning Commission finds this section is not directly applicable since the Orenco Woods DDP was approved and the DDP for this modification has not yet been approved, the Planning Commission finds it does provide guidance for the review procedures for a CDP modification.

Section 137. Development Regulations for Station Community Planning Areas
II. DEVELOPMENT CRITERIA
Tables 1.a through 1.n contain the development criteria which shall apply within each Station Community Planning District. Criteria may vary depending on the distance of the project from a light rail station site. These differences, if any, are shown in the applicable table as requirements applying to development within 1,300 feet of a station site, between 1,301 and 2,599 feet of the station site, and development 2,600 or more feet from a light rail station site. The development criteria for a particular district or use consists of the combined requirements of Tables 1.a through 1.n and subsections III. through XI.

The criteria set forth in Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V) is summarized in each of the following sections.

III. MINIMUM LOT SIZE
B. Standards -
Minimum lot size: none for other use types

Only condominium units, commercial development, and other employment uses are proposed in this CDP modification application. The minimum lot size for these uses is 'none', therefore the criteria is met. No land division is being proposed with this application; a modification to the Preliminary Plat will be requested after approval of this CDP modification.

IV. MINIMUM LOT WIDTH AND DEPTH
B. Standards -
Minimum lot width: None
Minimum lot depth: None

There are no minimum lot width and lot depth requirements for the SCR-V zone, therefore the application meets the criteria.

V. MINIMUM AND MAXIMUM RESIDENTIAL DENSITIES, AND ANCILLARY DWELLING UNITS
B. Standards
1. See Table 1 of this Section.
2. Each project shall meet minimum residential density requirements. Ancillary dwelling units are included for purposes of determining minimum density requirements in new development projects, but in an in-fill situation ancillary dwellings shall not be precluded due solely to maximum density provisions of any district. Dwelling units shall qualify

for density calculation purposes regardless of whether owner or renter occupied.

The project proposes to develop 249 dwelling units on 19.4 net developable acres. Thus, the development project's calculated net residential density is 12.8 dwelling units per net acre, which exceeds the minimum residential density of 7 dwelling units per acre for an SCR-V zone area beyond 2,600 feet from a light rail station and complies with the maximum density of 45 units per acre.

3. *Notwithstanding the minimum residential density requirements of this Section, one or more dwelling units may be constructed on an existing, serviced lot of record upon the effective date of this Ordinance within a residential district, in compliance with Implementation Measure (N) of the Housing element of Comprehensive Plan Ordinance NO. 2793, provided that the design and siting of the dwelling unit or units would allow future development of the remainder of the parcel to at least the minimum density requirement of the applicable SCPA district in which it is located without necessitating demolition or redevelopment of the unit or units so constructed.*

No dwelling units are proposed for the existing lot on the subject site.

4. *For the purpose of calculating minimum residential density, development proposals may include a reduction in the net acreage on a particular site containing driplines of existing mature trees as defined in Section 136 (XIII) (B) (3). The net acreage on such a parcel may be reduced by subtracting the area within the dripline of the mature trees. However, in no case shall the net acreage subtracted within the dripline exceed 35% of the original net acreage of the site. If a development proposes a reduction in net acreage for the purpose of retaining existing mature trees, the development application shall include a certified arborist's report and tree preservation plan. The approval of the development may be conditioned upon implementation of the recommendations for tree preservation measures.*

The calculation of net residential density does not include the area contained in the drip lines of existing trees. This standard does not apply.

5. *Residential density within an SCR-V project is determined based on the amount of net developable acres within three distance categories as measured from the light rail station site:*
1,300 feet or less 24 dwelling units per net acre
1,301 feet - 2,599 feet 15 dwelling units per net acre
2,600 feet or more 7 dwelling units per net acre

The majority of this SCR-V project site is 2,600 feet to 3,900 feet from two different light rail station sites. A small portion of the northwestern corner of the site is just under 2,600 feet from the NW 231st Ave./Orenco light rail station. The net residential density calculation for the project site is 15.3 dwelling units per net acre, which exceeds the minimum density requirements for this SCR-V site. This standard is met.

6. *Residential density requirements within an SCR-V project are calculated first, without any deductions or exclusions for other types of uses. Net acreage within each of the categories is multiplied by the required residential density to determine (1) the total required residential dwellings and (2) the average residential density per net acre of the project. Once the total dwelling units required for the project is determined, housing types and built density may vary within the residential village project regardless of distance to the station provided the overall residential density requirement of the project is achieved and at least fifty percent (50%) of net acreage of a project is used for residential development. An additional twenty percent (20%) of the net acreage may be used for mixed use commercial/residential buildings.*

Residential density has been calculated on the total net residential site area, resulting in an overall residential density of 15.3 dwelling units per net acre.

7. *No phase of a SCR-V project shall be permitted to develop below the per acre average residential minimum density unless: (1) it is the first phase of the development, consisting of no more than ten percent (10%) of the total project; (2) is a phase, when combined with those phases already constructed, achieves the minimum average density requirement of the district; or (3) the approved Concept Development Plan is amended to indicate where the proposed reduction in density will be made up through increased density in another phase of the project. The project shall not depend on redevelopment of early phases to achieve overall minimum density requirements. As an alternative to the phasing provisions of the paragraph above, an individual phase of a project shall be permitted to develop below the required minimum residential density upon a demonstration through covenants applied to the remainder of the site or project, or other binding legal mechanism, that the required density for the project will be achieved at project buildout. The increased density allocated to any future phase through such a transfer mechanism shall not increase the previously allocated density of the subsequent phase by more than ten percent (10%). The Planning Commission, as a condition of Concept Development Plan approval, may limit the number and total amount of such transfers.*

No phase of this project will develop below the per acre average residential minimum density. As previously noted, the project exceeds the per acre average residential for this area that is primarily beyond 2,600 feet from the nearest light rail station site. The development will contain

249 units. This development density adheres to the Conditions of Approval for the Zone Change. The conditions outline a specific density for this property of 240 plus or minus five percent, which equates to a minimum of 228 and a maximum of 252 dwelling units.

> 8. *Notwithstanding any other provision of this subsection, the minimum density of residential structures constructed within a Station Community Residential District on properties within Review Area 6, as identified in Figure 7 and in Table 5 of the Hillsboro Airport Compatibility Study (May 1993), shall not be less than 7 dwelling units Hillsboro Zoning Ordinance No. 1945 Section 137. Development Regulations for Station Community Planning Areas per net acre and the maximum density shall not exceed 12 dwelling units per net acre.*

This property is not within Review Area 6, and thus this standard does not apply.

> 9. *Where proposed residential uses within a district may be incompatible with an adjacent industrial district created by this Ordinance or an industrial use existing prior to the effective date of this Ordinance or prior to any land use action permitting residential development on an affected parcel, the Planning Commission may establish a nonresidential buffer of up to 400 feet within the residential district from the property line of the industry. Such a buffer shall be shown on the zoning map for that district. Non-residential buffers under this provision shall be used as open space or contain any nonresidential uses permitted in the district. The minimum required FAR in such an instance shall be 0.35. If the buffer/open space exceeds the calculated amount of usable open space required of the development project, and if such excess open space causes a development project to fail to meet the residential density requirements of the district, then the excess open space shall be deducted from the net acreage.*

Industrial districts are adjacent to the north of the proposed community. However, the industrial area to the north is separated by the Westside light rail line, a buffer in and of itself. It is also adjacent to Rock Creek which serves as an additional buffer to the residential community, and has an OS designation. This criterion is satisfied

> *10. Where a project in the Downtown SCPA includes or abuts the SCRDNC District, the density, development and design standards contained in Section 138.XIII and Section 139 shall apply.*

The proposed community is not in the Downtown SCPA and does not include or abut the SCRDNC District, thus this criterion does not apply.

> 11. *Where a project in the Orenco SCPA includes or abuts the SCR-OTC the density, development and design standards contained in Section 138.XIII and Section 140 shall apply.*

The project is not in the Orenco SCPA. Thus, this criterion does not apply.

> 12. *Except where a proposed residential or mixed use project is part of a phased or on-going development under the same or related ownership, residential development within a SCR-HD, SCR-MD, SCRLD or SCR-V District located adjacent to a neighborhood of single family detached houses located in a subdivision or development platted before the effective date of the Station Area Interim Protection Ordinance, shall transition the type and density of the abutting new housing to be compatible with the single family character of the previously established neighborhood. Development within 100 feet, including road right-of-way, of an existing single family neighborhood shall not exceed a density of 7 dwelling units per net acre unless the existing neighborhood is zoned at a density exceeding 7 units per net acre in which case the new development shall match the density of the existing neighborhood.*

Previously approved portions of the approved Orenco Woods CDP abut the Orenco Townsite Conservation (SCR-OTC) district. The design was found to meet this criterion; it does not apply to this proposed CDP modification relating to commercial uses.

> 13. *Ancillary dwelling units are permitted in the SCR-MD, SCR-LD. SCR-V SCR-DNC and SCR-OTC Districts upon compliance with the following standards: ...*

The proposed community does not include ancillary units, thus the above criterion does not apply.

> 14. *Where the residential density requirements of any SCPA district conflict or overlap with the adopted residential density requirements of any other zone or district associated with land uses within 1,300 feet of a transit trunk route where peak period service is provided on at least a 20 minute headway basis and service is provided on the route at least every 30 minutes during the off-peak period between the hours of 5:00 a.m. and 1:00 a.m. of the following day, the requirement with the greatest residential density provision that affects the property shall apply, provided such bus service is in place at the time of the Development Review application for the property in question.*

The proposed community does not conflict or overlap with the adopted residential density requirements of any other zone or district associated with land uses within 1,300-feet of transit trunk route; therefore this section does not apply. In addition, the proposed project provides a dense mixed-use community as set forth in the Station Community Planning Area guidelines.

> 15. *If a project proposes to meet minimum residential density requirements through or partially through remodeling of and/or additions to an existing*

dwelling, plans for the additional dwelling units shall be confirmed during the Development Review application process.

The proposed project does not intend to remodel existing dwellings to meet minimum residential requirements. This provision does not apply.

VI. MINIMUM FLOOR AREA RATIOS

B. Standards -

For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75.

The proposed layout includes a mix of residential condominium units and commercial buildings. The sizes, numbers and locations of the various buildings within the 19.4 acre site will be determined during the Detailed Development Plan(s) review processes. Non-residential Detailed Development Plan application submittals shall address the site allowance of up to 10% or 1.94 acres for "neighborhood commercial" and up to 20% for "other employment" uses.

VII. MINIMUM NON-RESIDENTIAL DENSITY OBJECTIVES

A. Purpose

Minimum density objectives are a tool for helping to achieve a desired intensity of development and encouraging increased use of light rail transit. These provisions are intended to help ensure development and employment opportunities will occur at levels supportive of transit in areas identified for non-residential uses which are within walking distance of light rail stations. Data on employment densities also helps the City determine the demand for and size of the roadway and infrastructure system.

In residential districts where non-residential development is a permitted or conditional use, specified minimum non-residential density targets may not be applicable where such targets cannot be achieved by the size of commercial uses permitted in that district.

Target employment levels are guidelines, rather than standards. Actual employment levels will be reviewed with the Detailed Development Plan when the final detailed land uses have been determined. This provision does not apply to the CDP modification.

VIII. MINIMUM AND MAXIMUM SETBACKS FROM STREETS AND ALLEYS

B. Standards

1. See Table 1 of this Section.

Minimum front yard setback from streets and alleys = None, except as to accommodate building code, public utility easements or public open space requirements.
Maximum front yard setback from streets and alleys = 13 feet for rowhouses and townhouses, 15 feet for mid-rise apartments, multi-family and garden apartments, 19 feet for single-family detached and duplexes.
Maximum side yard setback = None for all housing types

2. *Front setback standards shall apply to all sides of a building abutting a street or alley.*

The proposed CDP modification includes public streets around the perimeter of the modification district, and no public streets or alleys internal to the district. Setbacks can be reviewed in greater detail in the Detailed Development Plan application.

X. MINIMUM AND MAXIMUM BUILDING HEIGHT REQUIREMENTS

B. Standards

1. *See Table 1 of this Section. Within Station Community Planning Areas, building height is measured from native grade, four feet outside the foundation of the structure.*

No units are proposed under one story or over three stories. This standard is met.

2. *Private recreation facilities within 800 feet of an LRT station in a SCRV District may be one (1) story provided the footprint of the building and any outdoor recreation facility does not exceed 7,500 square feet, and such facilities do not abut a major pedestrian route.*

The proposed community does not contain any private recreation facilities. This provision does not apply.

3. *The maximum height allowed by Variance to Table 1, including any roof-top equipment or structures, for all building types and uses in all Station Community Planning Area Districts shall be ninety feet (90'); except that industrial uses in the SCI or SCBP Districts may increase the maximum height for the sole purpose of accommodating manufacturing processes, up to a maximum of ninety-nine feet (99').*

No variance from the maximum height is requested, thus this provision does not apply.

4. *In the event a maximum building height permitted by Table 1 or by this subsection as applied to a specific building site conflicts with that specified in the Hillsboro Airport Compatibility Study (May*

1993), and the Federal Aviation Administration continues to certify the need for such a height restriction, the Hillsboro Airport Compatibility Study shall supersede and control.

The maximum building height does not conflict with that specified in the Hillsboro Airport Compatibility Study, thus this guideline does not apply.

XI. MINIMUM AND MAXIMUM OFF-STREET PARKING REQUIREMENTS

B. Standards

1. Table 2, below, contains the maximum off-street parking ratio standards for non-residential development within all SCPA Districts. The minimum non-residential off-street parking requirements of such uses within SPCAs is equal to fifty percent (50%) of the maximum. Table 3 contains the minimum and maximum off-street parking standards for residential and similar uses. Variance to minimum and maximum parking standards is allowed. Pursuant to the results of the Traffic Impact Study required under Section 137.XVI.B.2., the City Engineer may require off-street parking above the minimum standard to mitigate impacts of a use on the street system.

2. Off-street surface parking provided by any project or use within a Station Community Planning Area shall be at or below the maximum standards listed in this subsection. Multi-family, student housing and senior housing uses listed in Table 3, Maximum Allowed Parking, includes off-street short-term and guest parking.

Compliance with this standard will be confirmed during the Detailed Development Plan process.

7. No maximum bicycle parking standards apply, but a minimum of two (2) covered spaces (or one (1) locker) per establishment is required regardless of calculation results. Where a calculation would otherwise result in a required bicycle parking requirement of less than two (2) spaces, owners of one or more adjacent small uses, or a single owner of a commercial building with multiple tenants, may aggregate their respective gross square footage into one calculation and provide the requisite number of common or joint use bicycle parking spaces; in which case the requirement for a minimum of two (2) covered spaces per establishment shall no longer apply provided at least two covered joint use spaces are provided by the consortium of users.

Bicycle parking will be reviewed in detail with the Detailed Development Plan.

8. Where calculation of maximum residential parking results in fewer parking spaces than the required minimum, the minimum requirement shall apply.

The maximum allowable residential off-street parking calculation does not result in fewer parking spaces for than the minimum, thus this provision does not apply.

XII. MINIMUM USABLE OPEN SPACE REQUIREMENTS

B. Standards

1. Residential subdivisions, Residential Village, commercial and industrial developments in all districts shall include usable open space within a project based on the gross acreage of the project. In the SCC-CBD, and SCC-HOD Districts, the minimum amount of usable open space shall be five percent (5%) of gross acreage within the project.

Open space requirements were reviewed with the approved Orenco Woods CDP. The proposed modification does not change the open space calculations. Therefore, the adopted open space findings show compliance with the standard.

IV. Conclusion

For these reasons, and for the reasons set out above, the record supports allowing this modification as proposed.

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11/11/08 3:38 PM

-----Original Message-----
From: John Coulter [mailto:John@fisherfarms.com]
Sent: Wednesday, November 12, 2008 1:25 PM
To: Ruth Klein
Cc: KATIE EYRE
Subject: RE: Orenco Woods Crossing - Response Submitted Letter

Ruth,

Thank you for checking with Pam on this issue.
Yes, I read the staff report and all of testimony as well.
I appreciate you reading my letter this evening during deliberations with the commission.

John

John Coulter

-----Original Message-----
From: Ruth Klein <ruthk@ci.hillsboro.or.us>
Sent: Wednesday, November 12, 2008 1:33 PM
To: john@fisherfarms.com <john@fisherfarms.com>
Cc: Colin Cooper <colinc@ci.hillsboro.or.us>; Vickie Ward <vickiew@ci.hillsbo.ro.or.us>; Pam Beery <Pam@gov-law.com>
Subject: Orenco Woods Crossing - Response Submitted Letter

Hello again,

Pam Beery says that the letter can be read into the record if you have read all of the material submitted during the open record period. This would be staff report "G" and all of the testimony and materials attached to it. Would you send me back written confirmation that you have done so? And I'll make sure that your letter gets into the record.

Thanks!

Ruth

Ruth Klein, Urban Planner
City of Hillsboro Planning Department

(503) 681-6465 - Phone
(503) 681-6245 - Fax

December 11, 2008

To members of the Hillsboro Planning Commission,

In my absence I am writing a letter to you to tell you of my thoughts for the application on the request for Modification to the **Orenco Woods Crossing – File No. CDP 1-06 (Mod 1)**

- Let me start by stating that I am not opposed to the Neighborhood Village concept in this area.
- When this application was originally approved, this body had great concerns about the impact of traffic on Cornelius Pass Road, Quantama Road, all roads in the Old Orenco neighborhood, and other nearby surface roads. The applicant at that hearing worked with the planning commission and ultimately City Council, to cap the number of residential dwelling units at 252 to ensure they minimized the traffic impact on all of these roads, and neighborhoods.
- The applicant stated in their earlier testimony on this application that this application will provide a benefit to the greater community at a 10% impact to Old Orenco.
- 35% of the commercial traffic will head west to the Old Orenco neighborhood.
- Even though they claim that they have stayed under the cap of 252 dwelling units with this modification, they are doing it on an overall smaller area of land, and now have added commercial to their same overall acreage.
- With this modification trip numbers have gone from around 2000 to now 4672. Incredible increase.
- Even though the applicant has worked to add additional road improvements, we are still left with a greater negative impact on the Old Orenco Neighborhood.
- This body and the City Council both found merit in LIMITING the applicant during the original application process to 252 roof tops. Based on that roof top count we already have caused a greater impact to Old Orenco than what they experienced prior to the approval of the original application. As a body, this commission said that we were committed to that original impact only, and NO Greater.
- The applicant is back before this community stating they are doing a benefit to the greater good, at a minimal negative impact from 10 to 35% in the Old Orenco neighborhood.
- I cannot agree in good conscience with this concept. We made a commitment to this community. To make them pay an additional price for someone else's greater good is just "wrong".
- If we as a community do live up to our agreements now, how can we be trusted by our community in the future?
- The applicant could choose to reduce their residential roof tops, then build their commercial, to a point where they stay at the original traffic count. It is not right to further burden this Old Orenco community.
- My vote on this application is "Ney"

Regards, John Coulter

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 5

November 6, 2008 Supplemental Staff Report with Attachments:

- Draft resolution
- Letter from Bonnie Kooken, titled "Subject: Questions To Consider", received October 29, 2008
- Letter from Laine Young, titled "Intersection Failure at 231st Avenue and Dogwood; Orenco", received October 29, 2008
- Letter from Jim Lubischer, titled "Response to Condition #64 discussion and slide presented on 10-22-08", received October 29, 2008
- Letter from Jim Lubischer, titled "Response to Beery, Elsner & Hammond's memorandum dated 10-15-08", received October 29, 2008
- Letter from Jim Lubischer, titled "Response to counselor Sullivan's 10-22-08 memo and testimony", received October 29, 2008
- Letter from Jim Lubischer, titled "More Final Response to new evidence submitted 10-22-08", received October 29, 2008
- DVD from K. Shawn Edgar, titled "Orenco Traffic Documentation 10/08", received October 29, 2008
- Letter from Mimi Doukas, WRG Design, Inc., titled "Seven-day Continuance of October 22, 2008 Hearing for Additional Information", received October 29, 2008
- Letter from Edward Sullivan, Garvey Schubert Barer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1)", received November 5, 2008

CITY OF HILLSBORO

November 6, 2008

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan
Orenco Woods Crossing – File No. CDP 1-06 (MOD 1)

REQUEST

The applicant's representative, WRG Design, Inc., requests Planning Commission approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing (OWC), a phased residential development on a site approximately 55 acres in size.

The proposed modification to the CDP revises the approved residential layout at the southeast corner of the site and incorporates commercial uses. Since the modification is confined to the southeast corner, this staff report will limit the discussion to that area unless otherwise noted. The approved CDP layout, for the southeast corner, includes 26 detached single family residential lots and 40 attached single family residential lots. The requested CDP modification layout will include 64 residential condominium units and buildings which contain neighborhood commercial uses and other employment uses. If the requested CDP modification is approved, the specifics regarding the placement and design of the residential units and commercial buildings will be reviewed through the Detailed Development Plan process.

The applicant and property owner is Venture Properties, Inc. The planning and engineering consultant is WRG Design, Inc. The traffic engineer is Dunn Traffic Engineering, LLC.

BACKGROUND

At the September 10, 2008 meeting, the Commission heard the presentation of the September 4 and September 10, 2008 staff reports. President Coulter then opened the hearing. The applicant's representative Mimi Doukas, of WRG Design, Inc., and Brian Dunn, of Dunn Traffic Engineering, LLC, gave an overview of the requested modification and the reasons for the

request. President Coulter then opened the discussion for questions of the applicant. At the conclusion of the questioning, public testimony was received. At the conclusion of testimony, the Planning Commission decided to continue the public hearing on Orenco Woods Crossing to the meeting date of October 8, 2008 to allow for the submittal of testimony responding to the concerns raised during the meeting.

Prior to the October 8, 2008 meeting, Planning staff received a request from the applicant's representative, WRG Design, Inc. to continue the hearing to the October 22, 2008 meeting. The request was made to allow City staff and the applicant sufficient time to address the concerns raised by the Commission and public testimony at the September 10th meeting. Following receipt of the request, Planning staff mailed notice to the attendees of the September 10th meeting that the applicant was requesting from the Commission a continuance. The mailing list for the attendees was derived from the sign-in sheet posted at the September 10th meeting.

At the October 8, 2008 meeting, the Commission heard the presentation of the October 1st staff report which transmitted the testimony received since the issuance of the September 10th staff report and the applicant's request for a continuance. President Coulter then opened the hearing for public testimony. Following the receipt of testimony, the Commission then granted the applicant's request for a continuance to October 22nd.

At the October 22, 2008 meeting, the Commission heard the presentation of the staff reports dated October 16th, October 21st, and October 22nd. The staff reports transmitted staff responses to Planning Commission inquiries and to testimony received, and provided draft conditions of approval. President Coulter then opened the hearing for public testimony. Following the receipt of testimony, the Commission closed the hearing except for the submittal of written testimony. The schedule for submittal of written testimony established an October 29th deadline for all parties to submit new evidence into the record and a November 5th deadline for all parties to submit rebuttal to that new evidence.

TESTIMONY

The following testimony, attached for the Planning Commission's review, was submitted prior to the 5:00pm October 29, 2008 deadline for all parties to submit new evidence into the record:

1. Letter from Bonnie Kooken, titled "Subject: Questions To Consider", received October 29, 2008.

2. Letter from Laine Young, titled "Intersection Failure at 231st Avenue and Dogwood; Orenco", received October 29, 2008.

3. Letter from Jim Lubischer, titled "Response to Condition #64 discussion and slide presented on 10-22-08", received October 29, 2008.

4. Letter from Jim Lubischer, titled "Response to Beery, Elsner & Hammond's memorandum dated 10-15-08", received October 29, 2008.

5. Letter from Jim Lubischer, titled "Response to counselor Sullivan's 10-22-08 memo and testimony", received October 29, 2008.

6. Letter from Jim Lubischer, titled "More Final Response to new evidence submitted 10-22-08", received October 29, 2008.

7. DVD from K. Shawn Edgar, titled "Orenco Traffic Documentation 10/08", received October 29, 2008.

8. Letter from Mimi Doukas, WRG Design, Inc., titled "Seven-day Continuance of October 22, 2008 Hearing for Additional Information", received October 29, 2008.

The following testimony, attached for the Planning Commission's review, was submitted prior to the 5:00pm November 5, 2008 deadline for all parties to rebut the new evidence submitted into the record:

9. Letter from Edward Sullivan, Garvey Schubert Barer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1)", received November 5, 2008.

DRAFT CONDITIONS - MODFICATIONS

In response to the questions posed by the Planning Commission of the public, applicant and staff during the October 22nd hearing, City staff has prepared additional draft conditions which are as follows:

- Development activity on the area of modification, identified in Exhibit B, may begin following the development of Phase 1 and Phase 2 of Orenco Woods Crossing.

- Should the development of the site occur in phases, the residential component shall be reviewed and approved within the first Detailed Development Plan application submittal. The residential component shall consist of 64 residential units.

- Should the non-residential development of the site occur in phases, each non-residential Detailed Development Plan application shall include a shadow plat that addresses internal circulation and connectivity between the developed and undeveloped, residential and non-residential portions of the site.

- Non-residential Detailed Development Plan application submittals shall address the site allowance of a maximum of 10% for "neighborhood commercial" and a maximum of 20% for "other employment" uses. The first non-residential Detailed Development Plan application shall establish the protocol for all future non-residential Detailed Development Plan applications regarding the allotment of "neighborhood commercial" and "other employment" uses across the site.

- Prior to the issuance of any certificate of occupancy of any non-residential use, the developer shall pay to the City of Hillsboro all costs associated with the engineering, permitting, and construction of a publicly contracted improvement administered by the City of Hillsboro, which shall complete sidewalk improvements consistent with the Hillsboro Zoning Ordinance and extending along the south side of NW Dogwood Street from NW 231st Avenue to NW 228th Avenue. The City Engineer and/or City Transportation Committee shall approve the plans for the sidewalk improvements prior to construction of the sidewalk improvements. If the City does not construct all of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, all of the funds shall be refunded to the developer. If the City constructs only a portion of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, then the remaining portion of the funds shall be refunded to the developer.

These new conditions have been inserted into the following updated list of draft conditions. In addition, some of the existing conditions were modified as follows, with the new words in **bold** and eliminated words ~~struck through~~.

1. The conditions of approval contained in Orenco Woods Crossing Resolution Nos. 1561-P and 2172 shall remain in full effect except as modified as a part of this Concept Development Plan Modification approval. The area of modification is identified on Exhibit **C**~~B~~ as the portion of the Orenco Woods Crossing development located south of Street 2 and east of Street B. **The following conditions are specific to this modification area.**

Reason: The additional text provides clarification regarding the progression of approvals.

9. (Note: the following is a portion of Condition No. 9)

<u>Internal Streets: Street 2 and Street B</u>

b) Construct Street 2 between Street B and NW Cornelius Pass Road to accommodate a 25 mph **intersection sight distance requirement** ~~design speed~~. On-street parking, except where restricted to preserve required sight distance, shall be allowed; however, the City reserves the right to restrict or prohibit future on-street parking between NW Cornelius Pass Road and Tract "M" as depicted on Sheet 601 of the application. Obtain all required permits through the City Engineer.

c) Construct Street B between NW Quatama Road and Street 2 to accommodate a 25 mph **sight distance requirement** ~~design speed~~.

Reason: A clarification of the text was requested by the City Engineer and City Transportation Planning Engineer.

The following is an updated list of draft conditions that has incorporated all of the above proposed changes.

DRAFT CONDITIONS

1. The conditions of approval contained in Orenco Woods Crossing Resolution Nos. 1561-P and 2172 shall remain in full effect except as modified as a part of this Concept Development Plan Modification approval. The area of modification is identified on Exhibit C as the portion of the Orenco Woods Crossing development located south of Street 2 and east of Street B. The following conditions are specific to this modification area.

2. Application(s) for Detailed Development Plan approval shall be reviewed and approved by the Planning Commission.

3. Should the development of the site occur in phases, the residential component shall be reviewed and approved within the first Detailed Development Plan application submittal. The residential component shall consist of 64 residential units.

4. Should the non-residential development of the site occur in phases, each non-residential Detailed Development Plan application shall include a shadow plat that addresses internal circulation and connectivity between the developed and undeveloped, residential and non-residential portions of the site.

5. Non-residential Detailed Development Plan application submittals shall address the site allowance of a maximum of 10% for "neighborhood commercial" and a maximum of 20% for "other employment" uses. The first non-residential Detailed Development Plan application shall establish the protocol for all future non-residential Detailed Development Plan applications regarding the allotment of "neighborhood commercial" and "other employment" uses across the site.

6. Each non-residential Detailed Development Plan submittal for this site shall include, but not be limited to, a letter from the traffic engineer documenting compliance with the trip generation cap for this site to the satisfaction of the City Transportation Planning Engineer prior to approval of each non-residential Detailed Development Plan. The submitted letter shall address the trip generation cap for this site which shall restrict development of non-residential commercial and retail uses on the site to the generation of no more than 2848 average weekday daily new vehicle trips, 199 morning peak hour new vehicle trips, and 274 afternoon peak hour new vehicle trips. Trips which are generated using non-vehicular modes or which are comprised of pass-by and diverted link trip types are not subject to the trip cap limits. Submitted Detailed Development Plan applications which include a request that exceeds the new vehicle trip generation caps detailed above shall first be required to apply for and receive a new Concept Development Plan Modification approval.

7. Prior to the final inspection approval of any residential structure or issuance of any occupancy permit within the Orenco Woods Crossing development, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

a) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

Cornelius Pass Road

b) On NW Cornelius Pass Road dedicate additional right-of-way across the entire site frontage to meet the Washington County A-4 arterial roadway standard. The dedication shall match the adopted roadway centerline alignment for NW Cornelius Pass Road.

c) On NW Cornelius Pass Road record an 8 foot wide public utility easement (PUE) adjacent to the dedicated right-of-way across the entire site frontage.

d) On NW Cornelius Pass Road construct the western half-street improvements along the entire site frontage in accordance with Washington County A-4 arterial roadway standards.

e) On NW Cornelius Pass Road widen the eastern side of the existing paved roadway to provide for the required turn lanes and pavement tapers as detailed in other Conditions of Approval. These improvements shall include obtaining required permits and constructing required pavement widening, pavement markings and roadway signage, curb and gutter, street lights, storm drainage and other utility modifications, landscape planters and street trees, five (5) foot wide sidewalk, and associated improvements as approved by the County Engineer. Record slope easements where directed by the County Engineer.

f) The approach of Street 2 to NW Cornelius Pass Road shall meet Washington County sight distance requirements.

Quatama Road

g) On NW Quatama Road, dedicate additional right of way across the entire site frontage to meet the Washington County C-3 collector roadway standard. Dedication of additional right of way may be required at the northwest corner of NW Cornelius Pass Road and NW Quatama Road in order to accommodate conditioned intersection and traffic signal improvements.

h) On NW Quatama Road, record an 8 foot wide public utility easement (PUE) adjacent to the dedicated right-of-way across the entire site frontage.

i) The approach of Street B to NW Quatama Road shall meet Washington County sight distance requirements.

8. Prior to issuance of any certificate of occupancy of any non-residential use within the Orenco Woods Crossing development, and subject to the approval of Washington

County, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

a) Prior to the issuance of any certificate of occupancy of any non-residential use, the developer shall pay to the City of Hillsboro all costs associated with the engineering, permitting, and construction of a publicly contracted improvement administered by the City of Hillsboro, which shall complete sidewalk improvements consistent with the Hillsboro Zoning Ordinance and extending along the south side of NW Dogwood Street from NW 231st Avenue to NW 228th Avenue. The City Engineer and/or City Transportation Committee shall approve the plans for the sidewalk improvements prior to construction of the sidewalk improvements. If the City does not construct all of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, all of the funds shall be refunded to the developer. If the City constructs only a portion of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, then the remaining portion of the funds shall be refunded to the developer.

b) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

Cornelius Pass Road

c) On NW Cornelius Pass Road dedicate additional public right of way necessary to allow for the future construction of a southbound 175 foot right turn storage lane with transition tapers and intersection corner radius and traffic signal improvements at the approach to NW Quatama Road. Future improvements shall include an 8 foot wide curb tight sidewalk with integrated street trees in grates.

d) On NW Cornelius Pass Road record a minimum of 4 foot wide public utility easement (PUE), in lieu of the otherwise required 8 foot PUE, adjacent to public right of way dedication for a future 175 foot long southbound right turn storage lane on NW Cornelius Pass Road at the approach to NW Quatama Road through placement of underground utility infrastructure under the public sidewalk. Coordinate design and construction of improvements behind the street curb with Washington County, City of Hillsboro, and utility service providers.

e) Obtain required permits from Washington County and implement a traffic signal interconnect linking the traffic signals on NW Cornelius Pass Road at NW Quatama Road and NW Wilkins Street (currently under construction).

f) On NW Cornelius Pass Road utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate a new interim southbound right turn lane using the fifth lane at its approach to NW Quatama Road, including provision of 150 feet of striped right turn storage lane, transition striping, and required

signage. Modify the existing traffic signal as required by conditioned road improvements in accordance with Washington County standards.

g) Construct a new public street access to NW Cornelius Pass Road, subject to County approval and receipt of required permits from the County Engineer and City Engineer, at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate an interim southbound right-turn lane using the fifth lane, with storage length and deceleration taper to be determined by Washington County, at the new public street access to NW Cornelius Pass Road. Construct a northbound left turn lane with 75 feet of vehicle storage and required lane transitions as determined by Washington County at the new public street access to NW Cornelius Pass Road. Traffic movements at the new public street access to NW Cornelius Pass Road shall be limited to right-in, right-out, and left-in movements through the use of raised medians and barrier curbs, signage, and striping on the approach street and/or NW Cornelius Pass Road as determined by the County Engineer.

Quatama Road

h) On NW Quatama Road obtain required permits and construct improvements to establish a left turn median lane with 50 feet of storage at the eastbound approach to the intersection with Street B. Subject to the availability of adequate right of way, obtain required permits and construct a continuous left turn median and bi-directional bike lanes between NE 76th Avenue and NW Cornelius Pass Road including a striped 150 foot eastbound storage lane at the traffic signal approach. Within existing public right of way, widen NW Quatama Road to provide a 175 foot westbound left turn storage lane with tapers at the approach to NW Cornelius Pass Road.

i) Modify the existing traffic signal at NW Cornelius Pass Road and NW Quatama Road to accommodate conditioned roadway widening. Maintain the existing protected/permitted left turn signal phasing on the northbound and southbound approaches of NW Cornelius Pass Road and the existing permitted left turn signal phasing on the eastbound and westbound approaches of NW Quatama Road.

Quatama Road / NW 227th Avenue Intersection Improvements

j) Widen NW 227th Avenue and NW Quatama Road, within the boundaries of the existing right-of-way, extending south and east from the southern termini of the Rock Creek Bridge roadway guardrails to provide a minimum 13-foot wide southbound to eastbound lane and a minimum 13-foot wide westbound to northbound lane within the turn radius unless approved otherwise by the County Engineer.

k) On NW Quatama Road east of the intersection with NW 227th Avenue and extending to the eastern boundary of Tract A of the Alder Creek Estates subdivision, realign and widen NW Quatama Road to the south, within the boundaries of the existing right-of-way, to provide a minimum 20-foot roadway width, unless approved otherwise by the County Engineer. Install guardrail to AASHTO and County standards along the north shoulder of NW Quatama Road adjacent the segment of roadway where road shoulder subsidence has occurred adjacent to Rock Creek.

Quatama Road Bridge Signage

l) On both roadway approaches install additional warning signage in advance of the bridge on NW 227th Avenue in accordance with MUTCD standards. Signing may include signs warning of a "bridge ahead", "narrow bridge", "road narrows" or "pedestrians on bridge". Coordinate with, and obtain required permits, from Washington County.

9. Prior to the issuance of any certificate of occupancy for any non-residential use, the developer shall demonstrate compliance to the City Engineer and/or Transportation Committee with the following items:

a) Obtain all necessary permits from the City of Hillsboro for access onto and work within the City right-of-way.

Pedestrian Signage on Dogwood Street

b) Subject to the approval of the City Engineer, install pedestrian signage on NW Dogwood Street in the vicinity of NW 227th Avenue directing pedestrians to use the existing north sidewalk located adjacent the public school and the new sidewalk/pathway facilities provided in the Orenco Woods Crossing development to access the Rock Creek regional trail, Cornelius Pass Road and Quatama Road.

Internal Streets: Street 2 and Street B

c) Construct Street 2 between Street B and NW Cornelius Pass Road to accommodate a 25 mph intersection sight distance requirement. On-street parking, except where restricted to preserve required sight distance, shall be allowed; however, the City reserves the right to restrict or prohibit future on-street parking between NW Cornelius Pass Road and Tract "M" as depicted on Sheet 601 of the application. Obtain all required permits through the City Engineer.

d) Construct Street B between NW Quatama Road and Street 2 to accommodate a 25 mph sight distance requirement.

e) No parking shall be permitted along either side of Street B within 100 feet of NW Quatama Road. Street B shall have a paved width of 36 feet within 125 feet of

NW Quatama Road to allow adequate width for two southbound lanes at the NW Quatama Road approach. Street B shall be constructed to align opposite NE 76th Avenue. Obtain all required permits through the City Engineer.

f) Commercial and multi-family driveway approaches to Street 2, and to Street B shall be addressed during Detailed Development Plan review.

120 DAY RULE

As per state law ORS 227.178, the City of Hillsboro has 120 days from the date an application is deemed complete to issue a final action. On August 1, 2008 the CDP modification application was deemed complete with a 120-day time frame end date of November 29, 2008. The continuance request granted on October 8th included a two week extension of the 120 day rule. The 120 day time frame will end on December 13, 2008.

Staff anticipates an appeal of this application and it is the City's legal responsibility to accommodate the appeal process within the 120 day time frame. In order to accomplish this, on November 4, 2008, City staff requested that the City Council proactively schedule a de novo appeal hearing on the date of December 2, 2008. Notice of the City Council appeal hearing will be sent out on November 12. In addition, due to the time constraints imposed by the 15 day appeal period following the decision of the Planning Commission, the Commission will be able to postpone their decision to no later than November 14th. Ideally, the decision would be made on November 12th to provide City staff with a few additional days to assemble and copy the record. The following is a more detailed timeline.

November 6
Planning Commission staff report issued.

November 12
Notice of City Council appeal is mailed 20 days prior to hearing.

November 12
Planning Commission meeting to deliberate, vote, and sign resolution.

November 14
The Planning Commission resolution must be signed no later than this date.

November 18
City staff finalize record and send it to the printers.

November 24
Record returns from printers.

November 25
City Council staff report and record issued.

November 27
Appeal period ends on this date if the Resolution is signed by the Planning Commission on November 12th.

December 1
Appeal period ends on this date if the Resolution is signed by the Planning Commission on November 14th. (Note: the 15 day appeal period actually ends on November 29th which is a Saturday, so the appeal deadline becomes December 1, a Monday).

December 2
City staff issue a supplemental staff report to City Council to transmit receipt of appeal.

December 2
City Council meeting, de novo appeal process.

December ____ (Date not set)
City Council special meeting to vote and issue final decision.

December 13
120 day deadline

RECOMMENDATION

The public hearing for Orenco Woods Crossing has closed. Planning staff recommends that the Commission deliberate and reach a final decision. In anticipation that the Commission may recommend approval, staff has prepared the attached resolution with the draft conditions as modified by the Planning Commission, City Attorney and Planning and Engineering staff. Should the Commission recommend approval the applicant is preparing findings which will be transmitted to the Commission in a supplemental staff report.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Attachments:
Draft Resolution
Testimony
1. Letter from Bonnie Kooken, titled "Subject: Questions To Consider", received October 29, 2008.

2. Letter from Laine Young, titled "Intersection Failure at 231st Avenue and Dogwood; Orenco", received October 29, 2008.

3. Letter from Jim Lubischer, titled "Response to Condition #64 discussion and slide presented on 10-22-08", received October 29, 2008.

4. Letter from Jim Lubischer, titled "Response to Beery, Elsner & Hammond's memorandum dated 10-15-08", received October 29, 2008.
5. Letter from Jim Lubischer, titled "Response to counselor Sullivan's 10-22-08 memo and testimony", received October 29, 2008.

6. Letter from Jim Lubischer, titled "More Final Response to new evidence submitted 10-22-08", received October 29, 2008.

7. DVD from K. Shawn Edgar, titled "Orenco Traffic Documentation 10/08", received October 29, 2008.

8. Letter from Mimi Doukas, WRG Design, Inc., titled "Seven-day Continuance of October 22, 2008 Hearing for Additional Information", received October 29, 2008.

9. Letter from Edward Sullivan, Garvey Schubert Barer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1)", received November 5, 2008.

RESOLUTION NO. _____

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

A RESOLUTION APPROVING A MODIFICATION TO THE CONCEPT DEVELOPMENT PLAN FOR ORENCO WOODS CROSSING ALLOWING A MIX OF 64 RESIDENTIAL CONDOMINIUM UNITS AND NON-RESIDENTIAL BUILDINGS IN THE SOUTHEAST CORNER OF THE SITE.

WHEREAS, the owner of certain tracts of land, described below, has filed a written application with the City of Hillsboro for a modification to an approved concept development plan, and

WHEREAS, the Planning Commission held a public hearing on this application on September 10, October 8, October 22 and November 12, 2008 and received testimony in support as well as testimony in opposition to the application, and

WHEREAS, having received the materials and testimony submitted, the Planning Commission approves the modification to the concept development plan with the conditions listed herein, based on the findings attached hereto as Exhibit B and the vicinity map attached hereto as Exhibit C.

NOW THEREFORE BE IT RESOLVED, by the Hillsboro Planning Commission, that the Commission, by and through this resolution, does hereby approve the modification to the concept development plan for Orenco Woods Crossing, as contained in Planning Department Casefile No. CDP 1-06 (MOD 1), on the following described property:

A portion of Tax Lot 3400, on Washington County Tax Map 1N2-35,
Section 35, Township 1 North, Range 2 West, Willamette Meridian.

BE IT FURTHER RESOLVED that the Planning Commission's approval of this modification to the concept development plan is conditioned upon satisfaction of the following conditions:

1. The conditions of approval contained in Orenco Woods Crossing Resolution Nos. 1561-P and 2172 shall remain in full effect except as modified as a part of this Concept Development Plan Modification approval. The area of modification is identified on Exhibit C as the portion of the Orenco Woods Crossing development located south of Street 2 and east of Street B. The following conditions are specific to this modification area.

2. Application(s) for Detailed Development Plan approval shall be reviewed and approved by the Planning Commission.

3. Should the development of the site occur in phases, the residential component shall be reviewed and approved within the first Detailed Development Plan application submittal. The residential component shall consist of 64 residential units.

4. Should the non-residential development of the site occur in phases, each non-residential Detailed Development Plan application shall include a shadow plat that addresses internal circulation and connectivity between the developed and undeveloped, residential and non-residential portions of the site.

5. Non-residential Detailed Development Plan application submittals shall address the site allowance of a maximum of 10% for "neighborhood commercial" and a maximum of 20% for "other employment" uses. The first non-residential Detailed Development Plan application shall establish the protocol for all future non-residential Detailed Development Plan applications regarding the allotment of "neighborhood commercial" and "other employment" uses across the site.

6. Each non-residential Detailed Development Plan submittal for this site shall include, but not be limited to, a letter from the traffic engineer documenting compliance with the trip generation cap for this site to the satisfaction of the City Transportation Planning Engineer prior to approval of each non-residential Detailed Development Plan. The submitted letter shall address the trip generation cap for this site which shall restrict development of non-residential commercial and retail uses on the site to the generation of no more than 2848 average weekday daily new vehicle trips, 199 morning peak hour new vehicle trips, and 274 afternoon peak hour new vehicle trips. Trips which are generated using non-vehicular modes or which are comprised of pass-by and diverted link trip types are not subject to the trip cap limits. Submitted Detailed Development Plan applications which include a request that exceeds the new vehicle trip generation caps detailed above shall first be required to apply for and receive a new Concept Development Plan Modification approval.

7. Prior to the final inspection approval of any residential structure or issuance of any occupancy permit within the Orenco Woods Crossing development, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

   a) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

   <u>Cornelius Pass Road</u>

   b) On NW Cornelius Pass Road dedicate additional right-of-way across the entire site frontage to meet the Washington County A-4 arterial roadway standard. The dedication shall match the adopted roadway centerline alignment for NW Cornelius Pass Road.

   c) On NW Cornelius Pass Road record an 8 foot wide public utility easement (PUE) adjacent to the dedicated right-of-way across the entire site frontage.

d) On NW Cornelius Pass Road construct the western half-street improvements along the entire site frontage in accordance with Washington County A-4 arterial roadway standards.

e) On NW Cornelius Pass Road widen the eastern side of the existing paved roadway to provide for the required turn lanes and pavement tapers as detailed in other Conditions of Approval. These improvements shall include obtaining required permits and constructing required pavement widening, pavement markings and roadway signage, curb and gutter, street lights, storm drainage and other utility modifications, landscape planters and street trees, five (5) foot wide sidewalk, and associated improvements as approved by the County Engineer. Record slope easements where directed by the County Engineer.

f) The approach of Street 2 to NW Cornelius Pass Road shall meet Washington County sight distance requirements.

Quatama Road

g) On NW Quatama Road, dedicate additional right of way across the entire site frontage to meet the Washington County C-3 collector roadway standard. Dedication of additional right of way may be required at the northwest corner of NW Cornelius Pass Road and NW Quatama Road in order to accommodate conditioned intersection and traffic signal improvements.

h) On NW Quatama Road, record an 8 foot wide public utility easement (PUE) adjacent to the dedicated right-of-way across the entire site frontage.

i) The approach of Street B to NW Quatama Road shall meet Washington County sight distance requirements.

8. Prior to issuance of any certificate of occupancy of any non-residential use within the Orenco Woods Crossing development, and subject to the approval of Washington County, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

a) Prior to the issuance of any certificate of occupancy of any non-residential use, the developer shall pay to the City of Hillsboro all costs associated with the engineering, permitting, and construction of a publicly contracted improvement administered by the City of Hillsboro, which shall complete sidewalk improvements consistent with the Hillsboro Zoning Ordinance and extending along the south side of NW Dogwood Street from NW 231st Avenue to NW 228th Avenue. The City Engineer and/or City Transportation Committee shall approve the plans for the sidewalk improvements prior to construction of the sidewalk improvements. If the City does not construct all of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, all of the funds shall be refunded to the developer. If the City constructs only a portion of the sidewalk improvements, as stated above, within three years of the payment of the funds by the developer, then the remaining portion of the funds shall be refunded to the developer.

b) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

Cornelius Pass Road

c) On NW Cornelius Pass Road dedicate additional public right of way necessary to allow for the future construction of a southbound 175 foot right turn storage lane with transition tapers and intersection corner radius and traffic signal improvements at the approach to NW Quatama Road. Future improvements shall include an 8 foot wide curb tight sidewalk with integrated street trees in grates.

d) On NW Cornelius Pass Road record a minimum of 4 foot wide public utility easement (PUE), in lieu of the otherwise required 8 foot PUE, adjacent to public right of way dedication for a future 175 foot long southbound right turn storage lane on NW Cornelius Pass Road at the approach to NW Quatama Road through placement of underground utility infrastructure under the public sidewalk. Coordinate design and construction of improvements behind the street curb with Washington County, City of Hillsboro, and utility service providers.

e) Obtain required permits from Washington County and implement a traffic signal interconnect linking the traffic signals on NW Cornelius Pass Road at NW Quatama Road and NW Wilkins Street (currently under construction).

f) On NW Cornelius Pass Road utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate a new interim southbound right turn lane using the fifth lane at its approach to NW Quatama Road, including provision of 150 feet of striped right turn storage lane, transition striping, and required signage. Modify the existing traffic signal as required by conditioned road improvements in accordance with Washington County standards.

g) Construct a new public street access to NW Cornelius Pass Road, subject to County approval and receipt of required permits from the County Engineer and City Engineer, at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate an interim southbound right-turn lane using the fifth lane, with storage length and deceleration taper to be determined by Washington County, at the new public street access to NW Cornelius Pass Road. Construct a northbound left turn lane with 75 feet of vehicle storage and required lane transitions as determined by Washington County at the new public street access to NW Cornelius Pass Road. Traffic movements at the new public street access to NW Cornelius Pass Road shall be limited to right-in, right-out, and left-in movements through the use of raised medians and barrier curbs, signage, and striping on the approach street and/or NW Cornelius Pass Road as determined by the County Engineer.

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h) On NW Quatama Road obtain required permits and construct improvements to establish a left turn median lane with 50 feet of storage at the eastbound approach to the intersection with Street B. Subject to the availability of adequate right of

way, obtain required permits and construct a continuous left turn median and bi-directional bike lanes between NE 76th Avenue and NW Cornelius Pass Road including a striped 150 foot eastbound storage lane at the traffic signal approach. Within existing public right of way, widen NW Quatama Road to provide a 175 foot westbound left turn storage lane with tapers at the approach to NW Cornelius Pass Road.

i) Modify the existing traffic signal at NW Cornelius Pass Road and NW Quatama Road to accommodate conditioned roadway widening. Maintain the existing protected/permitted left turn signal phasing on the northbound and southbound approaches of NW Cornelius Pass Road and the existing permitted left turn signal phasing on the eastbound and westbound approaches of NW Quatama Road.

Quatama Road / NW 227th Avenue Intersection Improvements

j) Widen NW 227th Avenue and NW Quatama Road, within the boundaries of the existing right-of-way, extending south and east from the southern termini of the Rock Creek Bridge roadway guardrails to provide a minimum 13-foot wide southbound to eastbound lane and a minimum 13-foot wide westbound to northbound lane within the turn radius unless approved otherwise by the County Engineer.

k) On NW Quatama Road east of the intersection with NW 227th Avenue and extending to the eastern boundary of Tract A of the Alder Creek Estates subdivision, realign and widen NW Quatama Road to the south, within the boundaries of the existing right-of-way, to provide a minimum 20-foot roadway width, unless approved otherwise by the County Engineer. Install guardrail to AASHTO and County standards along the north shoulder of NW Quatama Road adjacent the segment of roadway where road shoulder subsidence has occurred adjacent to Rock Creek.

Quatama Road Bridge Signage

l) On both roadway approaches install additional warning signage in advance of the bridge on NW 227th Avenue in accordance with MUTCD standards. Signing may include signs warning of a "bridge ahead", "narrow bridge", "road narrows" or "pedestrians on bridge". Coordinate with, and obtain required permits, from Washington County.

9. Prior to the issuance of any certificate of occupancy for any non-residential use, the developer shall demonstrate compliance to the City Engineer and/or Transportation Committee with the following items:

a) Obtain all necessary permits from the City of Hillsboro for access onto and work within the City right-of-way.

Pedestrian Signage on Dogwood Street

b) Subject to the approval of the City Engineer, install pedestrian signage on NW Dogwood Street in the vicinity of NW 227th Avenue directing pedestrians to use

the existing north sidewalk located adjacent the public school and the new sidewalk/pathway facilities provided in the Orenco Woods Crossing development to access the Rock Creek regional trail, Cornelius Pass Road and Quatama Road.

Internal Streets: Street 2 and Street B

c) Construct Street 2 between Street B and NW Cornelius Pass Road to accommodate a 25 mph intersection sight distance requirement. On-street parking, except where restricted to preserve required sight distance, shall be allowed; however, the City reserves the right to restrict or prohibit future on-street parking between NW Cornelius Pass Road and Tract "M" as depicted on Sheet 601 of the application. Obtain all required permits through the City Engineer.

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e) No parking shall be permitted along either side of Street B within 100 feet of NW Quatama Road. Street B shall have a paved width of 36 feet within 125 feet of NW Quatama Road to allow adequate width for two southbound lanes at the NW Quatama Road approach. Street B shall be constructed to align opposite NE 76th Avenue. Obtain all required permits through the City Engineer.

f) Commercial and multi-family driveway approaches to Street 2, and to Street B shall be addressed during Detailed Development Plan review.

Introduced and passed this 12th day of November, 2008.

_____
President

ATTEST:_____
Secretary

CITY OF HILLSBORO
PLANNING DEPARTMENT
9
RECEIVED

October 29, 2008

Planning Commissioners
c/o Ruth Klein
Civic Center
Hillsboro Oregon 97123

SUBJECT: QUESTIONS TO CONSIDER

First: Venture's original request was to build 400 housing units. That number was reduced to 252 housing units because of the multiple traffic problems and congestion 400 units would cause on Cornelius Pass, Quatama and pass-through traffic in Orenco.

The proposed Commercial project increases the 252 unit traffic count by more than 100. Why is this modification not held to the same amount of traffic count that the 252 units were held to?

Commercial Zoning would be granted ONLY if the traffic count does not increase above the 252 unit counts.

Second: At this time Commercial property is more valuable than residential. If part of the Orenco Woods property is zoned as Commercial, that increases the value of the property. There is a possibility that this change in zoning would allow Morissette/Venture to refinance/restructure their loan. This is a game played all the time, even though banks and loan companies are having problems.

So is this modification really about creating a commercial site or restructuring a loan? If this scenario is true, and that in reality Venture does not plan to sell or develop the commercial property, can they return to the Planning Commission and ask for another modification to return to building only residential units?

Thank you for your Consideration of these questions.

Bonnie Kooken

Bonnie Kooken, President
Orenco Neighborhood Organization (ONO)

RECEIVED

OCT 29 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

October 28, 2008

TO: John Coulter, President, Hillsboro Planning Commission
Hillsboro Planning Commissioners

FROM: Laine Young, Orenco Resident

RE: Intersection Failure at 231st Avenue and Dogwood; Orenco

According to the Traffic Impact Analysis provided by Dunn Traffic Engineering LLC, the intersection at NW 231st Avenue and NW Dogwood Streets is predicted to have a level of service (LOS) of "D" by 2011. At this time the Hillsboro street master plan calls for extension of 231st Avenue to Tualatin Valley Highway, though no concrete date has been set for this improvement. I and others have submitted information showing that the road capacity of our region is quickly diminishing with the completion of each development project, and our options for functioning regional planning transportation networks dwindles with it.

Taking another look at the potential transportation limitations we are facing, I have found an additional opportunity for supporting this intersection. I am asking the Planning Commission to include resolution of problems already experienced at this corner as a part of the comprehensive approach to reviewing transportation impacts related to Orenco Woods Crossing. Resolving some of the problems now will certainly favor the future decisions that must be made when 231st is extended to TV Highway, or if the City determines that Dogwood must be linked to the Orenco Woods Crossing project because that project lacks adequate transportation capacity. Specifically, I am asking that the Planning Commission include a conditions of approval that require:

1. The alley on the south side of homes located on Lots 1-5; Block 14 (shown in Figure 1 as tax lots 16800-17500, and Tax lots 1700 and 1701, Figure 2 Aerial photograph of area) be enforced and constructed for street parking for the homes located on these tax lots, and the alley be connected to Orenco Meadows Subdivision at NE 65th Court to allow free traffic circulation and connectivity,

2. Restricting parking on one side of Dogwood between 230th and 231st Avenue, and developing options for developing formal parking spots on one side, or allow construction of parking spaces where bioswales currently exist,

3. Fully construct the north side of Dogwood between 230th-231st,

4. The alley be cut off from 231st Avenue at Tax lots 1700 and 1701, and the abandoned portions be dedicated to adjacent property owners.

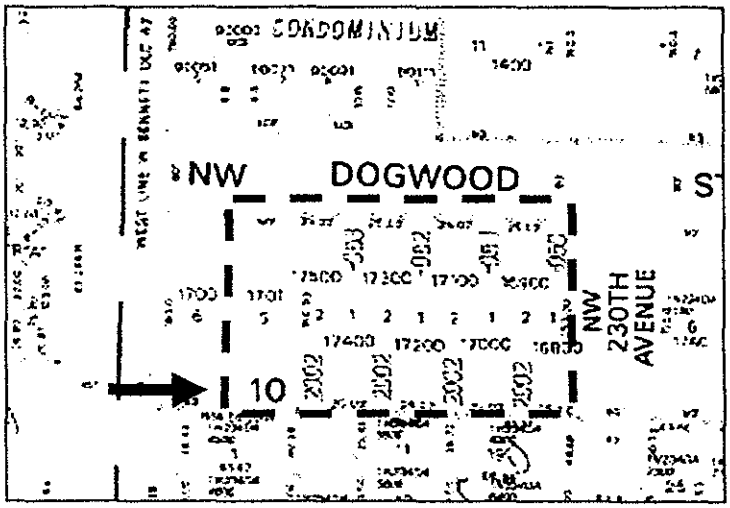


Figure 1. Section of Tax Map 1N2 34CB showing block 14 lots in today's configuration. Note: no alley was surveyed or recorded (at arrow)

5. A speed limit of 15 miles per hour be established for NW Dogwood along this block.

6. The City meet with property owners in this block of NW Dogwood and with neighborhood groups (Orenco Neighborhood Organization, Orenco Neighborhood Watch Group, and the homeowners of Orenco Meadows) to see if any other solutions can be forged.

Figure 2. Full aerial photograph of 231st Avenue at NW Dogwood

HISTORY OF 231ST AT DOGWOOD:

Between 2001 and 2003, nine new homes were constructed on the south side of NW Dogwood between 231st and 230th. For some reason, when the Orenco Townsite Conservancy district (SCR-OTC) was established, these lots were not only excluded from OTC standards, but actually provided with specific favorable conditions for higher density housing (HZO Vol. II, Chapter 140). The result has been construction of one single family home, which has now obtained approval for an additional homesite for

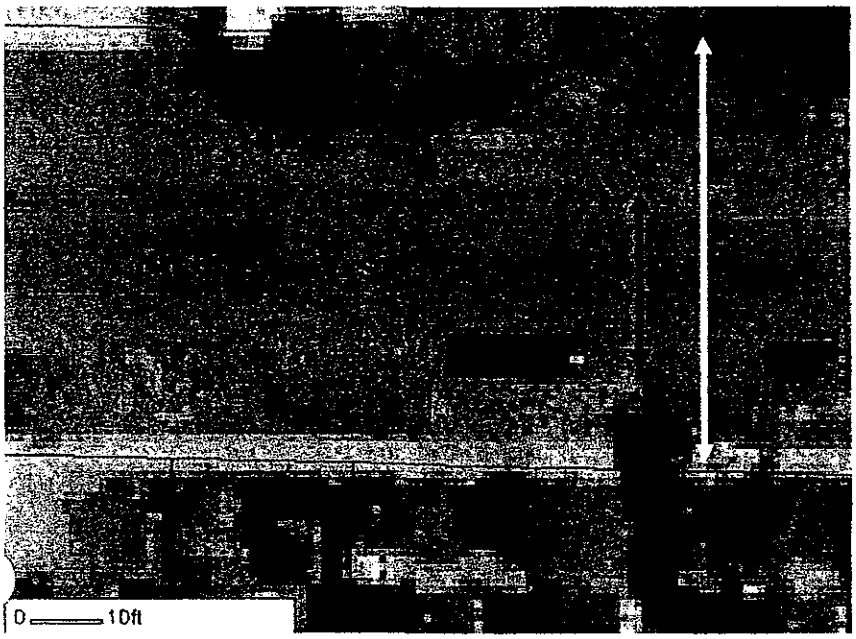


Figure 3. Aerial photograph showing the status of NW Dogwood width and location and condition of alley.

60-ft right of way (white arrow)

25-ft existing pavement (black arrow)

Bioswales (Sidewalk to street and between driveways) required under Sec. 140 OTC standards.

17-ft alley (black arrow)
See also Tax Map 1N234AC17400

construction in the back yard of Tax lot 1701, and eight townhomes. Though there was a requirement that an alley way be provided behind these dwellings, occupancy permits for the dwellings were released without construction of the alley.

Since construction of the homes located on NW Dogwood between 230th and 231st, street parking has consistently reduced the travel lanes to less than the width generally allowed for two lanes (see figure 3). If cars are parking on both north and south sides of NW Dogwood, the width remaining for the street is reduced to the width of one lane or less.

ONFLICTS AND LIMITATIONS:

The traffic problems encountered at this corner and at 227th Avenue and NW Dogwood finally initiated a study, titled "NW Dogwood Street Pedestrian Safety Concerns" released in May of 2008. A traffic count at this corner was measured to be 1018 cars on June 19, 2008, and the average speed was clocked at 28 mph (Quality Counts LLC data reported in Dunn, August 2008). Recommendations for resolving the problems included additional stop signs, and traffic calming humps were ruled out. The recommendations did not appear to actually resolve the problems on Dogwood.

The width of this street and location of houses will forever limit resolution of traffic conflicts on NW Dogwood, 230th-231st. The traffic problems at this corner can not be resolved without considering restricting parking on Dogwood in this block to the north side of the street, creating and connecting the alley for use by the residents who now use the south side of Dogwood, 230th to 231st, and supporting enforcement of slower traffic by establishing a speed that the local enforcement officers can enforce.

CURRENT AND FUTURE USE OF THE WOULD-BE ALLEY:

At this time, the homes of this block include the alley within their backyards. The residents may have bought these homes without knowing that the alley was required for additional parking and access to the back of their homes. The resulting Tax map, drafted using the final subdivision survey, does not acknowledge the alley at all.

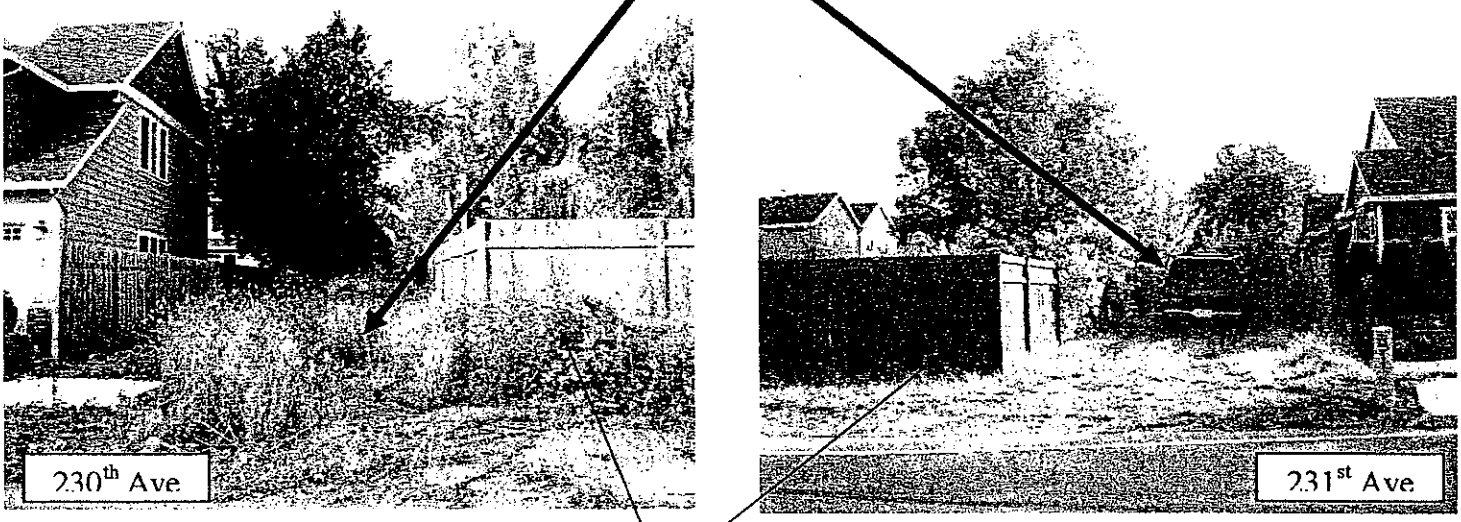
The Orenco Meadows subdivision left the south half of this alley open (see Figure 4). Therefore, the alley can be resurrected for participating in resolving some of the parking problems on NW Dogwood. If available parking would continue to under-serve the residents, then the alley provides the only option for parking near their dwellings (see figures 2 & 3).

INCLUSIVE RESOLVE OF TRAFFIC PROBLEMS AT 231ST & DOGWOOD:

The morass of problems that this situation has caused for both the owners of the dwellings on NW Dogwood, and anyone who travels there, is serious without the additional traffic that this area will be expected to carry after Orenco Woods Crossing is constructed and after connection to TV Highway. This request only presents one option for resolving the problems at this corner. It may be possible that the residents of this block of Dogwood can present other solutions, and they should have a chance to do so. However, no other testimony or process appears to open an inclusive resolution. This block of NW Dogwood is NOT included in the notification area required for Orenco Woods Crossing CDP 1-06(Mod1). The Orenco Woods Crossing hearing process may not be the best forum for presenting and discussing options, nor the best arena for making decisions about this area.

Figure 4. Alley used as driveway to second house from SE corner of 231st & Dogwood and at NW 230th (or NE 66th Ave after City street renumbering)

Half alley unimproved



Half alley used for back yards and half alley unimproved.

"RESPONSE TO CONDITION #64 DISCUSSION ON 10-22-08"

(INCLUDES "LINE OF CREDIT INSTRUMENT" ATTACHMENT)

10-29-08

To: Hillsboro Planning Commission
From: Lubischer
Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)
Response to Condition #64 discussion and slide[1] presented on 10-22-08.

RECEIVED
OCT 29 2008
CITY OF HILLSBORO
PLANNING DEPARTMENT

President Coulter and Commissioners,

1) Regarding the first part of Condition #64. There has been an irrevocable failure to comply with this part of Condition #64 to file an application for the listing of the McDonald House on the National Register of Historic Places by the deadline. An application was submitted 7-1-08 but returned for substantial rewriting with the understanding that it would be resubmitted by 11-01-08. To date that resubmission has not been done. Please see attachment at page 3 of this letter.

2) Second, at the 10-22-08 hearing the applicant stated,

"From a title standpoint the land is under title with Venture Properties and their entities, but as part of that purchase and sale agreement with the Elk's they are still under the obligation to return the parcel for the McDonald House once it's created, back to the Elk's. Right now that parcel doesn't exist. There's no mechanism to convey that land back to the Elk's."

[**Response:** The record, and the above statement, shows that the McDonald House and its lot are now the property of Venture Properties, LLC (See Title information in the CDP 1-06 (MOD 1) application). The applicant has submitted no documentation that proves that the City was given "right of first refusal" to purchase the property.

Condition of Approval #64 of Resolution No. 1561-P has been irrevocably violated. The Planning Director is obligated to rescind the CDP approval because of this non-compliance. Condition #64 is not ambiguous, the text is crystal clear. It is clear that ownership has changed hands without giving the City "right of first refusal". The only thing that is unclear is whether the City will rescind the approval of CDP 1-06, said approval being contingent upon the fulfillment of the Condition. This 55 acres was changed from a Comprehensive designation of Open Space to Residential based on second part of Condition #64.

[1] I could not find a copy of the slide regarding this matter in the file when I checked at about 0900 10-29-08.

Planning staff indicated at the 10-22-08 hearing that the applicant was going to submit a letter assuring that the City would be able to enforce the ability to obtain this land if the City wanted to. This fails to satisfy the express language of Condition #64 and is not a substitute for compliance with this condition.

The promised letter from the applicant has not been received as of 4:50 PM 10-29-08. Pursuant to 197.763(6)(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..." I request that any new evidence, if submitted after 5 PM 10-29-08, not be accepted and not become part of the record. Again, even if such a letter were submitted by 5 PM 10-29-08 the terms of Condition #64 have been irrevocably violated.

Finally, please find attached a copy of the "LINE OF CREDIT INSTRUMENT" between US Bank and Venture Properties, Inc. dated September 17th, 2007. In this document it appears that the McDonald House is included with the property titled "Premises". I believe should there be a default, US Bank would take title to the Orenco Woods Crossing property, including the McDonald House and its lot but perhaps the City's Attorney can address this.

Thank you,

J. Lubischer

Jim Lubischer
22720 NW Quatama
Hillsboro, Oregon 97124

anne lubischer

om: Cara Kaser [Cara.Kaser@state.or.us]
Sent: Wednesday, October 29, 2008 8:31 AM
To: anne lubischer
Subject: Re: Hillsboro's McDonald House

Hi Jim,

As of today, Wednesday, October 29, I have not received a revised a nomination for the McDonald House. The next deadline for submission is this Monday, November 3.

Feel free to contact me with any questions.

Thanks,

Cara Kaser
Architectural Historian
National Register Program
State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, Oregon 97301-1266
Tel: (503) 986-0784
Fax: (503) 986-0793
cara.kaser@state.or.us
www.oregonheritage.org

> "anne lubischer" <annejim1@verizon.net> 10/28/2008 6:49 AM >>>
Ms. Kaser,

I would like to inquire regarding the status of the application for Hillsboro's McDonald House nomination to the National Register of Historic Places. On August 6, 2008 you sent me a letter which said, "After review by SHPO staff, however, the nomination was returned to the preparer for substantial rewriting with the understanding that the nomination would be resubmitted to the SHPO by November 1, 2008 for review by staff." As of today, has SHPO received the application? Thank you, Jim Lubischer

25
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141
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Washington County, Oregon 2007-104250
09/27/2007 2:49:12 PM
D-M Cnt=6 Stn=7 K GRUNEWALD
$125.00 $25.00 $5.00 $11.00 - Total = $166.00
01170458200701042500250257
I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.
Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk

WHEN RECORDED RETURN TO:

U.S. Bank National Association
111 S.W. Fifth Avenue (T-7)
Portland, Oregon 97204
Attention: Mary Wilson

LINE OF CREDIT INSTRUMENT

The maximum principal amount to be advanced pursuant to the credit agreement secured by this line of credit instrument is $29,224,800. The maturity date of the credit agreement secured by this line of credit instrument, exclusive of any option to renew or extend such maturity date, is September 26, 2010. The maximum principal amount to be advanced pursuant to the credit agreement secured by this line of credit instrument may be exceeded by advances to complete construction pursuant to ORS 86.155(2)(c).

The Tax Account Nos. for the real property covered by this deed of trust are: R2069672 and R0727271.

Recorded By First America Insurance Company of Oregon
No. 378816-LT

THIS DEED OF TRUST, SECURITY AGREEMENT, ASSIGNMENT OF LEASES AND RENTS, AND FIXTURE FILING (the "Deed of Trust"), made as of this 26th day of September, 2007, between **U.S. BANK NATIONAL ASSOCIATION**, a national banking association organized and existing under the laws of the United States of America (hereinafter referred to as "Beneficiary"), whose address is 111 S.W. Fifth Avenue, Suite 700, Portland, Oregon 97204, **U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION**, whose address is 555 S.W. Oak Street (PL-7), Portland, Oregon 97204 (hereinafter referred to as "Trustee"), and **VENTURE PROPERTIES, INC.**, a corporation organized and existing under the laws of the State of Oregon (hereinafter referred to as "Grantor"), whose address is 4230 Galewood Street, Suite 100, Lake Oswego, Oregon 97035.

W I T N E S S E T H:

DEFINITIONS.

As used herein, "Obligations" means all indebtedness now or hereafter owing by Grantor to Beneficiary, including without limitation: (a) indebtedness advanced under that certain Loan Agreement for Acquisition and Development of Orenco Woods of even date herewith (the "Loan Agreement"), and as further evidenced by a Promissory Note of even date herewith in the principal amount of $14,151,600 (the "Acquisition Note") and a Promissory Note of even date herewith in the amount of $15,073,200 (the "Development Note"), and all extensions, renewals, restatements, and modifications of any of the foregoing; (b) all Obligations of Grantor under the Loan Documents, whether such Obligations are now or hereafter existing or incurred, whether liquidated or unliquidated, and whether absolute or contingent; and (c) any ISDA Master Agreement and related schedules (commonly known as a swap contract or interest rate collar or cap) now or hereafter existing between Grantor and Beneficiary, and principal, interest, fees, expenses, and charges relating to any of the foregoing, including, without limitation, costs and

expenses of collection and enforcement of this Deed of Trust, attorneys' fees of both inside and outside counsel, and environmental assessment or remediation costs.

As used herein, "Note" means the Acquisition Note and the Development Note.

As used herein, the term "Loan Documents" shall mean the Note, the Loan Agreement, this Deed of Trust, and all other documents executed by Grantor or any guarantor in connection with the Loan.

As used herein, the "Loan" means all indebtedness arising under the Loan Agreement.

NOW, THEREFORE, to secure the payment, performance and observance by Grantor of all of the covenants and conditions in the Note and any extensions or renewals thereof, as it may be modified, amended or supplemented at any time and from time to time, and in this Deed of Trust and the Loan Documents, and in order to charge the properties, interests and rights hereinafter described with such payment, performance and observance, Grantor does hereby execute and deliver this Deed of Trust, and hereby grants, bargains, sells, conveys in trust with power of sale, assigns, transfers, hypothecates, pledges, sets over, and grants a security interest unto Trustee for the benefit of Beneficiary, its successors and assigns forever, all of the estate, title and interest of Grantor in and to the following:

1. The land described in Exhibit A attached hereto, whether Grantor's estate therein consists of fee simple, a leasehold, an easement, or some other estate;

2. All buildings, structures, improvements, privileges and appurtenances belonging thereto now existing or hereafter constructed thereon;

3. All easements, rights of way, streets, ways, alleys, sewer lines, water lines, water rights, and all estates, rights, titles, interests, privileges, hereditaments, access rights and appurtenances whatsoever in any way relating to or appertaining to any of the property described in Exhibit A, or which hereafter shall in any way belong, relate or be appurtenant thereto, whether now owned or hereafter acquired by Grantor, and the reversion or reversions, remainder and remainders, rents, issues, profits thereof, and all the estate, right, title, interest, property, possession, claim and demand whatsoever at law, as well as in equity, of Grantor in and to the same;

(Hereinafter the properties contained in Paragraphs 1 through 3 shall collectively be referred to as the "Premises");

4. All existing leases of all or any portion of the Premises, together with any and all future leases hereinafter entered into by any lessor or lessee affecting all or any portion of the Premises, and all guaranties, amendments, extensions, modifications and renewals of such leases and any of them, all of which are hereinafter called the "Leases," and all rents, receipts, revenues, awards, income and profits (collectively referred to as "Rents") which may now or hereafter be or become due or owing under the Leases, and any of them, on account of the use of the Premises or otherwise arising out of or pertaining to the Premises.

5. All furniture, fixtures, appliances, machinery, equipment, construction and building materials, and all personal property and any replacements and proceeds and substitutions thereof, owned by Grantor and now located thereon, attached to, or hereafter acquired or located thereon or attached thereto, and all lighting, heating, cooking, ventilating, air conditioning, incinerating, sprinkling and plumbing systems and all pipes, wires, attached fixtures and apparatus forming a part of or used in connection therewith, and all cooking appliances, cabinets, windows, doors and all wall to wall carpeting located thereon;

6. All judgments, awards of damages and settlements hereafter made resulting from condemnation proceedings or the taking of the Premises or any part thereof under the power of eminent domain, or for any damage (whether caused by such taking or otherwise) to the Premises or the improvements thereon or any part thereof, or to any rights appurtenant thereto, including any award for change of grade or streets;

7. All inventory, contract rights, cash (including the "Funds," as such term is defined in Section 1.3 hereof), proceeds, accounts receivable, insurance proceeds, deposit and other accounts, logos, trademarks, and all trade name agreements, and all replacements and proceeds relating thereto now owned or hereafter acquired by Grantor, in connection with the Premises, including but not limited to all revenues and credit card receipts collected from guest rooms, meeting rooms, recreational facilities, all receivables, customer obligations, installment payment obligations, deposits securing reservations, license, lease and concession fees and vending machine sales.

8. All documents, instruments, chattel paper, claims, deposits and general intangibles, as the foregoing terms are defined in the Uniform Commercial Code, and all contract rights, franchises, property management agreements, books, records, plans, specifications, permits, franchise agreements, licenses, approvals, actions and telephone numbers, which now or hereafter relate to, are derived from or used in connection with the Premises or in the use, operation, maintenance, occupancy or enjoyment thereof or the conduct of any business or activities thereon.

9. All contracts and general intangibles relating to construction of improvements at the Premises, including without limitation any and all construction contracts, architect contracts, and plans and specifications created thereunder, development contracts, payment and/or performance bonds, and claims for defective materials or workmanship, including any judgments and awards arising from such claims.

(Hereinafter the items set forth in Paragraphs 5, 6, 7, 8, and 9 shall collectively be referred to as the "Collateral.")

TO HAVE AND TO HOLD the Premises and Collateral, and all other properties hereinabove granted to Beneficiary, its successors and assigns, to its own proper use and benefit forever, subject however to the terms and conditions herein.

PROVIDED, HOWEVER, that these presents are upon the condition that, if Grantor shall pay or cause to be paid to Beneficiary the principal, interest and other charges provided in the Note and this Deed of Trust and the other Loan Documents, at the times and in the manner

stipulated therein and herein, all without any deduction or credit for taxes or other similar charges paid by Grantor, and shall keep, perform and observe all the covenants and promises in the Note and in this Deed of Trust expressed and the other Loan Documents to be kept, performed and observed, then the foregoing conveyance and transfer of the Premises and the Collateral shall cease, determine and be void but shall otherwise remain in full force and effect.

AND, Grantor covenants and agrees with Beneficiary that:

ARTICLE I
PARTICULAR COVENANTS OF GRANTOR

1.1 Performance of Note and Deed of Trust and the Other Loan Documents. Grantor will perform, observe and comply with all provisions of the Note and this Deed of Trust and the other Loan Documents secured hereby and will duly and timely pay, without relief from any valuation or appraisement law, to Beneficiary the sum of money expressed in the Note with interest thereon and all other sums required to be paid by Grantor pursuant to the provisions of the Note and this Deed of Trust and the other Loan Documents, all without any deductions or credit for taxes or other similar charges paid by Grantor.

1.2 Title Warranties and Representations. Grantor hereby covenants with and represents and warrants to Beneficiary that Grantor is indefeasibly seized of the Premises in fee simple; that Grantor has full power and lawful right to convey the same as aforesaid; that it shall be lawful for said Beneficiary at all times peaceably and quietly to enter upon, hold, occupy and enjoy the Premises and every part thereof; that said Grantor will make such further assurances to perfect the fee simple title to the Premises and Beneficiary's lien thereon, as may be reasonably required; that the Premises is not subject to any liens in favor of any private or governmental entity; and that Grantor does hereby fully warrant the title to the Premises and every part thereof and will defend the same against the claims (whether meritorius or non-meritorius) of all persons whomsoever, except for those matters set forth on Exhibit B attached hereto ("Permitted Exceptions").

1.3 Real Estate Taxes, Assessments and Personal Property Taxes.

(a) On and after the occurrence of a default hereunder, or under the Note or any other Loan Documents, Grantor shall upon demand pay to Beneficiary on the day monthly installments of interest or monthly installments of principal and interest are payable under the Note, until the Loan Documents are paid in full, a sum (herein "Funds") equal to one-twelfth of the yearly real estate taxes and assessments which may attain priority over this Deed of Trust, all as reasonably estimated initially and from time to time by Beneficiary on the basis of assessments and bills and reasonable estimates thereof. The Funds shall be held by Beneficiary and Beneficiary shall apply the Funds to pay said taxes and assessments as and when they shall be due and payable. No interest shall be paid on the Funds. The Funds are pledged as additional security for the sums secured by this Deed of Trust. If the amount of the Funds held by Beneficiary shall not be sufficient to pay taxes and assessments as they fall due, Grantor shall pay to Beneficiary any amount necessary to make up the deficiency within 15 days from the date notice is mailed by Beneficiary to Grantor requesting payment thereof. Upon payment in full of

the Note and all of the other Loan Documents, all Funds then held by Beneficiary shall be returned to Grantor.

(b) Except as provided in (a) above, Grantor shall pay when due according to law, all taxes, assessments and other charges which are now due or may hereafter be imposed or assessed against the Premises and the Collateral. Upon reasonable request, Grantor will promptly send to Beneficiary receipts for the payment of all such taxes, assessments and other charges. Upon the failure of Grantor to promptly pay such taxes, assessments and other charges, Beneficiary shall have the option to pay and discharge same without notice to Grantor. Any sums so expended by Beneficiary shall at once become an indebtedness of Grantor and shall be due and payable by Grantor with interest as provided in the Note after default, which sums shall thereupon become secured by this Deed of Trust.

1.4 Other Taxes, Liens and Utility Charges. Grantor will pay promptly, when and as due, all charges for utilities, whether public or private, and will promptly exhibit to Beneficiary, upon reasonable request, receipts for the payment of all taxes, assessments, water and sewer charges, dues, fines and impositions of every nature whatsoever imposed, levied or assessed or to be imposed, levied or assessed upon or against the Premises and the Collateral, or any part thereof, or upon the interest of Grantor in the Premises (other than any of the same for which provision has been made in Section 1.3 of this Article I), as well as all income taxes, assessments and other governmental charges lawfully levied and imposed by the United States of America or any State, county, municipality or other taxing authority upon Grantor in respect of the Premises and the Collateral or any part thereof, or any charge which, if unpaid, would become a lien or charge upon the Premises and the Collateral or any part thereof. Grantor will not suffer any mechanic's, laborer's, statutory or other liens, or any mortgage or other lien which might or could be prior to, equal to, or subordinate to the lien of this Deed of Trust to be created or to remain outstanding upon the Premises and the Collateral or any part thereof, other than the Permitted Exceptions. Notwithstanding the foregoing, Grantor may withhold payment of any tax, assessment, or claim in connection with a good faith dispute over the obligation to pay, so long as Beneficiary's interest in the Premises and Collateral is not jeopardized. If a lien arises or is filed, Grantor shall within 15 days after the lien arises or, if a lien is filed, within 15 days after Grantor has notice of the filing, secure the discharge of the lien or deposit with Beneficiary cash or a sufficient corporate surety bond or other security satisfactory to Beneficiary in an amount sufficient to discharge the lien plus any costs, attorney fees, or other charges that could accrue as a result of a foreclosure or sale under the lien.

1.5 Insurance.

(a) Grantor will, at its expense, keep the Premises and the Collateral owned by it, adequately insured at all times against such risks as are customarily insured against by entities engaged in similar businesses. Without limiting the foregoing, Grantor will (i) keep the Premises and the Collateral fully insured against fire, theft and extended coverage risks (all hazards included within the term "all risks coverage"), and if the Premises are determined to be in a flood plain or flood prone area, flood insurance, in an amount sufficient to prevent Grantor or Beneficiary from becoming a co-insurer of any partial loss under applicable insurance policies and in any event not less than 100 percent of the full replacement value (actual replacement value without deduction for physical depreciation, but exclusive of the cost of excavation,

footings, foundation and underground utilities) thereof; provided, however, in no event less than the then outstanding principal amount of the Note; (ii) maintain all such workers' compensation or similar insurance as may be required by law, (iii) maintain rental interruption insurance coverage equal to or greater than six months of income from the Premises and Collateral; (iv) maintain personal property insurance in an amount as Beneficiary shall reasonably request; and (v) maintain general public liability insurance in respect of the Premises and the Collateral against claims for personal and bodily injury, death or property damage occurring, in or about the Premises and the Collateral and liability insurance covering the operations of Grantor conducted on or about the Premises and the Collateral in an amount as is reasonably acceptable to Beneficiary. All policies of insurance shall be placed with insurance companies satisfactory to Beneficiary and shall have attached thereto the standard form of Beneficiary clause, without contribution, in favor of Beneficiary and be delivered to and be held by said Beneficiary, which policy shall provide that no cancellation, modification, termination or lapse thereof shall be effective until at least 30 days after receipt by Beneficiary of written notice thereof. This Deed of Trust shall operate as an assignment to Beneficiary of said policies, whether delivered or not.

(b) Grantor shall provide evidence of fully paid insurance at least 15 days prior to the expiration date of any insurance policy. Upon the failure of Grantor to provide the aforesaid insurance, Beneficiary shall have the option (but not the duty) to procure and maintain such insurance or a Beneficiary interest policy without notice to Grantor. Any sums so expended by Beneficiary shall at once become indebtedness owing from Grantor to Beneficiary and shall immediately become due and payable by Grantor with interest thereon, to the extent legally enforceable. The following notice is given pursuant to ORS 746.201:

WARNING

Unless Grantor provides Beneficiary with evidence of the insurance coverage as required herein, Beneficiary may purchase insurance at Grantor's expense to protect Beneficiary's interest. This insurance may, but need not, also protect Grantor's interest. If the collateral becomes damaged, the coverage Beneficiary purchases may not pay any claim Grantor makes or any claim made against Grantor. Grantor may later cancel this coverage by providing evidence that Grantor has obtained property coverage elsewhere.

Grantor is responsible for the cost of any insurance purchased by Beneficiary. The cost of this insurance may be added to the indebtedness secured hereby. If the cost is added to the indebtedness secured hereby, the interest rate on the indebtedness secured hereby will apply to this added amount. The effective date of coverage may be the date the prior coverage lapsed or the date Grantor failed to provide proof of coverage.

The coverage Beneficiary purchases may be considerably more expensive than insurance Grantor can obtain on Grantor's own and may not satisfy any need for property damage coverage or any mandatory liability insurance requirements imposed by applicable law.

If Beneficiary acquires title to the Premises by foreclosure proceedings or otherwise, any unearned premiums on any hazard insurance covering the Premises are hereby assigned to and shall belong to Beneficiary. If at any time during the term of this Deed of Trust, any insurance policies shall be cancelled and returned premiums available, these returned premiums shall be retained by Beneficiary to the extent required to reimburse Beneficiary for any sums advanced by Beneficiary to purchase insurance required by this section and the balance may be used by Beneficiary to satisfy any other defaults by Grantor hereunder. Any rights of Beneficiary to any insurance proceeds shall in no way be affected or impaired by reason of the fact that Beneficiary may have instituted foreclosure proceedings hereunder. Upon default hereunder and demand by Beneficiary, Grantor shall pay to Beneficiary an amount each month equal to one-twelfth of the annual premium due for all such insurance. Such payment shall be added to the Funds (as provided in Section 1.3 hereof) and be applied to pay such insurance premiums when they shall become due and payable.

1.6 Distribution of Insurance Proceeds.

(a) In the event of either a Partial Loss or Total Loss, as defined below, all insurance proceeds and rights of action related to the loss are hereby assigned to Beneficiary. Grantor agrees to execute such further assignments to such proceeds and rights of action as Beneficiary may require. Grantor shall give immediate written notice to Beneficiary, and Beneficiary may, but is not obligated to, make proof of loss. At its option, in its own name, Beneficiary shall be entitled to commence, appear in and prosecute any action or proceedings or to make any compromise or settlement in connection with any such loss, which shall be binding on Grantor and Beneficiary jointly. Each insurance carrier is hereby authorized and directed to make payment for such loss to Grantor. Beneficiary's right to payment of insurance proceeds shall exist whether or not any such loss results in any impairment to the security of Beneficiary. The payment to Beneficiary of such insurance proceeds shall not cure or waive any default or notice of default hereunder. Notwithstanding such Total Loss or Partial Loss, all payments under the Note and the other Loan Documents shall be made without reduction, modification or interruption and all applicable terms and conditions of this Deed of Trust shall be applicable to Grantor without modification or interruption.

(b) In the event of any loss of 75 percent or more of the full replacement value of the then Premises and Collateral not previously released from this Deed of Trust (a "Total Loss"), the proceeds received of any policy of insurance shall be paid directly to Beneficiary and applied against the outstanding balance of principal, interest and other charges owing (regardless of whether then payable) under the Note, the other Loan Documents and this Deed of Trust. Should said proceeds exceed such balance owing, any such excess shall be paid to Grantor. Should said proceeds be less than such balance owing, the deficiency shall be paid by Grantor to Beneficiary within 60 days of demand by Beneficiary.

(c) In the event of any loss under any of said policies of insurance covering the Premises and the Collateral where such loss is less than 75 percent of the full replacement value of the then Premises and Collateral not previously released from this Deed of Trust (a "Partial Loss"), the proceeds received from any policy of insurance shall be paid directly to Beneficiary and applied against the outstanding balance of principal, interest and other charges owing (regardless of whether then payable) under the Note, the other Loan Documents and this

Deed of Trust, provided, however, if (i) Grantor desires to restore the Premises and Collateral to its prior good condition, (ii) Grantor is not in default hereunder, (iii) said amount owing will not be more than 75 percent of the value of the Premises and Collateral as restored (as may be determined by independent appraisal satisfactory to Beneficiary completed at Grantor's expense), and (iv) any funds in excess of insurance proceeds necessary to complete the restoration work in accordance with plans and specifications and budgets as approved by Beneficiary shall have been deposited by Grantor with Beneficiary, then the insurance proceeds shall be held by Beneficiary for restoration of the Premises and the Collateral. Beneficiary shall disburse so much of the proceeds to Grantor as restoration progresses, equal to the cost of said restoration, and subject to reasonable conditions, including the right of Beneficiary to withhold up to 10 percent of said amount until completion, and the expiration of the period within which mechanic's and materialmen's liens may be filed or until the receipt of satisfactory evidence that no liens exist. Should the insurance proceeds be less than the sum required to complete said restoration, Grantor shall deposit the difference with Beneficiary, and its failure to do so shall constitute default hereunder. Upon payment of such sum to Beneficiary, the same shall be held by Beneficiary in a mutually acceptable interest-bearing account until disbursement. Should said proceeds, including the interest payable thereon, exceed the cost of completing said restoration, any balance remaining shall be paid to Grantor. Grantor shall pay to Beneficiary any reasonable expenses incurred by Beneficiary in making such disbursements and reasonable building inspections.

1.7 Maintenance, Compliance With Law, Alterations. Grantor shall keep the Premises and the Collateral in good condition and repair and shall comply with all laws, ordinances, and regulations of all public authorities relating to the Premises and the Collateral, comply with all easements, declarations, covenants and any other private agreements imposing duties or obligations on owners or occupants of the Premises, and shall not suffer any waste to be committed thereon nor remove or demolish any building. Grantor shall permit Beneficiary to enter upon the Premises and inspect the Premises and Collateral at all reasonable hours and without prior notice. Grantor shall comply with the provisions of any lease if this Deed of Trust is on a leasehold. Grantor shall not cause or permit any improvements to be materially altered or changed without the prior written consent of Beneficiary to the proposed action, as well as Beneficiary's prior written consent to the plans and specifications relating thereto. Grantor shall not consent to any subdivision or partition of the Premises or any zoning change or variance affecting the Premises without the prior written consent of Beneficiary.

1.8 Condemnation. In the event any of the Premises or the Collateral, or any part thereof, shall be damaged or taken by reason of any public improvement or condemnation proceedings, Grantor agrees that such proceeds or awards shall be payable to Beneficiary to be applied against the outstanding balance of principal, interest and other charges owing (regardless of whether then payable) under the Note, the other Loan Documents and this Deed of Trust. Should said proceeds exceed said balance owing, any such excess shall be paid to Grantor. All such proceeds and rights of action are hereby assigned to Beneficiary, and Beneficiary shall be entitled, along with Grantor, to commence, appear in and prosecute any action or proceedings or to make any compromise or settlement in connection with any such taking or damage. Grantor agrees to execute such further assignments of any such proceeds and rights of action as Beneficiary may require.

1.9 Protection of Premises and Collateral. Grantor will from time to time execute and deliver all such supplements and amendments hereto and other instruments, and will take such other action, as Beneficiary reasonably requests and reasonably deems necessary or advisable to (a) grant to Beneficiary all of the Premises and the Collateral, as security; (b) maintain or preserve the lien of the Deed of Trust or carry out more effectively the purposes hereof; and (c) preserve and defend title to the Premises and the Collateral and the rights of Beneficiary therein against the claims of all persons and parties.

1.10 Expenses. Grantor agrees to pay or reimburse Beneficiary, upon demand therefor, for all reasonable attorneys' fees, costs and expenses incurred by Beneficiary in any suit, action, legal proceeding or dispute of any kind in which Beneficiary is made a party or appears as a party plaintiff or defendant, affecting the indebtedness secured hereby, this Deed of Trust or the interest created herein, or the Premises, including, but not limited to any action to protect the security hereof; and any such amount paid by Beneficiary shall be added to the indebtedness secured by the lien of the Deed of Trust.

1.11 Books, Records, and Reports. Grantor shall keep and maintain proper and adequate books, records and accounts reflecting all items of income and expense, including all supporting facts relating to the operation of the Premises and the Collateral. Beneficiary shall have the right from time to time, at all times during normal business hours, to examine all such records, books and accounts on the Premises, or at such other place or with such other person or entity maintaining such books, records and accounts and to make copies or abstracts thereof as Beneficiary shall desire. In addition to the financial information required by the Loan Agreement, Grantor will, upon Beneficiary's request, from time to time furnish to Beneficiary such financial information concerning the Premises and Collateral as Beneficiary may request. All such information described in this Section 1.11 shall be certified correct by such party reasonably designated by Beneficiary.

1.12 Additional Indebtedness. Grantor agrees to pay or reimburse Beneficiary, upon demand therefor, for any and all losses, damages, costs, expenses, fees, duties, taxes (except Federal income taxes), penalties, assessments of other charges (hereinafter referred to as "Liabilities") at any time suffered by, imposed upon, assessed or levied against the Premises or Beneficiary by any governmental authority or agency relating to, arising from or in connection with the execution and delivery of the Note and the recording of this Deed of Trust, including, but not limited to, liabilities arising from any applicable law or statute relating to the making of the Loan, the perfection of the security documents or the enforcement thereof. Any such liability so incurred or paid by Beneficiary shall constitute an additional indebtedness secured by this Deed of Trust.

1.13 Transfer. Grantor shall not make, create or suffer to be made or created, any sale, transfer, conveyance, or lease (except as permitted in Article III hereof) of the Premises, any portion thereof, or any interest therein. Any change whatsoever in the legal or beneficial ownership of Grantor which results in a change in the identity of the person or persons or entity or entities having a direct or indirect controlling interest in Grantor shall not be made, created or suffered. The execution and delivery by Grantor of any joint venture agreement, partnership agreement, declaration of trust, option agreement, or other instrument whereunder any other person or entity may become entitled, directly or indirectly, to the possession or enjoyment of the

Premises, or the income or other benefits derived or to be derived therefrom, shall in each case be deemed to be a conveyance of Grantor's interest in the Premises for the purposes of this section.

1.14 Environmental Matters.

(a) Grantor hereby represents and warrants that, to the best of Grantor's knowledge, (i) the Premises presently complies with, in all material respects, all applicable federal, state or local environmental, health and safety statutes and regulations with which non-compliance would have material adverse affect on the Premises; (ii) the Premises is not subject to any judicial or administrative proceeding alleging the violation of any federal, state or local environmental, health or safety statute or regulation, which violation would have a material adverse affect on the Premises; (iii) the Premises is not the subject of a federal or state investigation regarding the need for any remedial action to respond to a release of any hazardous or toxic wastes, substance or constituent, or other substance into the environment which remedial action would have a material adverse affect on the Premises; (iv) Grantor has not filed any notice under any federal or state law indicating past or present treatment, storage or disposal of a hazardous waste, or reporting a spill or release of a hazardous or toxic waste, substance or constituent, or other substance into the environment; (v) hazardous waste or substance has not been disposed of by placing it in or on the ground of the Premises; and (vi) there are no underground storage tanks or surface impoundments on the Premises.

(b) Promptly after learning of the occurrence of any of the following, Grantor shall give Beneficiary oral and written notice thereof, describing the same and the steps being taken by Grantor with respect thereto: (i) the happening of any event involving the spill, release, leak, seepage, discharge or cleanup of any hazardous or toxic waste, substance or constituent; (ii) any litigation, arbitration proceeding, or governmental proceeding arising from an environmental accident; (iii) notice that Grantor's operations on the Premises are not in compliance with requirements of applicable federal, state, or local environmental, health and safety statutes and regulations; (iv) notice that Grantor is subject to federal or state investigation evaluating whether any remedial action is needed to respond to the release of any hazardous or toxic waste, substance or constituent, or asbestos or other substance from the Premises into the environment; or (v) notice that the Premises are subject to a lien in favor of any governmental entity for (A) any liability under federal or state environmental laws or regulations or (B) damages arising from or costs incurred by such governmental entity in response to a release of a hazardous or toxic waste, substance or constituent, or other substance into the environment.

1.15 Wetlands. Grantor hereby covenants and represents that, (a) to the best of Grantor's knowledge, it is in compliance with all federal, state, and local laws relating to "Wetlands" as defined in 33 C.F.R. § 328.3, as hereinafter amended, and in any comparable state and/or local law, statute or ordinance, rule or regulation pertaining to such Wetlands, and (b) Grantor shall not perform or cause to be performed any excavation or fill activity or other acts which would in any way destroy, eliminate, alter, obstruct, interfere with or otherwise affect any Wetlands.

1.16 Access Laws. Grantor hereby covenants and represents that (a) to the best of its knowledge, it and the Premises are in compliance with the Americans With Disabilities Act and

all rules and regulations pertaining thereto and all state and local statutes, ordinances, rules, and regulations relating to access by disabled persons, and (b) Grantor shall at all times hereafter continue to comply with all such requirements.

ARTICLE II
SECURITY INTEREST IN COLLATERAL

2.1 Security Agreement. Grantor and Beneficiary do hereby agree and declare that this Deed of Trust shall constitute a security agreement and Grantor hereby grants Beneficiary a security interest in each and every item of the Collateral for the purpose of securing payment and performance of all obligations secured by this Deed of Trust. The remedies for any violation of the covenants, terms and conditions of the Note, the other Loan Documents and this Deed of Trust shall be (i) as prescribed in this Deed of Trust; (ii) as prescribed by general law; or (iii) as prescribed by the specific statutory consequences now or hereafter enacted and specified in the said Uniform Commercial Code, all at Beneficiary's sole election.

2.2 Representations and Warranties. Grantor represents, warrants and agrees that: (a) the Collateral secured hereby is, or is to be used by Grantor primarily for business purposes and not for personal, family or household purposes; (b) except for the security interest granted herein, Grantor is the owner of the Collateral free from any prior liens, security interest or encumbrance and will defend the Collateral against all claims and demands of any and all persons at any time claiming the same or any interest therein; and (c) no financing statement covering the Collateral is on file at any public office.

2.3 No Disposition of Personal Property. Grantor will not make, suffer or permit, without the prior written consent of Beneficiary, any sale, conditional sale, transfer, or lease of any fixtures, apparatus, machinery, equipment or personal property comprising the Collateral, except in the ordinary course of business and if replaced with like-kind Collateral that is free and clear of all liens and security interests in favor of third parties.

2.4 Financing Statements. Grantor authorizes Beneficiary to prepare and file one or more financing statements (including amendments and continuation statements) pursuant to the Uniform Commercial Code as enacted by any applicable State, in form satisfactory to Beneficiary to perfect or continue the perfection of the security interests granted herein and Grantor agrees to pay the cost of filing in all public offices wherever filing is deemed necessary by Beneficiary. A photocopy of this instrument may be filed as a financing statement at the election of Beneficiary. This Deed of Trust shall constitute a fixture financing statement.

ARTICLE III
ASSIGNMENT OF LEASES AND RENTS

3.1 **Assignment.** Grantor hereby assigns to Beneficiary the Leases and Rents as security for performance of all obligations secured by this Deed of Trust.

3.2 **Representations, Warranties and Covenants Pertaining to Leases.** Grantor represents, warrants, covenants, and agrees with Beneficiary as follows:

(a) The sole ownership of the entire lessor's interest in the Leases and Rents is vested in Grantor, and that Grantor has not, and shall not, perform any acts or execute any other instruments which might prevent Beneficiary from fully exercising its rights under any of the terms, covenants and conditions of this Article III.

(b) No Leases (including any guaranties of such Leases) shall be materially altered, modified, amended, terminated, cancelled or surrendered nor any material terms or conditions thereof be waived without Beneficiary's prior written consent.

(c) No Leases shall be entered into except upon a lease form previously approved in writing by Beneficiary and following such leasing parameters as established from time to time by Beneficiary, in its reasonable discretion.

(d) There are no defaults by the lessee or the lessor now existing under any Leases and there exists no state of facts which, with the giving of notice or lapse of time or both, would constitute a default under any of the Leases.

(e) Each of the Leases shall remain in full force and effect irrespective of any merger of the interest of lessor and any lessee under any of the Leases.

(f) Grantor has not accepted and will not accept any Rents under any Leases for more than 30 days in advance of their due dates.

(g) Grantor upon request, from time to time, shall furnish to Beneficiary a rent roll and lease abstract in such reasonable detail as Beneficiary may request, certified by Grantor, of all Leases relating to the Premises, and on demand, Grantor shall furnish to Beneficiary executed copies of any and all such Leases.

(h) Grantor has not previously sold, assigned, transferred, mortgaged, pledged, or granted a security interest in the Leases or Rents. Grantor agrees to neither create nor permit any lien, charge, or encumbrance under its interest in the Leases and Rents.

(i) In the event any Lease is rejected in any proceeding under the Federal Bankruptcy Code or any other federal, state, or local statute, no damage settlement shall be made without the prior written consent of Beneficiary. Grantor will request that any check in payment of damages for rejection or termination of any such Lease will be made payable both to Grantor and Beneficiary. Grantor hereby assigns any such payment to Beneficiary.

(j) Grantor will timely perform and observe all terms, covenants, conditions and agreements contained in any Lease which are required to be observed and performed by Grantor.

3.3 Assignment Absolute. This assignment of Leases and Rents is absolute and is effective immediately. Notwithstanding the foregoing, until an Event of Default under Article IV hereof has occurred, and has not been cured, Grantor may receive, collect, and use the Rents accruing from the Premises.

3.4 Right to Collect. Upon the occurrence of an Event of Default, Beneficiary may, at its option, without notice to Grantor, receive and collect all Rents as they become due, from the Premises and the leasehold interest therein and under any and all Leases of all or any part of the Premises. Beneficiary shall thereafter continue to receive and collect all Rents, as long as such Event of Default shall exist, and during the pendency of any foreclosure proceedings, and if there is a deficiency, during any redemption period.

3.5 Attorney-in-Fact. Grantor hereby irrevocably appoints Beneficiary its true and lawful attorney with full power of substitution and with full power for Beneficiary in its own name and capacity or in the name and capacity of Grantor, from and after any Event of Default not having been cured, to demand, collect, receive, and give complete acquittances for any and all Rents accruing from the Premises or the leasehold interest therein, and at Beneficiary's discretion to file any claim or take any other action or proceeding and make any settlement of any claims, in its own name or otherwise, which Beneficiary may deem necessary or desirable in order to collect and enforce the payment of the Rents. Lessees of the Premises are hereby expressly authorized and directed to pay any and all amounts due Grantor pursuant to the Leases directly to Beneficiary or such nominee as Beneficiary may designate in writing delivered to and received by such lessees who are expressly relieved of any and all duty, liability, or obligation to Grantor in respect of all payments so made.

3.6 Remedies. From and after any Event of Default that has not been cured, Beneficiary is hereby vested with full power to use all measures, legal and equitable, deemed by it necessary or proper to enforce this assignment and to collect the Rents assigned hereunder, including the right of Beneficiary, its designee, or a receiver to enter upon the Premises, or any part thereof, with or without force and with process of law, and take possession of all or any part of the Premises together with all personal property, fixtures, documents, books, records, papers and accounts of Grantor relating thereto, and may exclude the Grantor, its agents and servants, wholly therefrom. Grantor hereby grants full power and authority to Beneficiary to exercise all rights, power and authority herein granted at any and all times after any Event of Default that has not been cured, without further notice to Grantor, with full power to use and apply all of the Rents to the payment of the costs of managing and operating the Premises and the leasehold interest therein and of any indebtedness or liability of Grantor to Beneficiary, including but not limited to the payment of taxes, special assessments, insurance premiums, damage claims, the cost of maintaining, repairing, rebuilding and restoring the improvements on the Premises or of making the same rentable, attorneys' fees incurred in connection with the enforcement of this assignment, and of principal and interest payments due from Grantor to Beneficiary on the Note and the other Loan Documents, all in such order as Beneficiary may determine according to provisions of the Note and the other Loan Documents executed herewith.

3.7 Beneficiary's Liability. Beneficiary shall be under no obligation to exercise or prosecute any of the rights or claims assigned to it hereunder or to perform or carry out any of the obligations of the lessor under any of the Leases and does not assume any of the liabilities in connection with or growing out of the covenants and agreements of Grantor in the Leases. It is further understood that this assignment shall not operate to place responsibility for the control, care, management or repair of the Premises or leasehold interest therein, or parts thereof, upon Beneficiary, nor shall it operate to make Beneficiary liable for the performance of any waste of the Premises by any lessee under any of the Leases or any other person, or for any dangerous or defective condition of the Premises, or for any negligence in the management, upkeep, repair or control of the Premises resulting in loss or injury or death to any lessee, licensee, employee or stranger, or for any environmental hazard on the Premises. The acceptance by Beneficiary of this assignment, with all of the rights, powers, privileges, and authority so created shall not, prior to entry upon taking possession of the Premises by Beneficiary, be deemed or construed to constitute Beneficiary a "mortgagee-in-possession." Grantor hereby agrees to indemnify and hold Beneficiary harmless from any and all liability, loss, damage, or expense which Beneficiary may incur under or by reason of this assignment; or for any action taken by Beneficiary hereunder; or by reason or in defense of any and all claims and demands whatsoever which may be asserted against Beneficiary arising out of the Leases.

ARTICLE IV
EVENTS OF DEFAULT

4.1 Events of Default. The Note shall become due at the option of Beneficiary upon the occurrence of any of the following events (hereinafter referred to as the "Events of Default"):

(a) a default under the terms of the Note or any other Loan Document, after the expiration of any applicable grace periods;

(b) Grantor, any affiliate of Grantor or any guarantor of the Note is in default, after the giving of any required notice, under any other note, security agreement, lease agreement or lease schedule, loan agreement, guaranty, ISDA Master Agreement, or other agreement, whether now existing or hereafter made, between Grantor, any affiliate of Grantor or any guarantor of the Note and Beneficiary, U.S. Bancorp or any direct or indirect subsidiary of U.S. Bancorp;

(c) a default in the payment of any amount due hereunder on its due date;

(d) if there shall be default in the due observance or performance of any non-monetary provision of this Deed of Trust;

(e) if Grantor shall make an assignment for the benefit of its creditors;

(f) if a custodian, liquidator or trustee shall be appointed for Grantor or if any action is commenced by or against Grantor under the Federal Bankruptcy Code, or any similar federal or state statute, or if any proceeding for the dissolution or liquidation of Grantor shall be instituted and, if such appointment, adjudication, petition or proceeding was involuntary and not consented to by Grantor, upon the same not being discharged, stayed or dismissed within 60 days;

(g) if any material representation or warranty of Grantor made in this Deed of Trust or the Note or in any certificate or other writing delivered pursuant hereto or thereto, shall prove to be incorrect in any material respect as of the time when the same shall have been made; and

(h) if any guarantor of the Note shall permit any of the items set forth in subparagraphs (d), (e), or (f) above to occur with regard to such guarantor or such guarantor dies or is dissolved and Grantor fails to provide to Beneficiary a substitute guarantor, acceptable to Beneficiary, as determined in Beneficiary's sole discretion, within 60 days.

ARTICLE V
REMEDIES

5.1 Rights of Beneficiary After Default. Upon the occurrence of an Event of Default, Beneficiary shall:

(a) have the option to declare the Note, the other Loan Documents and all sums secured hereby immediately due and payable, and further may proceed immediately to foreclose this Deed of Trust by judicial action as a mortgage or by notice and sale as authorized by applicable law and to exercise all other rights under this Deed of Trust, the Note, the other Loan Documents or any other controlling document;

(b) have all the rights and remedies of a secured party under the Uniform Commercial Code of those states governing disposition of the Collateral in the Event of a Default, including, but not limited to, the right to sell the Collateral at public or private sale, and the right to be a purchaser at any such sale;

(c) demand, elect and receive all the Rents and profits as then or may thereafter be due and owing to Grantor in connection with the Premises and the Collateral and exercise all other remedies set forth in Article III hereof pertaining to the Leases and Rents;

(d) have all other remedies available at law or in equity; and

(e) Beneficiary shall have the right either through its own actions or by receiver appointed under Section 5.4 below:

(i) to enter upon and take possession of the Premises and the Collateral and to operate same for and on behalf of Grantor;

(ii) to collect all of the Rents;

(iii) to expend such sums of money which it may deem necessary for the maintenance, preservation and operation of the Premises, including expenditures for improvements, alterations and repairs, including those of a capital nature;

(iv) to cancel or terminate any Lease or agreement pertaining to the Premises for any cause for which Grantor would be entitled to cancel the same

and to extend or modify any Lease and make any new Lease on any portion of the Premises;

(v) to complete any construction in progress on the Premises, and in that connection, pay bills, borrow funds, employ contractors, and make any changes in plans or specifications as Beneficiary or the receiver deems appropriate; and

(vi) if the revenues and income are insufficient to pay expenses, Beneficiary or the receiver may borrow such sums as Beneficiary or the receiver deems necessary for the purposes stated in this Section 5.1. The amounts borrowed including interest thereon shall become a part of the balance secured by this Deed of Trust and shall be payable by Grantor on demand.

Any sums so expended by Beneficiary under this Section 5.1(e) shall at once become additional indebtedness owing from Grantor to Beneficiary and shall be immediately due and payable by Grantor, with interest thereon to the extent legally enforceable at the default rate set forth in the Note, which sum so advanced shall be added to and become a part of the indebtedness secured by this Deed of Trust.

5.2 Distribution of Sums Received by Beneficiary. Upon enforcement of this Deed of Trust upon the occurrence of an Event of Default, all sums received from time to time by Beneficiary shall be applied as follows:

First: To the payment of all reasonable costs and expenses of Beneficiary (including fees and expenses of its agents and counsel) incurred or accrued in connection with (a) the operation, maintenance or repair of the Premises and the Collateral and any and all businesses operated thereon; (b) any proceedings brought by Beneficiary; and (c) any sale (public or private) or other disposition of the Premises and the Collateral.

Second: To the payment of all amounts as provided for in the Note and this Deed of Trust, and the other Loan Documents, whether for principal, interest or otherwise, in whatever order Beneficiary, exercising its sole discretion, may elect.

Third: To the payment of any surplus to Grantor or any other person legally entitled thereto.

5.3 Rights Cumulative. All rights and remedies from time to time conferred upon or reserved to Beneficiary are cumulative, and none is intended to be exclusive of any other. No delay or omission in insisting upon the strict observance or performance of any provision of this Deed of Trust, or to exercise any right or remedy, shall be construed as a waiver or relinquishment of such provision, nor shall it impair such right or remedy. Every right and remedy may be exercised from time to time and as often as deemed expedient.

5.4 Appointment of Receiver. If an Event of Default shall occur, then with or without the filing of judicial proceedings to foreclose this Deed of Trust or otherwise to enforce the rights of Beneficiary, Beneficiary, to the maximum extent permitted by law, and without prior notice to Grantor, shall be entitled as a matter of right to the appointment of a receiver or

receivers of the Premises and the Collateral, pending such proceedings, with such powers as are conferred upon Beneficiary herein and as shall be conferred by the court making such appointment; but notwithstanding the appointment of any receiver, trustee, or other custodian, Beneficiary shall be entitled to the possession and control of any cash, or other instruments at the time held by, or payable or deliverable under the terms of this Deed of Trust to Beneficiary. The receiver may serve without bond if permitted by law. Beneficiary's right to the appointment of a receiver shall exist whether or not apparent value of the Premises and Collateral exceeds the indebtedness by a substantial amount. Grantor hereby irrevocably consents to the appointment of a receiver on the terms set forth herein. Employment by Beneficiary shall not disqualify a person from serving as receiver.

5.5 Suits to Protect the Premises and the Collateral. Beneficiary shall have power:

(a) To institute and maintain such suits and proceedings as it may deem expedient to prevent any impairment of the Premises by any acts which may be unlawful or a violation of the Deed of Trust; and

(b) To preserve or protect its interest in the Premises and in the income, revenues, rents and profits arising therefrom.

5.6 Beneficiary's Power of Enforcement. If an Event of Default shall have occurred, Beneficiary may, either with or without entry or taking possession as hereinabove provided or otherwise, proceed by suit or suits at law or in equity or by any other appropriate proceeding or remedy (a) to foreclose this Deed of Trust as a mortgage and to sell, as an entirety or in separate lots, units or parcels, the Premises and the Collateral, under the judgement or decree of a court or courts of competent jurisdiction; and (b) to pursue any other remedy available to it, all as Beneficiary shall deem most effectual for such purposes. Beneficiary shall take action either by such proceedings or by the exercise of its powers with respect to entry or taking possession, as Beneficiary may determine.

5.7 Foreclosure by Power of Sale. Should Beneficiary elect to foreclose by exercise of the power of sale herein contained, Beneficiary shall notify Trustee and shall deposit with Trustee this Deed of Trust and the Note and such receipts and evidence of expenditures made and secured hereby as Trustee may require. Upon receipt of such notice from Beneficiary, Trustee shall cause to be given such notice of default as then required by law. Trustee shall, without demand on Grantor, after lapse of such time as may then be required by law and after notice of sale having been given as required by law, sell the Premises at the time and place of sale fixed by it in such notice of sale, either as a whole, or in separate lots or parcels or items as Trustee shall deem expedient, and in such order as it may determine, at public auction to the highest bidder for cash in lawful money of the United States payable at the time of sale. Trustee shall deliver to such purchaser or purchasers thereof its good and sufficient deed or deeds conveying the property so sold, but without any covenant or warranty, express or implied. The recitals in such deed of any matters or facts shall be conclusive proof of the truthfulness thereof. Any person, including, without limitation, Grantor or Beneficiary, may purchase at such sale.

5.8 Application of Indebtedness Towards Purchase Price. Upon any foreclosure sale, Beneficiary may bid for and purchase the Premises and Collateral, and upon compliance

with the terms of sale, may hold, retain, possess and dispose of such property at its own absolute right without further accountability. Any such purchase shall permit Beneficiary to apply to the purchase price any portion of or all sums due to Beneficiary under the Note, the other Loan Documents and this Deed of Trust in lieu of cash, to the amount which shall, upon distribution of the net proceeds of such sale, be payable thereon. In the event the sale proceeds from a judicial foreclosure after payment of the expenses described in Section 5.2 hereof are not sufficient to satisfy all indebtedness secured hereby, Beneficiary shall be entitled to a judgment against Grantor in the amount of such deficiency.

5.9 No Waiver of One Default to Affect Another, Etc. No waiver of any default hereunder shall extend to or shall affect any subsequent or other then existing default or shall impair any rights, powers or remedies consequent thereon. If Beneficiary (a) grants forbearance or any extension of time for the payment of any sums secured hereby; (b) takes other or additional security for the payment thereof; (c) waives or does not exercise any right granted herein or in the Note; (d) releases any part of the Premises from the lien of the Deed of Trust or otherwise changes any of the terms of the Note or Deed of Trust or any of the other Loan Documents; (e) consents to the filing of any map, plat or replat thereof; (f) consents to the granting of any easement thereon; or (g) makes or consents to any agreement subordinating to the lien or charge hereof, then and in each such case such act or omission shall not release, discharge, modify, change, or affect the original liability under the Note, Deed of Trust, the other Loan Documents or otherwise of Grantor or any subsequent purchaser of the Premises or any part thereof, or any maker, co-signer, endorser, surety or guarantor; nor shall any such act or omission preclude Beneficiary from exercising any right, power or privilege herein granted or intended to be granted in the event of any other default then made or of any subsequent default, nor, except as otherwise expressly provided in an instrument or instruments executed by Beneficiary shall the lien of this Deed of Trust be altered thereby.

5.10 Injunctive Relief. In addition to, but not in lieu of, any other rights hereunder, Beneficiary shall have the right to institute suit and obtain a protective or mandatory injunction to prevent a breach or default of, or to enforce the observation by Grantor of the agreements, covenants, and terms, any condition contained herein.

ARTICLE VI
MISCELLANEOUS PROVISIONS

6.1 Successors and Assigns Included in Parties. Whenever in this Deed of Trust one of the parties hereto is named or referred to, the successors and assigns of such party shall be included, and all covenants and agreements contained in this Deed of Trust by or on behalf of Grantor or by or on behalf of Beneficiary shall include their respective successors and assigns, whether so expressed or not.

6.2 Invalid Provisions to Affect No Others. In case any one or more of the covenants, agreements, terms or provisions contained in this Deed of Trust or in the Note or in the other Loan Documents shall be invalid, illegal or unenforceable in any respect, the validity of the remaining covenants, agreements, terms or provisions contained herein and in the Note and in the other Loan Documents shall be in no way affected, prejudiced or disturbed thereby.

6.3 Notices. Notices, statements and other communications to be given under the terms of this Deed of Trust shall be in writing and delivered by hand against written receipt or sent by certified or registered mail, return receipt requested, postage prepaid and addressed as provided in the cover page of this Deed of Trust, or at such other address as from time to time designated by the party receiving the notice. The date of mailing of such notices shall be deemed the effective date of service.

6.4 Maximum Principal Amount. This Deed of Trust shall secure the payment of any additional amounts advanced, from time to time, by Beneficiary to Grantor under the Note or other Loan Documents stating that such advances are secured hereby. All advances made by Beneficiary with respect to the Premises for the payment of taxes, assessments, insurance premiums, costs incurred for the protection of the Premises and other costs which Beneficiary is authorized by this Deed of Trust or any other Loan Document to pay on Grantor's behalf, shall be secured by this Deed of Trust.

6.5 Inspections; Appraisals; Re-Margining Requirement. Beneficiary or its agents may enter upon the Premises upon reasonable notice to inspect or appraise it, whether or not any default exists hereunder. If Grantor refuses to permit such inspection or appraisal, Beneficiary may specifically enforce performance of this provision. Grantor agrees that Beneficiary shall have the right to obtain, at Grantor's expense, an appraisal of the Premises, prepared by an appraiser acceptable to Beneficiary and in conformance with governmental regulations applicable to Beneficiary at any time that (a) an Event of Default has occurred hereunder, (b) any damage or destruction of the Premises occurs, (c) Beneficiary determines in its sole opinion that the security for the Loan has been impaired in any material manner, or (d) such appraisal is required by then current banking laws or regulations applicable to Beneficiary. In the event that Beneficiary shall elect to obtain such an appraisal, Grantor shall fully cooperate with Beneficiary and the appraiser in obtaining and providing the necessary information to prepare such appraisal. In the event that Grantor fails to cooperate with Beneficiary in obtaining such an appraisal or in the event that Grantor shall fail to pay for the cost of such appraisal and Borrower's customary internal appraisal review fee, immediately upon demand, then either of such events shall constitute an Event of Default hereunder and Beneficiary shall be entitled to exercise all remedies available to it hereunder. In the event such an appraisal discloses that the sum of (i) the then outstanding principal balance of the Loan, plus (ii) the undisbursed portion of the Loan which Beneficiary may be obligated to disburse to Grantor in accordance with the terms and conditions of the Loan Documents, is greater than 75 percent of the fair market value of the Premises, then Grantor shall prepay the outstanding principal balance of the Loan to the extent necessary to reduce the sum of said principal balance plus such amounts Beneficiary may be obligated to disburse to an amount equal to or less than 75 percent of said fair market value. Failure to make such payment (including any prepayment indemnity or fee required by the terms of the Note), within 10 days after written notice from Beneficiary to Grantor, shall constitute an Event of Default hereunder, and Beneficiary shall be entitled to exercise all remedies available to it hereunder. In the event such appraisal is required by reason of the damage or destruction of all or a portion of the Premises, the fair market value shall be calculated for the Premises assuming that restoration of the Improvements has been completed, but subject only to then existing Leases which will remain in full force and effect following such restoration.

6.6 No Merger. If both the lessor's and lessee's estates under any lease or portion thereof which constitutes a part of the Premises shall at any time become vested in one owner, this Deed of Trust and the lien created hereby shall not be destroyed or terminated by application of the doctrine of merger and, in such event, Beneficiary shall continue to have and enjoy all of the rights and privileges of Beneficiary as to the separate estates. In addition, upon the foreclosure of the lien created by this Deed of Trust on the Premises pursuant to the provisions hereof, any leases or subleases then existing and created by Grantor shall not be destroyed or terminated by application of the law of merger or as a matter of law or as a result of such foreclosure unless Beneficiary or any purchaser at any such foreclosure sale shall so elect. No act by or on behalf of Beneficiary or any such purchaser shall constitute a termination of any lease or sublease unless Beneficiary or such purchaser shall give written notice thereof to such tenant or subtenant.

6.7 Partial Reconveyance. Should the Loan Documents allow for the partial reconveyance from the encumbrance of the Deed of Trust of any portion of the Premises upon the payment of a certain sum to Beneficiary ("Partial Reconveyance"), any such Partial Reconveyance shall be allowed only so long as the following additional conditions are met:

(a) Grantor is not in default hereunder or under the terms of any of the Loan Documents;

(b) The Premises have been legally subdivided into parcels or lots such that both (a) the portion of the Premises to be reconveyed and (b) the portion of the Premises remaining subject to the Deed of Trust are legally segregated properties capable of being transferred to third-party purchasers in accordance with the law;

(c) The Partial Reconveyance does not deny or unreasonably impair access to public roads and utilities for either the portion of the Premises remaining subject to the Deed of Trust or the portion of the Premises reconveyed;

(d) Grantor secures all necessary services of surveyors, engineers, and other consultants of any kind or nature whatsoever required in connection with the Partial Reconveyance in order to sufficiently identify the portion of the Premises to be reconveyed and to enable the Trustee to complete the Partial Reconveyance; and

(e) Grantor pays all costs incurred in connection with the Partial Reconveyance, including any endorsements Beneficiary may require to its mortgagee's policy of title insurance. Beneficiary shall have no responsibility for such costs and shall be reimbursed by Grantor for any costs incurred by Beneficiary.

6.8 Reconveyance by Trustee. Upon written request of Beneficiary stating that all sums and other obligations secured hereby have been paid, and upon surrender of this Deed of Trust and the Note to Trustee for cancellation and retention and upon payment by Grantor of Trustee's fees, Trustee shall reconvey to Grantor, or the person or persons legally entitled thereto, without warranty, any portion of the Premises then held hereunder. The recitals in such reconveyance of any matters or facts shall be conclusive proof of the truthfulness thereof. The grantee in any reconveyance may be described as "the person or persons legally entitled thereto."

Grantor shall pay for the cost of recording any reconveyance or partial reconveyance(s) of this Deed of Trust, plus a reconveyance fee for each such reconveyance or partial reconveyance as authorized by applicable law.

6.9 WAIVER OF JURY TRIAL. GRANTOR AND BENEFICIARY HEREBY JOINTLY AND SEVERALLY WAIVE ANY AND ALL RIGHT TO TRIAL BY JURY IN ANY ACTION OR PROCEEDING RELATING TO THIS DEED OF TRUST AND TO ANY OF THE LOAN DOCUMENTS, THE OBLIGATIONS HEREUNDER OR THEREUNDER, ANY COLLATERAL SECURING THE OBLIGATIONS, OR ANY TRANSACTION ARISING THEREFROM OR CONNECTED THERETO. GRANTOR AND BENEFICIARY EACH REPRESENTS TO THE OTHER THAT THIS WAIVER IS KNOWINGLY, WILLINGLY AND VOLUNTARILY GIVEN.

IN WITNESS WHEREOF, Grantor has executed this instrument as of the date first written above.

GRANTOR:

VENTURE PROPERTIES, INC.

By: _____
Donald W. Morissette, Chief Executive Officer

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

The foregoing instrument was acknowledged before me this 17th day of September, 2007, by Donald W. Morissette as Chief Executive Officer of Venture Properties, Inc., an Oregon corporation, on behalf of said corporation.

_____
Notary Public for Oregon
My Commission Expires: 4-16-2010

OFFICIAL SEAL
GLORIA MILLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 404368
MY COMMISSION EXPIRES APR. 16, 2010

EXHIBIT B

Permitted Exceptions

1. The terms and provisions contained in the document entitled "Notice of Flood Plain District Alteration Permit" recorded March 15, 1982 as Fee No. 82007316 of Official Records.

   Document re-recorded April 13, 1982 as Fee No. 82009122 of Official Records.

2. Easement, including terms and provisions contained therein:

Recording Information:	September 8, 1982 as fee No. 82023213
In Favor of:	Unified Sewerage Agency of Washington County
For:	sewer and incidental purposes

3. Easement, including terms and provisions contained therein:

Recording Information:	January 30, 1995 as Fee No. 95006442
In Favor of:	City of Hillsboro
For:	storm sewer and incidental purposes
Affects:	A Westerly portion

4. Granting Storm Drainage Easement Agreement and the terms and conditions thereof:

Between:	Hillsboro Elks Lodge No. 1862, Inc.
And:	Heritage Homes
Recording Information:	February 1, 1995 as Fee No. 95007118

5. An easement reserved in a suit of condemnation, including the terms and provisions thereof;

Recorded:	June 9, 1995 as Fee No. 95039587
Suit No.:	C950520CV
In favor of:	Tri-County Metropolitan Transportation District of Oregon
For:	Light rail public transit

6. Easement, including terms and provisions contained therein:

Recording Information:	August 7, 1997 as Fee No. 97072778
In Favor of:	City of Hillsboro
For:	storm drainage lines and incidental purposes
Affects:	The Northwesterly portion

EXHIBIT A

PARCEL I:

A PORTION OF THAT LAND DESCRIBED AS TRACT 1 (RESULTANT PARCEL OF ORENCO WOODS) IN DEED DOCUMENT NUMBER 2006-131962, WASHINGTON COUNTY DEED RECORDS, LOCATED IN THE EAST HALF OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A 2 INCH BRASS DISK AT THE SOUTHWEST CORNER OF THE ISAAC BUTLER D.L.C. NO. 48 ON THE CENTERLINE OF NW QUATAMA ROAD (COUNTY ROAD NUMBER 462); THENCE ALONG SAID CENTERLINE SOUTH 88° 28' 14" EAST, 1958.14 FEET TO THE INTERSECTION OF SAID CENTERLINE WITH A SOUTHERLY EXTENSION OF THE EASTERLY LINE OF THAT LAND DESCRIBED AS TRACT 2 (RESULTANT PARCEL OF ELKS LODGE NUMBER 1862) OF SAID DEED DOCUMENT NUMBER 2006-131962; THENCE ALONG SAID SOUTHERLY EXTENSION NORTH 02° 08' 47" EAST, 25.00 FEET TO THE SOUTHEAST CORNER OF SAID TRACT 2 BEING THE POINT OF BEGINNING; THENCE ALONG SAID EASTERLY LINE OF SAID TRACT 2 NORTH 02° 08' 47" EAST, 329.22 FEET TO AN ANGLE POINT IN SAID LINE: THENCE ALONG THE NORTHEASTERLY LINE OF SAID TRACT 2 NORTH 54°21'35" WEST, 161.77 FEET TO AN ANGLE POINT IN SAID LINE; THENCE ALONG NORTHERLY LINE OF SAID TRACT 2 NORTH 88°29'41" WEST, 266.67 FEET TO A POINT; THENCE LEAVING SAID NORTHERLY LINE NORTH 08° 55' 59" EAST, 29.06 FEET; THENCE NORTH 88° 30' 23" WEST, 68.55 FEET; THENCE NORTH 01° 29' 37" EAST, 18.68 FEET; THENCE SOUTH 88° 30' 23" EAST, 21.92 FEET; THENCE NORTH 43° 43' 09" EAST, 27.51 FEET; THENCE NORTH 09° 09' 48" EAST, 71.16 FEET; THENCE NORTH 09° 09' 48" EAST, 63.25 FEET, TO A POINT OF 318.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 20° 55' 15" EAST, 318.00 FEET) THROUGH A CENTRAL ANGLE OF 02° 54' 32" AN ARC DISTANCE OF 16.15 FEET (THE CHORD OF WHICH BEARS NORTH 67° 37' 29" WEST, 16.14 FEET); THENCE SOUTH 23° 49' 47" WEST, 4.34 FEET; THENCE NORTH 63° 32' 49" WEST, 271.68 FEET; THENCE NORTH 33° 27 25" EAST, 5.57 FEET, TO A POINT OF 205.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 33° 27' 25" EAST, 205.00 FEET) THROUGH A CENTRAL ANGLE OF 12° 41' 51" AN ARC DISTANCE OF 45.43 FEET (THE CHORD OF WHICH BEARS NORTH 50° 11' 39" WEST, 45.34 FEET); THENCE NORTH 46° 09' 16" EAST, 4.50 FEET, TO A POINT OF 200.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 46° 09' 16" EAST, 200.50 FEET) THROUGH A CENTRAL ANGLE OF 50° 53' 33" AN ARC DISTANCE OF 178.09 FEET (THE CHORD OF WHICH BEARS NORTH 18° 23' 57" WEST, 172.30 FEET), TO A POINT OF 409.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 82° 57' 11" WEST, 409.50 FEET) THROUGH A CENTRAL ANGLE OF 27° 47' 51" AN ARC DISTANCE OF 198.67 FEET (THE CHORD OF WHICH BEARS NORTH 06° 51' 06" WEST 196.73 FEET), TO A POINT OF 115.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 69° 14' 58" EAST, 115.50 FEET) THROUGH A CENTRAL ANGLE OF 25° 48' 05" AN ARC DISTANCE OF 52.01 FEET (THE CHORD OF WHICH BEARS NORTH 07° 50' 59" WEST, 51.57 FEET); THENCE NORTH 05° 03' 03" EAST, 13.14 FEET, TO A POINT OF 23.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 84° 56' 57" WEST, 23.50 FEET) THROUGH A CENTRAL ANGLE OF 33° 53' 08" AN ARC DISTANCE OF 13.90 FEET (THE CHORD OF WHICH BEARS NORTH 11° 53' 31" WEST, 13.70 FEET); THENCE NORTH 82° 16' 08" WEST, 25.55 FEET; THENCE SOUTH 10° 01' 25" WEST, 262.24 FEET;THENCE NORTH 82° 16' 08" WEST, 151.13 FEET; THENCE NORTH 07° 43' 52" EAST, 76.86 FEET, TO A POINT OF 68.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 36° 26' 58" EAST, 68.00 FEET) THROUGH A CENTRAL

ANGLE OF 18° 28' 58" AN ARC DISTANCE OF 21.94 FEET (THE CHORD OF WHICH BEARS NORTH 44° 18' 33" WEST, 21.84 FEET), TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 05° 50' 02" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 114° 38' 20" AN ARC DISTANCE OF 50.02 FEET (THE CHORD OF WHICH BEARS NORTH 38° 30' 52" WEST, 42.08 FEET); THENCE NORTH 79° 58' 35" WEST, 118.64 FEET, TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS SOUTH 65° 37' 46" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 115° 21' 02" AN ARC DISTANCE OF 50.33 FEET (THE CHORD OF WHICH BEARS SOUTH 33° 18' 17" WEST, 42.25 FEET); THENCE SOUTH 30° 55' 46" WEST, 34.92 FEET; THENCE SOUTH 01° 31' 19" WEST, 26.39 FEET; THENCE NORTH 88° 28' 41" WEST, 106.18 FEET TO A POINT ON THE WEST LINE OF SAID TRACT 1; THENCE ALONG SAID WEST LINE NORTH 01° 31' 46" EAST, 1060.83 FEET TO THE NORTHWEST CORNER OF SAID TRACT 1; THENCE ALONG THE NORTHERLY LINE OF SAID TRACT 1 SOUTH 63° 41' 50" EAST, 1905.75 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF NW CORNELIUS PASS ROAD (COUNTY ROAD 1014), TO A POINT OF 848.51 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY AND SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS SOUTH 70° 18' 33" EAST, 848.51 FEET) THROUGH A CENTRAL ANGLE OF 20° 10' 58" AN ARC DISTANCE OF 298.89 FEET (THE CHORD OF WHICH BEARS SOUTH 09° 35' 58" WEST, 297.35 FEET); THENCE CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY SOUTH 00° 29' 31" EAST, 983.86 FEET TO THE INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NW QUATAMA ROAD; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE NORTH 88° 28' 14" WEST, 417.22 FEET TO SAID POINT OF BEGINNING.

PARCEL II:

A PORTION OF THAT LAND DESCRIBED AS TRACT 1 (RESULTANT PARCEL OF ORENCO WOODS) IN DEED DOCUMENT NUMBER 2006-131962, WASHINGTON COUNTY DEED RECORDS, LOCATED IN THE EAST HALF OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A 2 INCH BRASS DISK AT THE SOUTHWEST CORNER OF THE ISAAC BUTLER D.L.C. NO. 48 ON THE CENTERLINE OF NW QUATAMA ROAD (COUNTY ROAD NUMBER 462); THENCE ALONG SAID CENTERLINE SOUTH 88° 28' 14" EAST, 1958.14 FEET TO THE INTERSECTION OF SAID CENTERLINE WITH A SOUTHERLY EXTENSION OF THE EASTERLY LINE OF THAT LAND DESCRIBED AS TRACT 2 (RESULTANT PARCEL OF ELKS LODGE NUMBER 1862) OF SAID DEED DOCUMENT NUMBER 2006-131962; THENCE ALONG SAID SOUTHERLY EXTENSION AND SAID EASTERLY LINE NORTH 02° 08' 47" EAST, 354.22 FEET TO AN ANGLE POINT IN SAID LINE; THENCE ALONG THE NORTHEASTERLY LINE OF SAID TRACT 2 NORTH 54°21'35" WEST, 161.77 FEET TO AN ANGLE POINT IN SAID LINE; THENCE ALONG NORTHERLY LINE OF SAID TRACT 2 NORTH 88°29'41" WEST, 266.67 FEET TO THE POINT OF BEGINNING; THENCE LEAVING SAID NORTHERLY LINE NORTH 08° 55' 59" EAST, 29.06 FEET; THENCE NORTH 88° 30' 23" WEST, 68.55 FEET; THENCE NORTH 01° 29' 37" EAST, 18.68 FEET; THENCE SOUTH 88° 30' 23" EAST, 21.92 FEET; THENCE NORTH 43° 43' 09" EAST, 27.51 FEET; THENCE NORTH 09° 09' 48" EAST, 71.16 FEET; THENCE NORTH 09° 09' 48" EAST, 63.25 FEET, TO A POINT OF 318.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 20° 55' 15" EAST, 318.00 FEET) THROUGH A CENTRAL ANGLE OF 02° 54' 32" AN ARC DISTANCE OF 16.15 FEET (THE CHORD OF WHICH BEARS NORTH 67° 37' 29" WEST, 16.14 FEET); THENCE SOUTH 23° 49' 47" WEST, 4.34 FEET; THENCE NORTH 63° 32' 49" WEST, 271.68 FEET;THENCE NORTH 33° 27 25" EAST, 5.57 FEET, TO A POINT OF 205.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 33° 27 25" EAST, 205.00 FEET) THROUGH A CENTRAL ANGLE OF 12° 41' 51" AN ARC DISTANCE OF 45.43 FEET (THE CHORD OF WHICH BEARS NORTH 50° 11' 39" WEST, 45.34

FEET); THENCE NORTH 46° 09' 16" EAST, 4.50 FEET, TO A POINT OF 200.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 46° 09' 16" EAST, 200.50 FEET) THROUGH A CENTRAL ANGLE OF 50° 53' 33" AN ARC DISTANCE OF 178.09 FEET (THE CHORD OF WHICH BEARS NORTH 18° 23' 57" WEST, 172.30 FEET), TO A POINT OF 409.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 82° 57' 11" WEST, 409.50 FEET) THROUGH A CENTRAL ANGLE OF 27° 47' 51" AN ARC DISTANCE OF 198.67 FEET (THE CHORD OF WHICH BEARS NORTH 06° 51' 06" WEST, 196.73 FEET), TO A POINT OF 115.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 69° 14' 58" EAST, 115.50 FEET) THROUGH A CENTRAL ANGLE OF 25° 48' 05" AN ARC DISTANCE OF 52.01 FEET (THE CHORD OF WHICH BEARS NORTH 07° 50' 59" WEST, 51.57 FEET); THENCE NORTH 05° 03' 03" EAST, 13.14 FEET, TO A POINT OF 23.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 84° 56' 57" WEST, 23.50 FEET) THROUGH A CENTRAL ANGLE OF 33° 53' 08" AN ARC DISTANCE OF 13.90 FEET (THE CHORD OF WHICH BEARS NORTH 11° 53' 31" WEST, 13.70 FEET); THENCE NORTH 82° 16' 08" WEST, 25.55 FEET; THENCE SOUTH 10° 01' 25" WEST, 262.24 FEET; THENCE NORTH 82° 16' 08" WEST, 151.13 FEET; THENCE NORTH 07° 43' 52" EAST, 76.86 FEET, TO A POINT OF 68.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 36° 26' 58" EAST, 68.00 FEET) THROUGH A CENTRAL ANGLE OF 18° 28' 58" AN ARC DISTANCE OF 21.94 FEET (THE CHORD OF WHICH BEARS NORTH 44° 18' 33" WEST, 21.84 FEET), TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 05° 50' 02" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 114° 38' 20" AN ARC DISTANCE OF 50.02 FEET (THE CHORD OF WHICH BEARS NORTH 38° 30' 52" WEST, 42.08 FEET); THENCE NORTH 79° 58' 35" WEST, 118.64 FEET, TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS SOUTH 65° 37' 46" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 115° 21' 02" AN ARC DISTANCE OF 50.33 FEET (THE CHORD OF WHICH BEARS SOUTH 33° 18' 17" WEST, 42.25 FEET); THENCE SOUTH 30° 55' 46" WEST, 34.92 FEET; THENCE SOUTH 01° 31' 19" WEST, 26.39 FEET; THENCE NORTH 88° 28' 41" WEST, 106.18 FEET TO A POINT ON THE WEST LINE OF SAID TRACT 1; THENCE ALONG SAID WEST LINE SOUTH 01° 31' 46" WEST, 622.70 FEET TO THE MOST WESTERLY SOUTHWEST CORNER OF SAID TRACT 1; THENCE ALONG THE SOUTHERLY LINE OF SAID TRACT 1 SOUTH 88° 28' 14" EAST, 299.31 FEET; THENCE ALONG THE WESTERLY LINE OF SAID TRACT 1 SOUTH 00° 59' 43" WEST, 104.17 FEET; THENCE ALONG THE SOUTHERLY LINE OF SAID TRACT 1 SOUTH 88° 29' 49" EAST, 274.05 FEET TO THE WESTERLY LINE OF SAID TRACT 2; THENCE ALONG SAID WESTERLY LINE NORTH 01° 08' 22" EAST, 50.00 FEET TO THE MOST WESTERLY NORTHWEST CORNER OF SAID TRACT 2; THENCE ALONG THE NORTHERLY LINE OF SAID TRACT 2 NORTH 73° 06' 09" EAST, 256.61 FEET; THENCE CONTINUING ALONG SAID NORTHERLY LINE SOUTH 88° 29' 41" EAST, 91.62 FEET TO SAID POINT OF BEGINNING.

"CDP MODIFICATION"

10-29-08

To: Hillsboro Planning Commission
From: Jim Lubischer
Re: CDP 1-06 (MOD 1)
Response to Beery, Elsner & Hammond's memorandum dated 10-15-08.

President Coulter and Commissioners,

Summary regarding "modification" of a CDP (Footnotes at end)

1) The Hillsboro Zoning Ordinance does not specifically address whether an approved Concept Development Plan can be amended, revised, or modified.

2) In at least three locations[1], the Hillsboro Zoning Ordinance does infer that a previously approved Concept Development Plan can be amended.

HZO Section 136 VII B.4.f. states,

> "Applicants seeking to initiate, develop or expand a campus development or major institution where an approved Concept Development Plan or Planned Unit Development did not previously exist, may differentiate between development phases with definite construction plans and future phases for which plans are less definitive. If the applicant makes such a differentiation, lands with less definition ("inactive") shall not be included within the Concept Development Plan except to size and locate internal streets and infrastructure, and to estimate maximum traffic impacts on the local road system. For these purposes, the applicant shall assume that future development on the inactive lands will contain at least 45 employees per acre plus typical visitor/customer/student use for the anticipated land use, or the maximum development intensity documented by industry experience for the use or uses intended for the campus or institution, whichever is greater.
>
> Prior to development on the inactive lands, approval of an amended Concept Development Plan under then current regulations shall be required in order to activate the land for inclusion in future phases. In the amended Concept Development Plan, any improvements or development previously constructed within the development shall be treated as an existing condition, and any impacts associated with the newly activated phases shall be attributed to the development as a whole."

HZO Section 136 VII B.7.f. states,

> "If the Planning Director denies Detailed Development Plan approval or places conditions on the approval which the applicant opposes, the applicant may apply to the Planning Commission for an amendment to the Concept Development Plan under the applicable provisions of Section 136.VII.B.3-6."

HZO Section 137 V B.7. states,

> "No phase of a SCR-V project shall be permitted to develop below the per acre average residential minimum density unless: (1) it is the first phase of the development, consisting of no more than ten percent (10%) of the total project; (2) is a phase, when combined with those phases already constructed, achieves the minimum average density requirement of the district; or (3) the approved Concept Development Plan is amended to indicate where the proposed reduction in density will be made up through increased density in another phase of the project. The project shall not depend on redevelopment of early phases to achieve overall minimum density requirements.

3) The Hillsboro Zoning Ordinance does **not** contain a specific *process* for amending, revising, or modifying a previously approved Concept Development Plan.[2]

This was the actual question in the Pacific University case that went to LUBA (*David v City of Hillsboro*) but was not addressed directly by LUBA. Anyway, the HZO does not contain any provisions that specify the requirements for revising, amending or modifying a CDP. Please see attachment at pages 5-8 of this letter, which is a portion of Corvallis' code regarding CDP modification which does contain process for CDP modification and shows the stark contrast between a code that does contain process for CDP modification and Hillsboro's code.

4) It is arguable as to whether a Concept Development Plan should be allowed to be substantially revised, modified or amended as the intent of a Concept Development Plan is to look at the overall project and make the pieces work together to implement the purpose(s) of the applicable zoning district. However, it is reasonable to allow a request to change a Concept Development Plan but only if the whole area and all of the previous components are allowed to be again considered in the development review of the "modification". This is not a "collateral attack" on CDP 1-06 as the developer is the one choosing to make a change in a previously agreed upon CDP. In a sense, the developer is the one making a "collateral attack" on the previous CDP approval given by the City.

Picking out a piece or part of the whole project and not allowing consideration as to how that change will affect the rest of the project, nor allowing other component to be "modified" in response to the "modification" is at odds with the idea of a Concept Development Plan. Common sense would say that if you want to change a Concept Development Plan all the pieces must be in play.

5) The City Attorney states,

> "...consistent with well established common law is that a change to an approved application, regardless of what a local code might say, *needs to go through the exact same level of process that was conducted in the initial review.*" (Counselor Pam Beery) (9-8-08 Planning Commission hearing.)

Planning staff states,

> "Staff discussed this with our legal counsel and reached the conclusion an applicant requesting a modification to a CDP application *should file the modification request just as they would file a new CDP application* but addressing the changes in the approved CDP. The modification application *must include all the elements otherwise required for a CDP submittal* and would be processed in the same manner as the original CDP. There is precedent for this approach to modifications of approve CDP's in the City." (See attachment at page 10 of this letter) (Underline added)

In their 10-15-08 memorandum, the City Attorney concludes that "The Commission may consider a CDP modification," and that "The Commission may not reconsider the initial CDP application that was approved in 2006 in the context of this modification application."[3]

I agree that the City may consider a CDP modification, though not for the reason given in the memo.[4] I also agree that the Commission may not technically reconsider CDP 1-06 but I submit that, pursuant to HZO Section 136 VII (B)(2)(a), development review of CDP 1-06 (MOD 1) may not be limited to the 5 acres or so that is to be changed.

6) In conclusion, the Planning Commission errors in accepting for development review an application to modify CDP 1-06 which does not address the whole 43.19 acres that is currently controlled by the applicant. The Commission errors in limiting the discussion to the 5-acre area in the SE corner identified for change.

The Commission errors because, as stated by the City Attorney , the "modification" of CDP 1-06 "*needs to go through the exact same level of process that was conducted in the initial review*", and staff has said, "staff discussed this with our legal counsel and reached the conclusion...The modification application *must include all the elements otherwise required for a CDP submittal.*"

The exact same level of process that was conducted in the initial review and all the elements otherwise required for a CDP submittal, include that the "modification" application follow all of the rules set out in the Hillsboro Zoning Ordinance for a CDP application, including HZO 136 VII (B)(2)(a)[5], which states, in part, that the application "shall encompass the entire parcel or contiguous parcel(s) proposed or available for current or ultimate development by the applicant..." Since the whole 43.19 acres is available for "ultimate development by the applicant" it must be included in the CDP 1-06 (MOD 1) application and subject to development review.

7) Therefore, I submit that because the Hillsboro Zoning Ordinance does not contain specific process for modifying an already approved Concept Development Plan but it does contain inferences that amendments are possible, that the requested modification must follow the same rules as would a new CDP application, and that the whole 43.19 acres which is available for ultimate development by the applicant be considered, not just a piece. To not do so is a procedural and or substantive error and prejudices my substantial rights, including the right to a proper development review of CDP 1-06 (MOD 1), and I and my family will suffer adverse affect, including loss of property value, potential loss of property, and reductions in livability because of this error.

Thank you,

Jim Lubischer
22720 NW Quatama,
Hillsboro, Oregon 97124

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[1] HZO Section 136 VII A.1. also contains the word "amendment" and I mention this provision here only because the City Attorney makes reference to it. It was cited by LUBA. LUBA stated,

> "it [HZO Section 136 VII A.1] makes it reasonably clear that following Development Review approval, modifications are possible..." (From the Final Opinion and Order, LUBA No. 2008-023)

HZO Section 136 VII A.1 states,

"Section 133, Development Review, or any amendment thereof, and the provisions of this subsection shall apply to all uses permitted in a Station Community Planning Area except construction of detached single family, duplex and ancillary dwellings built on single lots in any district other than the SCR-OTC and SCR-DNC Districts. All development within the SCR-OTC and SCR-DNC Districts is subject to Development Review." (Note that the quote in the City Attorney's 1-15-08 memo leaves out the "Section 133" portion.)

I disagree with LUBA's conclusion. Interpreted correctly, this provision means that Section 133, which is titled "Development Review", or any amendment to Section 133, and the provisions of HZO Section 136 VII shall apply to all uses permitted in a Station Community Planning Area except... It does not have anything to do with whether a CDP may be amended, revised or modified. I have included this provision here only because the City and LUBA use it for their conclusions regarding modifications of a CDP. The interpretation by the City and upheld by LUBA leads to an absurd result as any amendment to a CDP shall then apply to all uses in a SCPA (minus the exceptions). This issue is now before the Court of Appeals.

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[2] The City Attorney stated, "An excellent question and certainly one that staff and I have thought a lot about in the context of this and other applications. It is correct that there's not a specific process for a modification of a Concept Development Plan in the code." (Counselor Pam Beery, 9-8-08 Planning Commission hearing.) (Underline added) Also planning staff stated, "There is no process in the Zoning Ordinance for modification of the CDP." (See attachment at page 9 of this letter.) (Underline added)

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[3] I would note that the case referenced by the City Attorney, *Heilman v. Corvallis*, 47 Or. LUBA 305 (2004), (LUBA No. 2004-069), was not affirmed by the Court of Appeals as claimed. It was not even appealed to the Appellate Court. The citation by the City Attorney "199 Or. App. 217 (2005) was *Staus v. City of Corvallis* (LUBA No. 2004-091, LUBA No. 2004-093) and involved the same property but a consolidation of two different appeals not similar to *Heilman v. Corvallis*, though Heilman and Foster were also petitioners in *Staus v. City of Corvallis.*

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[4] I respectfully disagree with the reason that the City's lawyer gives. I do not believe HZO VII (A)(1) authorizes CDP modification. LUBA is wrong to have concluded that the word "amendment" in HZO VII (A)(1) is referring to a CDP. Please see footnote #1 above.

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[5] Section 136 VII B.2.a. states, in part,

"the applicant shall file an application for Concept Development Plan approval for the entire area identified for development. The Plan shall encompass the entire parcel or contiguous parcel(s) proposed or available for current or ultimate development by the applicant or any entities that are controlled, in whole or part, by the applicant or by a parent or affiliate entity of the applicant; including, but not limited to, partnerships, corporations of all types, foundations and other forms of business organization that includes the applicant, its parent or affiliates, or if the applicant is a representative or agent of the owner or purchaser of the parcel(s) of interest, the owner or purchaser."

CORVALLIS'

Section 2.5.60 - PLANNED DEVELOPMENT MODIFICATION
This Section identifies the processes by which an approved Conceptual or Detailed
Development Plan may be modified. In general, such plans may be modified in three
ways, depending upon the degree of modification proposed. These include the Lot
Development Option process described in Chapter 2.12 - Lot Development Option, and the
Minor and Major Planned Development Modification processes described below. Within
the Conceptual or Detailed Development Plan, the Lot Development Option process may
only be used for modification of a specific standard at a specific location where no
deviation from standards has already been approved.

2.5.60.01 - Purposes of a Planned Development Modification

a. Provide a limited amount of flexibility with regard to site planning and architectural design for approved Conceptual or Detailed Development Plans; and

b. Provide elements within the development site that compensate for requested variations from approved Conceptual or Detailed Development Plans such that the intent of the original approvals is still met.

2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification

a. The factors identified here describe the thresholds that separate a Minor Planned Development Modification from a Major Planned Development Modification.

1. Change in Use Type, with the exception that for a valid (still active) Planned Development that existed or was approved before December 31, 2006, a Modification request shall be considered as follows:
a) A request to add Uses permitted by the underlying zone to up to 25 percent of the total acreage within the Planned Development site shall be considered a Minor Planned Development Modification; and
b) A request to add Uses permitted by the underlying zone to greater than 25 percent of the total acreage within the Planned Development site shall be considered a Major Planned Development Modification;

CORVALLIS' CODE FOR CDP MODIFICATIONS

2. Change in dwelling unit density of five percent, except as noted in "3," below;
3. Decrease in dwelling unit density by more than three units for development sites one acre or smaller in size, or decrease in dwelling unit density by more than five units or by more than five percent, whichever is less, for development sites larger than one acre;
4. Change in the ratio of the different types of dwelling units;
5. Change in the type or location of commercial or industrial structures

~~p6~~ p5

that would result in a less pedestrian-friendly environment, such as when a pedestrian walk is eliminated, a parking lot is placed to separate, or further separate, a building from pedestrian facilities, etc.;
6. Change in the type and location of accessways and parking areas where off-site traffic would be affected or which result in a less pedestrian-friendly environment;
7. Increase in the number of parking spaces where such increase adversely affects Significant Natural Features or pedestrian amenities, or is inconsistent with a Condition of Approval or an applicable development standard such as required Green Area;
8. Increase in the floor area proposed for nonresidential Use by more than 10 percent;
9. Decrease in the common and/or usable Green Area or open space by more than 10 percent;
10. Increase in the total ground area proposed to be covered by structures by more than 10 percent;
11. Change in specific setback requirements by more than 25 percent or by 15 percent for setback requirements previously reduced;
12. Decrease in project amenities for pedestrians or bicycles, recreational facilities, screening, and/or landscaping provisions by more than 10 percent;

13. Modification of architectural building elevations where any of the following occurs:
a) Percentage of window coverage per elevation is decreased by more than 20 percent (may affect the number and/or shape of windows); or windows are installed on a previously specified blank wall on the perimeter of the site;
b) Building materials for the main walls of the facades are changed;
c) Any architectural feature is reduced by more than 20 percent. Architectural features include such items as the number of windows with trim, the number of dormers, the number of columns, the number of shutters, the square footage of porches, the number of window boxes, the linear footage of porch or deck railings, and/or the linear footage and/or height of parapets, reveals, and/or cornices, etc.;
d) Roof pitch is reduced by 20 percent or more;
e) Building off-sets or recesses are reduced by more than 20 percent; or
f) Garages or carports are eliminated; and
14. Change to any aspects of the Plan involving Natural Resources and/or Natural Hazards governed by Chapter 4.5 - Natural Hazards and Hillsides, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation, and Chapter 4.13 - Riparian Corridors and Wetlands.
b. A modification that equals or exceeds the thresholds identified in Section 2.5.60.02.a shall be processed as Major Planned Development Modification.

c. A modification that falls below the thresholds identified in Section 2.5.60.02.a or that decreases the amount of variation from a standard that was previously approved shall be processed as a Minor Planned Development Modification.

d. In addition, only three such Minor Planned Development Modifications may be processed within one calendar year for any approved Conceptual or Detailed Development Plan. If more than three such modifications are proposed within a calendar year, the modifications, or any single such modification proposed following the third, shall be processed as a Major Planned Development Modification and shall follow the procedures contained in Section 2.5.60.03.

e. A modification to specific requirements established at the time of Planned Development approval, including Conditions of Approval, this Code's requirements, and all aspects of the Planned Development proposal, may be considered as a Minor Planned Development Modification only if it falls within the definition of a Minor Planned Development Modification described in Section 2.5.60.02.c.

2.5.60.03 - Procedures for a Major Planned Development Modification

If a modification is proposed that equals or exceeds the thresholds described in Section 2.5.60.02, or if modifications to more than three factors that fall below the thresholds identified in Section 2.5.60.02 are proposed within a single calendar year, the changes shall be processed as a Major Planned Development Modification.

a. An applicant may petition for review of previously approved plans for purposes of modifying a Planned Development, stating reasons for the change.

b. Where the Director determines that the proposed change is a Major Planned Development Modification in accordance with the thresholds described in Section 2.5.60.02, a hearing shall be scheduled before the Planning Commission in accordance with Chapter 2.0 - Public Hearings. The Planning Commission may approve, conditionally approve, or deny the Major Planned Development Modification.

c. Upon finding that the petition is reasonable and valid, the Planning Commission may consider the redesign in whole or in part of any Detailed Development Plan.

d. In reviewing the proposed Modification, the Planning Commission shall follow the procedures herein required for Detailed Development Plan submittal and review. The Commission shall consider the review criteria in Section

2.5.50.04 to determine whether to authorize a Major Planned Development Modification.

e. Notice requirements, action on the application, issuance of the Notice of Disposition, processing of appeals, and establishment of the effective date and the effective period of a Major Planned Development Modification shall comply with the same provisions for a Detailed Development Plan.

2.5.60.04 - Determining Compliance with a Major Planned Development Modification

A Building Permit or other site development permit request shall be reviewed to determine whether the request is in compliance with any approved Major Planned
Development Modification. It shall be deemed to be in compliance if it is consistent
with the review criteria in Section 2.5.40.04, does not involve any additional deviations from this Code's development standards, and does not involve changes
to any specific requirements established at the time of Major Planned Development
Modification approval. Specific requirements include Conditions of Approval, this Code's requirements, and all aspects of the applicant's proposal that were approved
as part of the Major Planned Development Modification.

2.5.60.05 - Procedures for a Minor Planned Development Modification

a. An applicant may petition for review of previously approved plans for purposes of modifying a Planned Development, stating reasons for the change(s).

b. Where the Director determines that the proposed changes qualify as a Minor Planned Development Modification in accordance with the thresholds described in Section 2.5.60.02, the Director shall administratively process the application as a Minor Planned Development Modification. The Minor Planned Development Modification may be approved, conditionally approved, or denied by the Director. If the proposed changes equal or exceed the thresholds identified in Section 2.5.60.02, the changes shall be processed as a Major Planned Development Modification, and the applicant shall follow the procedures described in Section 2.5.60.03.

c. In reviewing the proposed Modification, the Director shall follow the procedures herein required for Minor Planned Development Modification submittal and review.

d. To determine whether to authorize a Minor Planned Development Modification, the Director shall consider the review criteria in Section 2.5.50.04 and the following additional review criterion:
New benefits are provided that functionally compensate for any negative effects caused by the requested variations from the original project design. New elements used to compensate for a negative effect shall be of at least equal value to the elements proposed to be changed. Applicants shall provide the Director with information substantiating the value of the new elements in comparison to the value of the elements to be changed. The value information shall be developed by a qualified professional in the field relevant to the elements being exchanged.

e. Upon finding that the application qualifies as a Minor Planned Development Modification, the Director may consider the redesign in whole or in part of any Planned Development, provided the redesign still qualifies as a Minor Planned Development Modification.

f. Notice for a Minor Planned Development Modification shall be provided in

p8

ınne lubischer

F Ruth Klein [ruthk@ci.hillsboro.or.us]
Friday, August 29, 2008 9:16 AM
To: anne lubischer
Subject: RE: Orenco Woods Crossing development

ıod morning,

e responses are inserted below.

anks,
th

h Klein, Urban Planner
of Hillsboro Planning Department
3) 681-6465 – Phone
3) 681-6245 – Fax

ɔm: anne lubischer [mailto:annejim1@verizon.net]
nt: Monday, August 25, 2008 7:39 AM
: Vickie Ward
: Ruth Klein
bject: Orenco Woods Crossing development

8-25-08 (Faxed at 07:40 PST)

ıillsboro Planning Department and Ruth Klein,

1) I would like to ask if the Orenco Woods Crossing development (Resolution No. 2172) received final plat approval? I understand that a request for modification of their previously approved CDP has been made but I am interested in finding out if final plat approval has been made on their prior request?

No the final plat has not been submitted. An extension was granted on January 9, 2008. If you like I will bundle the letter and request in with your copy of the staff report.

2) I would like to request a complete copy be made of Venture Properties current application for CDP modification, recently submitted on I believe 8-20-08. I hopefully can pick this up today. Please call me when available, 503-649-5257 or 503-649-5456 or at 503-640-1804.

I heard that you were able to pick up a copy yesterday. If you have any questions about the materials I will do the best I can nswer them.

3) The recent application by Venture is for a "modification" to their previously approved CDP. I have been unable to find any specific provision(s) in the Zoning Ordinance that allows for a "modification", "revision", or "amendment" to a previously approved CDP. HZO Section 136 VII.B.7.f and HZO Section 136 VII.B.4.f make reference to amendments but do not appear applicable and certainly do not provide any guidelines for a "modification" or "amendment" process other than "may apply for an amendment to the CDP under the applicable provisions of Section 136 VII.B.3-6" or "approval of an amended CDP under then current regulations" --- [what would those applicable provisions or current regulations be in this case?] ---

ZO Section 136 VII.A.1 contains the word amendment but I don't see how proper interpretation of this provision could be basis for allowing a "modification" of a previously approved CDP.

There is no process in the Zoning Ordinance for modification of the CDP. Staff discussed this with our legal counsel and

eached the conclusion an applicant requesting a modification to a CDP application should file the modification request just as would file a new CDP application but addressing the changes in the approved CDP. The modification application must include all the elements otherwise required for a CDP submittal and would be processed in the same manner as the original CDP. There is precedent for this approach to modifications of approved CDP's in the City.

I would very much appreciate if you could provide me the basis per our Zoning Ordinance upon which a "modification" to a previously approved CDP can be made.

Thank you, Jim Lubischer

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"RESPONSE TO COUNSELOR SULLIVAN'S 10-22-08 MEMO AND TESTIMONY"

10-29-08

To: Hillsboro Planning Commission
From: Jim Lubischer
Re: CDP 1-06 (MOD 1)
Response to counselor Sullivan's 10-22-08 memo and testimony.

President Coulter and Commissioners,

In Counselor Sullivan's Memorandum dated 10-22-08, he states,

> " 'Commercial' and 'Neighborhood Commercial' are defined; however, 'other employment uses' are not. That term differs from the neighborhood commercial' category which has a size and scale limitation and for this reason should be interpreted so as so [sic] allow larger scale retail commercial or office uses inside the SCR-V zone. The term could also refer to allowing a larger day care operation than would be permitted as a neighborhood commercial use."
>
> "Dr. Lubischer appears to assume that a use cannot be both in the 'neighborhood commercial' and 'other employment' categories, but that those categories are mutually exclusive. It is possible under Table 1.h(20) to have a neighborhood commercial use that fits within the 10% allowed use authorization and could also fit in with the 20% use authorization for other employment uses as well. As we also know for [sic] the previous Lubischer appeal, when these percentages were upper limits, they mattered more than they do at the present time when they are authorizations with no prohibitions on exceeding those percentages."

[**Response**:

1) The assertion that, "they are authorizations with no prohibitions on exceeding those percentages," is contrary to the express language found at Table 1.h #20 which states, "Up to 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses." The words "up to" set an upper limit, they "prohibit" a greater percentage than is stated. There is no other possible interpretation.

2) The zoning ordinance does not define "other employment" uses but it does define "neighborhood commercial" uses at HZO Section 136 III.HH. "Neighborhood commercial" uses include "commercial" uses, as defined at HZO Section 136 III.I., which are "small scale". The applicant has suggested a "daycare" use and an "office" use in the "other employment" area. "Daycare" and "office" uses are specifically included as "commercial" uses in HZO Section 136 III.I therefore they cannot be considered "other employment". The adjective "other" means, "being the one remaining or

not included, being the one or ones distinct from that or those first mentioned or implied, not the same..." (Webster's Ninth New Collegiate Dictionary). "Other employment" uses therefore means uses which provide "employment" but which do not meet the criteria of a "neighborhood commercial" use as per HZO Section 136 III.HH.

To suggest that "other employment" uses are just large-scale "neighborhood commercial" uses is absurd and contrary to the intent of the SCR-V zone.]

In Counselor Sullivan's testimony on 10-22-08, he states, [Comments in brackets]

Counselor Sullivan – "There's two things. I've had to deal with this maze of an ordinance through two appeals, one at LUBA , one at the Court of Appeals, and then Petition for Review at the Supreme Court. And what I've found is that there were some changes made to the ordinance in its adoption process, as well as subsequently." [True enough.]

"There used to be limits on certain types of uses. The limits had to do with neighborhood commercial uses and other employment uses. Those limits were taken off and the words 'up to' were substituted." [Not true. The standard always had limits and still does. Initially "neighborhood commercial" uses had a mandatory *minimum* limit of 10%. Then Resolution No. 1153-P approved a change to make "neighborhood commercial" uses optional but with a *maximum* limit of 10%. The language, however, was only incompletely changed, so that at the time of CDP 1-06 it was confusing and became an issue that went to LUBA. The current language makes "neighborhood commercial" uses optional but with a *maximum* limit of 10%. No changes to the limits of "other employment" uses were ever made. The language of Criterion #20 as it evolved is presented below. The important point here is that the limits were not taken off as Counselor Sullivan asserts in his 10-22-08 memorandum.]

Section 137 Table 1.h: Development Criteria, Station Community Residential - Village (SCR-V)

20.	other requirements unique to the district	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. **At least** 10% of net acreage **shall be** neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

ORIGINAL STANDARD (See attachment at page 5 and 8 of this letter)

20.	other requirements unique to the district	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. **Up to** 10% of net acreage **may be** neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

PROPOSED CHANGE APPROVED BY RESOLUTION NO. 1153-P, (but when implemented the words "up to" did not replace the words "at least" as seen below).
(See attachment at 8 of this letter)

20.	other requirements unique to the district	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. **At least** 10% of net acreage **may be** neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

STANDARD IN EFFECT DURING THE CDP 1-06 HEARINGS (This confusing wording was an issue at LUBA) (See attachment at page 9of this letter)

20.	other requirements unique to the district	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. **Up to** 10% of net acreage **may be** neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

CURRENT STANDARD (The words "up to" were actually placed in the HZO to replace the words "at least". This occurred after the appeal to LUBA involving CDP 1-06).
(See attachment at page 10 of this letter)

Counselor Sullivan – "So you've got two things to look at. The first thing is neighborhood commercial versus other employment areas. A use can be in both categories. The neighborhood commercial category is defined in the ordinance, the other employment areas is not and what I've said and it's basically from Ms.Beery advising you is that you have the interpretive discretion to say that the use can fall into both categories." [The Commission does have the power to interpret the standard but, pursuant to ORS 197.829, that interpretation must be consistent with the express language of the standard:

> ORS 197.829 **Board to affirm certain local government interpretations.** (1) The Land Use Board of Appeals shall affirm a local government's interpretation of its comprehensive plan and land use regulations, unless the board determines that the local government's interpretation:
> (a) Is inconsistent with the express language of the comprehensive plan or land use regulation;]

Counselor Sullivan - "The other thing has to do with the percentage limitations and with the changes in the percentage limitations to use the words 'up to', it's effectively removed the necessity of having a percentage limit. That was the issue in the case that went to LUBA, that was one of the issues, and that went up to the Court of Appeals. In those cases the City's decision to say that the 'up to' does not mean that you're limited in terms of the amount devoted to each use was upheld. And I'm saying that that same rational applies and that you still have the same interpretive discretion to do the same thing in this case. That's what the memo says."

[Not true. See details above. That was not the issue that went to LUBA, the issue that went to LUBA was whether the neighborhood commercial uses were mandatory or discretionary.]

J. Lubischer
Jim Lubischer

RESOLUTION NO. 1153-P
ZOA 4-00: STATION COMMUNITY RESIDENTIAL - VILLAGE NEIGHBORHOOD COMMERCIAL

A RESOLUTION TO THE HILLSBORO CITY COUNCIL RECOMMENDING APPROVAL OF AN AMENDMENT TO ZONING ORDINANCE NO. 1945, SECTION 137 DEVELOPMENT REGULATIONS FOR STATION COMMUNITY PLANNING AREAS.

WHEREAS, the Planning Commission has initiated, and begun public hearings on, the third and final phase of the Comprehensive Plan and Zoning Ordinance amendments to implement the permanent Station Community Planning Districts in the downtown residential areas, and

WHEREAS, the proposed amendments also include changes in other previously adopted Zoning Ordinance provisions applicable to other zones outside the downtown area, the need for which has become apparent after application of the existing standards since April 1997, and

WHEREAS, the Planning Commission received testimony in support of an amendment to revise Table 1.h. in Zoning Ordinance Section 137 (II), to make the 10% neighborhood commercial requirement in the SCR-V zone optional, not mandatory, as it now is, and

WHEREAS, the Planning Commission supports the requested amendment to Section 137 (II), Table 1.h., but concurs that consideration of this amendment should be made separately from the body of amendments which are oriented primarily toward the downtown SCPA, and

WHEREAS, the Planning Commission therefore adopted Resolution No. 1144-P on April 26, 2000, initiating a Zoning Ordinance Amendment to Section 137 (II), Table 1.H. Development Criteria, Station Community Residential-Village, Subsection 20, to revise that Subsection, and

WHEREAS, the Planning Commission held a public hearing on the proposed amendment on May 24, 2000, and received testimony in support of, and no testimony in opposition to, the proposed amendment, and

WHEREAS, the Planning Commission hereby adopts the May 19, 2000 staff report on this matter as findings in support of the proposed amendment, and also adopts as findings in support the April 12, 2000 letter from PacTrust; the April 20, 2000 letter from Costa Pacific, and the undated illustration entitled "Orenco Station Commercial Areas", which are attached hereto as Attachments A, B, C, and D, respectively.

NOW THEREFORE BE IT RESOLVED by the Hillsboro Planning Commission, that the Commission by and through this resolution hereby recommends to the City Council that the Council amend Zoning Ordinance Section 137 (II), Table 1.H. Development Criteria, Station Community Residential-Village, Subsection (or Line) 20, as follows, with language to be deleted overstruck, and new language in bold italics.

P4

20. OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. ~~At least~~ *Up* to 10% of net acreage shall *may* be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

Introduced and passed this 24th day of May, 2000.

President

ATTEST: Vickie Ward
Secretary

CITY OF HILLSBORO

May 19, 2000

STAFF REPORT

TO: Planning Commission
FROM: Planning Department

RE: Proposed Amendment to Zoning Ordinance Section 137 Development Regulations for Station Community Planning Areas

REQUEST

The Planning staff requests Planning Commission approval of an amendment to Zoning Ordinance Section 137 Development Regulations for Station Community Planning Areas, Subsection (II). Table 1.H., Line 20. This section currently requires that 10% of the net acreage of a project zoned SCR-V Station Community Residential-Village be developed as neighborhood commercial uses. The proposed amendment would revise this language to make the 10% neighborhood commercial use an option, rather than a requirement.

BACKGROUND

On April 20th, the Planning Commission held a work session to consider testimony received to date on SCPA III, the third and final phase of the amendments to the Comprehensive Plan text and Zoning Ordinance Text and Maps applying Station Community Planning Area (SCPA) zoning districts to the residential neighborhoods surrounding the four downtown light rail stations. The amendments include proposed changes in previously adopted Zoning Ordinance provisions, the need for which has become apparent after application of the existing standards since April 1997, the adopted date of SCPA II.

During the work session, the Commissioners considered testimony from Costa Pacific and PacTrust concerning the Orenco Station South proposal on the Toshiba Semi-Conductor property, south of Orenco Station, west of 231st. Costa Pacific and PacTrust have requested that Table 1.h. in Section 137 (II) be revised to make the 10% neighborhood commercial requirement in the SCR-V zone optional, not mandatory, as it is now. Following discussion, the four Commissioners present at the work session indicated support for the requested amendment.

At a subsequent meeting with the City Manager, the Planning staff reviewed the proposed revisions to the originally initiated SCPA III language, and the Commissioners' responses. The City Manager also indicated support for the proposed SCR-V amendment, but felt that due to its applicability outside the downtown SCPA (to which most of the testimony have been directed) this proposed amendment would be best considered in a separate process.

123 West Main Street, Hillsboro, Oregon 97123-3999 • 503/681-6153 • FAX 503/681-6245
AN EQUAL OPPORTUNITY EMPLOYER PRINTED ON RECYCLED PAPER

CRITERIA FOR INITIATING A ZONING ORDINANCE AMENDMENT

Section 112 of the Zoning Ordinance authorizes the Planning Commission or the City Council to initiate amendments to the text of the Zoning Ordinance. Pursuant to this section, the Planning Commission initiated the proposed Zoning Ordinance amendment through adoption of Resolution No. 1144-P on April 26, 2000. A copy of this Resolution is attached for the Commissioners' review.

Notice of the public hearing on this proposed amendment has been published in the Hillsboro Argus, and has been forwarded to the Department of Land Conservation and Development, and to Metro.

NATURE OF PROPOSED AMENDMENT

The proposed amendment would revise Subsection 20 of Table 1.H. in Section 137 (II) Development Regulations for Station Community Planning Areas. Table 1.H. specifies the standards for the SCR-V Station Community Residential - Village District. The purpose of the SCR-V District, as stated in Section 136.II.H., reads as follows:

> **H. Station Community Residential—Village (SCR-V)**
>
> The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.

For the Commissioners' reference, a copy of Table 1.H. is attached for review. Subsection (or Line) 20 of the Table currently requires that "at least 10% of [the] net acreage shall be neighborhood commercial uses.

The proposed amendment would revise Subsection (or Line) 20 of the Table, to make the now mandatory 10% neighborhood commercial uses optional. The language of the proposed amendment is shown below, with language to be deleted overstruck, and new language in bold italics.

20. OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. ~~At least~~ ***Up to*** 10% of net acreage ~~shall~~ ***may*** be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

TESTIMONY RECEIVED IN SUPPORT

For the April 12th public hearing on SCPA III, and again for the work session on April 20th, Costa Pacific and PacTrust submitted testimony in support of the proposed amendment. Copies of their two letters and the "Orenco Station Commercial Areas" illustration submitted are attached for the Commissioners review.

RECOMMENDATION

Should the Planning Commission choose to recommend approval of the proposed Zoning Ordinance amendment, the Planning staff recommends that the Commission consider approving the attached draft resolution. The resolution cites this staff report, with the attached testimony from Costa Pacific and PacTrust as findings in support of the amendment. To reduce photocopying costs, however, the attachments are not reproduced a second time for the draft resolution. The signature copies of the resolution, available on Wednesday, May 24th for possible signature, will have this staff report and the testimony attached.

Respectfully Submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Debbie Raber

Deborah A. Raber AICP
Planning Supervisor

attachments: letters from Costa Pacific and PacTrust
illustration by Alpha Engineering
draft resolution

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Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
1.	MINIMUM LOT SIZE	2,000 square feet for a single family detached dwelling without an ancillary dwelling unit; 4,500 square feet for a duplex or a single family detached dwelling with a detached ancillary dwelling unit; or 3,200 square feet for a detached single family dwelling with an attached ancillary dwelling unit. None for other use types.		
2.	MINIMUM LOT WIDTH	None		
3.	MINIMUM LOT DEPTH	None		
4.	RESIDENTIAL DENSITY:			
a.	MINIMUM	24 dwelling units per net acre	15 dwelling units per net acre	7 dwelling units per net acre
b.	MINIMUM/MAXIMUM ADJACENT TO ESTABLISHED RESIDENTIAL NEIGHBORHOODS	See Section 137.V.		
c.	MAXIMUM	None	60 dwelling units per net acre	45 dwelling units per net acre
5.	ANCILLARY DWELLING UNITS	Allowed See Section 137		
6.	MINIMUM FLOOR AREA RATIO	For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75		
7.	NON-RESIDENTIAL DENSITY OBJECTIVE	Target employment density within the District is 45 persons per net acre		
.	MINIMUM SETBACK FROM STREETS AND ALLEYS	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
9.	MAXIMUM SETBACK FROM STREETS AND ALLEYS	Front: Mid-Rise Apartments: 15 feet Front: Multi-Family and Garden Apartments: 15 feet Front: Rowhouses and Townhouses: 13 feet Front: Single family detached and duplexes: 19 feet Side (all housing types): None Commercial development in the SCR-V shall comply with the setback requirements for the SCC-SC District.		
10.	VISION CLEARANCE (STREET & ALLEY INTERSECTIONS)	See Section 137.IX.		
11.	MINIMUM BUILDING HEIGHT	2 stories within 800 feet of a LRT station, otherwise 1 story. See also 137.X	1 story	
12.	MAXIMUM BUILDING HEIGHT	3 stories		
13.	MINIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3		
14.	MAXIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3		
15.	MINIMUM USABLE OPEN SPACE	See Section 137.XII.		
16.	MINIMUM LANDSCAPING	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.		
17.	MIXED USE BUILDINGS	Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor. See also Sections 137.V. and XIV. for requirements in mid-rise apartments for commercial use.		
18.	SIDEWALKS	See Section 137.XV.		
19.	MINIMUM LOT FRONTAGE	None. All lots to be served by public or private streets or alleys.		
20.	OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. At least 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.		

(Amended by Ord. Nos. 4921/6-00 and 4930/7-00.)

1154

STANDARD AT TIME OF CDP 1-06

p 9

Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V)

DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
MINIMUM LOT SIZE	2,000 square feet for a single family detached dwelling without an ancillary dwelling unit; 4,500 square feet for a duplex or a single family detached dwelling with a detached ancillary dwelling unit; or 3,200 square feet for a detached single family dwelling with an attached ancillary dwelling unit. None for other use types.		
MINIMUM LOT WIDTH	None		
MINIMUM LOT DEPTH	None		
RESIDENTIAL DENSITY:			
MINIMUM	24 dwelling units per net acre	15 dwelling units per net acre	7 dwelling units per net acre
MINIMUM/MAXIMUM ADJACENT TO ESTABLISHED RESIDENTIAL NEIGHBORHOODS	See Section 137.V.		
MAXIMUM	None	60 dwelling units per net acre	45 dwelling units per net acre
ANCILLARY DWELLING UNITS	Allowed See Section 137		
MINIMUM FLOOR AREA RATIO	For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75		
NON-RESIDENTIAL DENSITY OBJECTIVE	Target employment density within the District is 45 persons per net acre		
MINIMUM SETBACK FROM STREETS AND ALLEYS	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 feet or less, or 19 feet or more, measured to the garage door.		
MAXIMUM SETBACK FROM STREETS AND ALLEYS	Front: Mid-Rise Apartments: 15 feet Front: Multi-Family and Garden Apartments: 15 feet Front: Rowhouses and Townhouses: 13 feet Front: Single family detached and duplexes: 19 feet Side (all housing types): None Commercial development in the SCR-V shall comply with the setback requirements for the SCC-SC District.		
VISION CLEARANCE (STREET & ALLEY INTERSECTIONS)	See Section 137.IX.		
MINIMUM BUILDING HEIGHT	2 stories within 800 feet of a LRT station, otherwise 1 story. See also 137.X	1 story	
MAXIMUM BUILDING HEIGHT	3 stories		
MINIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3		
MAXIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3		
MINIMUM USABLE OPEN SPACE	See Section 137.XII.		
MINIMUM LANDSCAPING	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.		
MIXED USE BUILDINGS	Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor. See also Sections 137.V. and XIV. for requirements in mid-rise apartments for commercial use.		
SIDEWALKS	See Section 137.XV.		
MINIMUM LOT FRONTAGE	None. All lots to be served by public or private streets or alleys.		
OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. Up to 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.		

(Amended by Ord. Nos. 4921/6-00, 4930/7-00, and 5779/8-07.)

CURRENT

p10

"MORE FINAL RESPONSE TO 10-22-08 NEW EVIDENCE"

10-29-08

To: Hillsboro Planning Commission
From: Jim Lubischer
Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)
More Final Response to new evidence submitted 10-22-08.

President Coulter and Commissioners,

1) In WRG's 10-14-08 letter, page 3, under "Village Concept", they state,

> "This site plan was not meant to be reviewed in detail, but just to show how the district might function. In response to the concerns from the Commission, Venture Properties has proposed to remove the individually mapped land use districts, and instead rename the entire modification area 'Village Center', with the actual layout and mixture of uses to be presented in the DDP. The same program is proposed for land use and transportation analysis assumptions, including acreages and building square footages, but the location and design will be deferred to the DDP." (Underline added.)

[**Response**: The applicant is now "modifying" their "modification" application by deleting the proposed locations of their buildings and proposed hypothetical end user types. They still propose 1.94 acres of "neighborhood commercial" with 35,777 SF proposed building area and 1.08 acres of "employment area" with 17,650 SF proposed building area (Also, please see "Overall Site Plan 3, C003, which has the area at issue now labeled "Village Center", submitted with their 10-14-2008 letter. A partial copy is attached as page 6 of this letter.)

The applicant's "modification" application is now, even more, in violation of HZO Section 136 VII B.4.d. which states,

> "At the option of the applicant, submittal of detailed plans may be deferred to the Detailed Development Plan application. However, in that case the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7,8, and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138."

Of course, the Commission is being asked to approve a CDP "modification" application, not a new CDP application, so since the Hillsboro Zoning Ordinance does not contain any specific process that outlines requirements for a "modification", what rules apply? On 9-10-08 the City Attorney stated that CDP "modification" was OK but it "needs to go through the exact same level of process that was conducted in the initial review." I submit that the "exact same level of process" would include following the requirements for a new CDP application, including HZO Section 136 VII B.4.d, otherwise the Commission would be making up rules. The initial CDP "modification" application did contain "sufficiently detailed building locations and dimensions", however it did not contain "elevations, and

building and landscaping materials palettes". Now the "modified" "modification" does not even contain "locations" or "dimensions".

The Commission must deny this "modification" application for non-compliance with HZO Section 136 VII B.4.d.]

---

2) For the 10-22-08 Planning Commission hearing, staff prepared a supplemental staff report dated 10-22-08. In that report, draft Condition #2 states,

> "Application(s) for Detailed Development Plan approval shall be reviewed and approved by the Planning Commission."

[**Response**: This Condition does not make it clear if the DDP review will include public hearings, or if the public will otherwise have an opportunity to submit evidence, argument or testimony regarding the DDP. If the Commission approves this "modified" "modification", I respectfully ask that there be public hearings and that this be made clear in the Condition's language. In a 10-21-08 E-mail (See attachment at page 7 of this letter.) staff states, "Due to the level of public involvement, the applicant has offered the option for review via a public hearing process."]

---

3) For the 10-22-08 hearing, staff prepared a supplemental staff report dated 10-22-08. In that report draft Condition #3 states,

> "3. Each non-residential Detailed Development Plan submittal for this site shall include, but not be limited to, a letter from the traffic engineer documenting compliance with the trip generation cap for this site to the satisfaction of the City Transportation Planning Engineer prior to approval of each non-residential Detailed Development Plan. The submitted letter shall address the trip generation cap for this site which shall restrict development of non-residential commercial and retail uses on the site to the generation of no more than 2848 average weekday daily new vehicle trips, 199 morning peak hour new vehicle trips, and 274 afternoon peak hour new vehicle trips. Trips which are generated using non-vehicular modes or which are comprised of pass-by and diverted link trip types are not subject to the trip cap limits. Submitted Detailed Development Plan applications which include a request that exceeds the new vehicle trip generation caps detailed above shall first be required to apply for and receive a new Concept Development Plan Modification approval."

[**Response**: This Condition tries to implement the Commission's good intention to limit the traffic impact from this "modification". In fact, Condition #3 has no real ability to do as intended. Assuming the proposed "modified" "modification" is approved, the Commission will then review a DDP application. At that stage, specific details of building dimensions, elevation, location, etc. would, theoretically, be proposed and reviewed. The Commission will have no control however, over what type of "neighborhood commercial" uses and "other employment" uses will occupy the proposed structures. Nor will the Planning Director have such control as there will likely not be specific tenants known until after Final Development Plan approval is given, and even if the exact tenants were known, they can and almost certainly will change in the future. So, while I appreciate the Commission's good intention with Condition #3, it is what I would call a "feel good" Condition, similar to the previous Conditions regarding the historic McDonald House...

I believe the Commission would be justified in denying this "modified" CDP "modification" application because the applicant did not meet their burden of proof in providing a worst case use scenario, with an appropriate traffic impact analysis.

The only way that the Commission can influences the final end-users would be to only approve the "modification" if the commercial and employment areas were located in the center of the development , away from the arterial, Cornelius Pass Road. Even with a central location, this amount of commercial and employment use will more than double the traffic impact that was implicitly promised when this property was changed from Open Space to Residential.]

---

4) For the 10-22-08 hearing, staff prepared a supplemental staff report dated 10-22-08. In that report draft Condition #5.i states,

> "Widen NW 227th Avenue and NW Quatama Road, within the boundaries of the existing right-of-way, extending south and east from the southern termini of the Rock Creek Bridge roadway guardrails to provide a minimum 13-foot wide southbound to eastbound lane and a minimum 13-foot wide westbound to northbound lane within the turn radius unless approved otherwise by the County Engineer."

[**Response**: First, the phrase "unless approved otherwise by the County Engineer" effectively evicerates this condition. Second, this widening at the radius does not widen the bridge nor provide pedestrian accommodations. The bridge will remain with a 19.5 foot roadway at its narrowest point. This "improvement" of the roadway to 26 feet at the radius will do nothing other than give drivers a false sense that this is a good wide road, then they will immediately encounter a 19.5 foot roadway, with no shoulders, just guardrails, coming out of the 90 degree turn. A reasonable person would conclude that by giving the false sense that this is a wide road drivers will travel faster. The potential for a catastrophic accident also occurs just before and on the bridge. This improvement will not help, it may even increase the chance of a catastrophic accident on the bridge. This is but one example where traffic conditions in Orenco will be worsened by this "modification".]

---

5) For the 10-22-08 hearing, staff prepared a supplemental staff report dated 10-22-08. In that report draft Condition #4.d states,

> "On NW Cornelius Pass Road <u>construct the western half-street improvements along the entire site frontage</u> in accordance with Washington County A-4 arterial roadway standards."

Condition 5.b states,

> "On NW Cornelius Pass Road <u>dedicate additional public right of way necessary to allow for the future construction of a southbound 175 foot right turn</u> storage ..."

Condition 5.e states,

"On NW Cornelius Pass Road utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate a new interim southbound right turn lane using the fifth lane at its approach to NW Quatama Road, including provision of 150 feet of striped right turn storage lane, transition striping, and required signage. Modify the existing traffic signal as required by conditioned road improvements in accordance with Washington County standards." (Underline added.)

[**Response**: In essence, contrary to what I thought before, there is no roadway pavement improvement on Cornelius Pass Road that is *additional* as a result of this "modification". The only new traffic improvement is a signal interconnect and the *dedication* of an "additional public right of way necessary to allow for the future construction of a southbound 175 foot right turn..." With the original CDP 1-06, Condition #4 of Resolution No. 2172 *also* provided for construction of a "half-street improvements along the site's frontage with...NW Cornelius Pass Road..." This will be a 5 lane road, so the half-street improvement will include two southbound lanes at the Quatama intersection, the west lane could have been used for a dedicated right turn lane if no barriers were placed. Thus the "modification" does not really add anything to roadway pavement improvements that was not in the original CDP 1-06, but the "modification" will add traffic equivalent to another 334 residential units.]

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6) Regarding Mr. Dunn's 10-22-08 submission titled "Response to Additional Testimony on Transportation Impacts..." he discussed the blockage at the Quatama access. It is most important to note that the "modification" "improvements", including the signal interconnect do not change the delays for east-west traffic on Quatama. The blockage at the Quatama access will only be made worse with the addition of another 230 PM peak hour trips (The original CDP had 207 PM peak hour trips.) It should also be remembered that the Access modification request predicted blockage at the Quatama access with or without the access to Cornelius Pass Road. (Please see these access modification requests that have been submitted to the Commission.) Also, in response to testimony given by Ms. Doukas, the public-private partnership between Washington County, the City and the applicant is the same as with the original CDP. The "modification" does not change that. And Ms. Doukas portrays the traffic impact to Orenco as only 10% of the "modification" traffic when in fact the site traffic onto Dogwood is 450 ADT with the original CDP and 694 ADT with the "modification". (Please see footnote #1 in my 10-15-08 "FACTS LETTER" for reference to this data.)

---

7) In a memorandum dated 10-15-08 from Beery Elsner & Hammond, the City's attorney, advice is given that the Commission may consider a CDP modification, and that the Commission may not reconsider the initial CDP application that was approved in 2006 in the context of this modification application. This is addressed in a separate letter.

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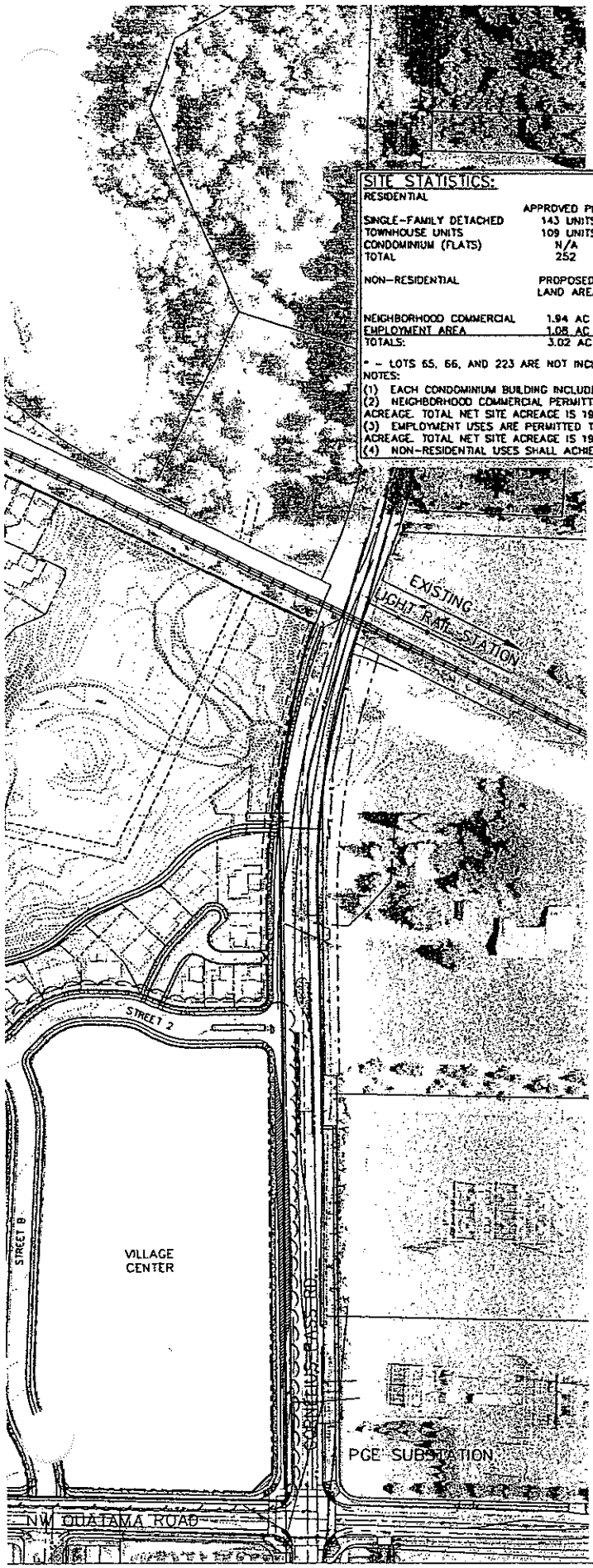
8) In one of WRG's slides they state that "Notice of construction of Phase 4 was sent on May 17, 2007 with an Affidavit of Notice of Mailing, far exceeding the 180 day timeline argued by Dr. Lubischer." In my "PHASING LETTER" of 9-2-08 I did not argue that this condition had been violated, I was just pointing out that the language of the condition had changed between the Planning Commission's Resolution No. 1561-P and the Council's Resolution No. 2172. Please see my "PHASING LETTER"

for details and which also shows that applicant is proposing to change the "phasing" condition #9 of Ordinance #5633.

Finally, I would note, pursuant to ORS 197.763 (6)(e) that, "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..." I request that any new evidence, if submitted after 5 PM 10-29-08, not be accepted and not become part of the record.

Thank you,

Jim Lubischer
22720 NW Quatama, Hillsboro, Or 97124



SITE STATISTICS:

RESIDENTIAL

	APPROVED PLAN	REVISED PLAN (THIS PLAN)
SINGLE-FAMILY DETACHED	143 UNITS	120 UNITS
TOWNHOUSE UNITS	109 UNITS	65 UNITS
CONDOMINIUM (FLATS)	N/A	64 UNITS
TOTAL	252	249*

NON-RESIDENTIAL	PROPOSED LAND AREA	PROPOSED BUILDING AREA	REQUIRED MINIMUM BUILDING AREA (FAR0.40)
NEIGHBORHOOD COMMERCIAL	1.94 AC	35,777 SF	33,802 SF
EMPLOYMENT AREA	1.08 AC	17,650 AC	18,817 SF
TOTALS:	3.02 AC	53,427 SF	52,619 SF

* - LOTS 65, 66, AND 223 ARE NOT INCLUDED TO AVOID RENUMBERING APPROVED PLAN.

NOTES:

(1) EACH CONDOMINIUM BUILDING INCLUDES EIGHT DWELLING UNITS

(2) NEIGHBORHOOD COMMERCIAL PERMITTED TO OCCUPY 10% OF TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4.

(3) EMPLOYMENT USES ARE PERMITTED TO OCCUPY 20% OF THE TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4

(4) NON-RESIDENTIAL USES SHALL ACHIEVE A MINIMUM OF .40 FLOOR TO AREA RATIO.

WRG DESIGN
5415 SW Westgate Dr., Ste 100
Portland, OR 97221
Tel. 503.419.2500 Fax. 503.419.2600
PLANNERS • ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS

Orenco Woods CROSSING

OVERALL SITE PLAN 3
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

P6

PROJECT NO.:	VEN377B.00
DATE:	10/13/08
DESIGNED BY:	LDL
DRAWN BY:	RG
CHECKED BY:	MAD

OVERALL SITE PLAN 3 C003

SUBMITTED W/ 10/16/08 SUPPLEMENTAL STAFF REPORT

anne lubischer

m: Ruth Klein [ruthk@ci.hillsboro.or.us]
Sent: Tuesday, October 21, 2008 6:01 PM
To: anne lubischer
Subject: RE: Orenco Woods Crossing CDP 1-06 (MOD 1) and allowed uses fromLubischer

Hi Jim,

Attached is the staff report and the answers are inserted into your questions below.

Sincerely,
Ruth

Ruth Klein, Urban Planner
City of Hillsboro Planning Department
(503) 681-6465 – Phone
(503) 681-6245 – Fax

From: anne lubischer [mailto:annejim1@verizon.net]
Sent: Tuesday, October 21, 2008 6:18 AM
To: Ruth Klein
Subject: RE: Orenco Woods Crossing CDP 1-06 (MOD 1) and allowed uses fromLubischer

Ruth, Thanks for your reply. I have several new questions / requests.

Could you please E-mail me the draft set of conditions?
Could you please E-mail me Mr. Odermott's traffic analysis?
The staff report is attached.

3) Does a DDP go through a public hearing? I believe it does not according to 136 VII.B.7.a, and 133 XI.
A typical DDP does not go through a public hearing process. Due to the level of public involvement, the applicant has offered the option for review via a public hearing process.

4) If there is no public hearing and it is just an administrative matter will the notice, pursuant to 133 XI, be limited to "a 200 foo radius of the boundary of the property..."
have not had a discussion with anybody regarding changing the standard notification requirements.

5) Will this "modification" involve "the final platting of a subdivision"?
The applicant has not shared whether, or how, division of the modification site would occur.

6) And, if so, will there be a public hearing prior to Final Development Plan approval? Section 136 VII.B.11, last paragraph, seems to say there would be a public hearing.
have not had a discussion with anybody regarding a public hearing as a part of the final development plan approval of this modification.

7) And, if not, am I correct then that there will be no public hearing for FDP approval?

8) Any more information on the questions I had regarding "other employment" uses and exceeding the 10% limit...? I know that the applicant is now modifying their "modification" but they are still asking for 1.08 acres of "employment area" with 17,650 sq ft of building area, and I still think this is important information.
have checked in with the applicant who has stated that they will bring a response to your inquiry to the hearing tomorrow night.

hanks, Jim

-----Original Message-----
From: Ruth Klein [mailto:ruthk@ci.hillsboro.or.us]
Sent: Wednesday, October 15, 2008 11:02 AM
To: anne lubischer
Subject: FW: Orenco Woods Crossing CDP 1-06 (MOD 1) and allowed uses from Lubischer

p 7

Hello,

This is a follow up to our conversation at the counter. Regarding Item #1, the examples that you have listed are permitted uses in the SCR-V zone provided they meet any applicable conditions of approval and the Zoning Ordinance standards.

W R G
DESIGN INC.

DEVELOPMENT SERVICES

LAND PLANNING

CIVIL ENGINEERING

LANDSCAPE ARCHITECTURE

LAND SURVEY

October 29, 2008

Hillsboro Planning Commission
c/o Ruth Klein, Urban Planner III
City of Hillsboro
150 E. Main Street, 4th Floor
Hillsboro, Oregon 97123-3999

RE: Orenco Woods CDP Modification (CDP 1-06 (MOD))
Seven-day Continuance of October 22, 2008 Hearing for Additional Information

Dear Commissioners:

Venture Properties, the Applicant for the Orenco Woods CDP Modification application, has chosen not to submit additional evidence into the record for CDP 1-06 (MOD). Our team believes that the current record is complete and that Staff is able to develop Conditions of Approval for the application. We are satisfied at this point.

We look forward to a final decision by the Commission at the November 12, 2008 hearing. Thank you for your consideration of this matter.

Sincerely,
WRG Design, Inc.

Mimi Doukas, AICP, RLA
Director of Land Use Planning

cc: Kelly Ritz, Venture Properties
Ed Sullivan, Garvey Schubert Barer
Brian Dunn, Dunn Traffic Engineering
File (VEN3778.02)

5415 SW Westgate Dr.
Suite 100
Portland, OR
97221

~~PH 503/419-2500~~
FX 503/419-2600

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Please reply to EDWARD J. SULLIVAN
esullivan@gsblaw.com TEL EXT *3106*

November 5, 2008

President Coulter and City of Hillsboro Planning Commission
c/o Ruth Klein
City of Hillsboro Planning Department
150 E Main Street 4th Floor
Hillsboro, OR 97123

RECEIVED
NOV 05 2008
CITY OF HILLSBORO
PLANNING DEPARTMENT

Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)

Dear President Coulter and Commission Members:

On behalf of the applicant, Venture Properties, Inc., I am responding to the materials received by the City of Hillsboro by the October 29, 2008 deadline in the above matter. Venture Properties responds as follows:

Kooken Letter (10-29-08) – Ms. Kooken reiterates a point made at the last hearing to the effect that the proposed modification in the use adds additional vehicle trips. That is true, but additional conditioned transportation improvements, according to our transportation engineer, the County Engineer, the City's Engineer, and the City's consulting engineer, mitigate this impact. There have been no conditions in the previous zone change or Conditions of Approval for the property that limited the use of the property or precluded commercial zoning based on traffic impact. In addition, a major point in previous opposition to development of the property was that there was no commercial element in the development.

Ms. Kooken also speculates that the modification is a ploy to refinance or restructure a loan. Regardless, that question is - irrelevant to any approval criterion in this case. There is nothing is the City of Hillsboro development code that would prohibit the application for filing a new application to further modify the current modification (if approved) or any other area included in the original land use approval.

Laine Young Letter (10-28-08) – Ms. Young presents an extended discussion of the intersection of 231st and Dogwood and makes a number of demands to be included in the conditions of approval, namely:

1. Enforcement of a certain alley, construction of street parking and connection of that alley to the Orenco Meadows Subdivision. While this may be a good idea, *Dolan v. City of Tigard*, 512 U.S. 374 (1994) requires that there be rough proportionality between the impacts of this modification and any condition imposed. There is no such nexus in this situation.

2. Parking restrictions on Dogwood. This is not a matter that can be undertaken by Conditions of Approval in this modification proceeding. If the City wishes to undertake such an action, it may do so separately by utilizing its established Traffic Committee.

3. Construction of the north side of Dogwood between 230th and 231st. Again, *Dolan* places limits on the imposition of conditions and the impacts here do not warrant such a requested condition. However, Applicant has preliminarily agreed to set aside funds to enable the City of Hillsboro to construct side walk improvements in this area.

4. "Abandonment" (vacation) of a certain alley and "dedication" to adjacent property owners. These matters are outside the scope of these proceedings.

5. Setting a speed limit along a portion of Dogwood. Again, this is not a proper condition for these proceedings.

6. Meetings with stakeholders to discuss other solutions. This may be a good idea, but these matters are outside the scope of these proceedings. In any event, such discussions can continue with the Traffic Committee after these modification proceedings are concluded.

Jim Lubischer Letter on Condition 64 (October 29, 2008) – The first Lubischer letter in this series deals with the McDonald House. The City Attorney has advised the Planning Commission that this matter is beyond the scope of these modification proceedings. We agree.

Jim Lubischer Letter entitled "More Final Response to 10-22-08 New Evidence" – This letter raises the following issues:

1. Objections to removal of the illustrative details relating to the mix of proposed uses in the site plan based on HZO 136 VII B.4.d.[1] HZO 136 VII B.4.d specifically allows for the

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[1] This code provision states:

"Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development.

"At the option of the applicant, submittal of detailed plans may be deferred to the Detailed Development Plan application. However, in that case the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7, 8 and 9. The Planning Commission may impose conditions on approval

deferral of detailed information until the Detailed Development Application. It goes on to state that information on building locations, dimensions, etc needs to be included in the CDP to allow clear standards for the administrative review of the DDP. The Applicant has committed themselves to a full Planning Commission public hearing review of the DDP in order to defer the provision of detailed information that would be speculative at best at this time.

2. There should be a public hearing on the DDP. We agree.

3. Mr. Lubischer claims that the DDP process would not control the type of uses on the site and will not know the tenants. The applicant plans to submit the use mix at the DDP stage, at which time there will be public review and a hearing. At that time, the mix among residential, neighborhood commercial and other employment uses will occur within the trip caps proposed. .

4. Mr. Lubischer is concerned that the County Engineer could frustrate certain improvements on county roads. The fact is that they are county roads and the county has jurisdiction over them. Mr. Lubischer also complains that there can be no further widening of the bridge or provision of further pedestrian or bicycle amenities under the proposed conditions of approval. There are two responses. First, the transportation experts have recommended the applicant's proposal comply with the existing standards. Second, the applicant cannot be forced to bear the costs of improvements not roughly proportional to the impacts it imposes, limitation established in *Dolan*.

5. Mr. Lubischer complains that, while there is a condition for additional dedication of right of way along Cornelius Pass Road, there is no additional road construction required. City staff requested and we have agreed to the dedication in concept. Providing additional road improvements cannot be required under *Dolan*.

6. Mr. Lubischer states that the Quatama blockage will occur even with the proposed improvements and will be made worse. He notes that the public-private partnership with the applicant, the City and Washington County will remain the same. Finally he doubts the 10% figure for the modification traffic. The increased traffic from the modified site plan does not affect the long-term queuing condition that is forecast to occur along Quatama Road. Mr. Lubischer misunderstood the comment made by Ms. Doukas at the previous hearing about the actual quantity of increased traffic that would pass through the

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of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138."

Orenco neighborhood. Ms. Doukas was referring to the amount of non-residential trips that would be generated by the site (i.e. commercial/other employment) that would pass through the Orenco neighborhood and end up on NW 231st Avenue as "external" trips. These trips will, in fact, be 10% of the new non-residential trip generation per the Dunn Traffic Engineering study.

7. Mr. Lubischer calls attention to yet another letter he previously submitted in which he disagrees with the advice of the City Attorney regarding reconsideration of the original CDP application in the context of a modification. We agree with the City Attorney.

8. Mr. Lubischer explains that one of his previous objections was misunderstood, but does not advance any further objection on this point.

9. Finally), Mr. Lubischer calls attention to ORS 197.763(6)(e) to the effect that this response shall not contain new evidence. It does not.

Lubischer Letter entitled "Response to Counselor Sullivan's 10-22-08 Memo and Testimony – As agreed upon at its last meeting, the Planning Commision need not decide this issue regarding the definition of "other employment" at this time. The appropriate time to decide this issue is at the DDP stage. We have no doubt that Mr. Lubischer will raise it once again when the DDP is before the City.

Lubischer Letter entitled "Summary regarding "modification of a CDP (Footnotes at end) -- This letter disagrees with the City Attorney's advice on modification of the CDP. We agree with the City Attorney.

Thank you for the opportunity to respond.

Sincerely,

GARVEY SCHUBERT BARER

By

Edward J. Sullivan

Cc: Client
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11/5/08 10:52 AM

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 6

October 22, 2008 Planning Commission Audio Recording of Hearing (See Exhibit 2), Meeting Minutes, Public Hearing Sign-in Sheet and Exhibits Submitted:

- Powerpoint presentation from Jim Lubischer, titled "Powerpoint Presentation 10-22-08 Presented on Behalf of the Orenco Neighborhood Organization, received October 22, 2008
- Letter from Jim Lubischer, titled "Response to New Testimony Submitted for 10-22-08 Hearing", received October 22, 2008
- Letter from Rob Kidd, no title, received October 22, 2008
- Letter from Howard Stein, P.E., PTOE, submitted by Laine Young, titled "Subject: Comments on Traffic Impact Analysis Report Prepared by Dunn Traffic Engineering for Orenco Woods Crossing", received October 22, 2008
- Letter from Jim Lubischer, titled "Greater Negative Impact Submissions", with attachments, received October 22, 2008
- Letter from Edward J. Sullivan, titled "Response to Dr. Lubischer's Comments on Other Employment Uses", received October 22, 2008
- Letter from Brain Dunn, P.E., Dunn Traffic Engineering, titled "Response to Additional Testimony on Transportation Impacts of Orenco Woods Crossing", received October 22, 2008
- Letter from Gary Stockhoff, LUT Capital Project Management Manager, submitted by City staff, titled "

Proposed Expenditure of Traffic Impact Fees", received October 22, 2008

- Email from Bonnie Kooken, titled "What is a Village (Orenco Woods Crossing CDP 1-06)", with attachment, received October 22, 2008
- Email from Mark David, titled "Clarification", received October 22, 2008
- Email from Jim Lubischer, titled "Request by Lubischer to Leave the Record Open", received October 22, 2008
- Power point presentation from Mimi Doukas, WRG Design Inc., no titled, received October 22, 2008

Planning Commission
Regular Meeting
October 22, 2008
6:30 PM

Hillsboro Civic Center
Auditorium
150 E. Main Street
Hillsboro

MINUTES

I. CALL TO ORDER – ROLL CALL

President Coulter called the meeting to order.

COMMISSIONERS PRESENT: Coulter, Brewer, Mathews Fleisher, Callaway and Roberts.

COMMISSIONERS EXCUSED: Lankford

STAFF PRESENT: Cooper, Raber, Bond, Klein, Beery.

II. COMMUNICATIONS AND NON-AGENDA ITEMS

Laine Young stated that she had moved to Orenco in 2000 and wanted to speak about a concern she had for quite a long time.

- She had watched Cornelius Pass Rd degrade slowly over time to the point where she often sat through three to four lights to get to her home a couple of blocks west of Cornelius Pass Rd. She believed that was a significant quality of life issue for most all of Hillsboro.
- Referring to maps she had distributed to the Commission and displayed via overhead projector, she noted the three arteries serving the Orenco area between Tualatin Valley (TV) Hwy and Hwy 26 were Brookwood Ave, Cornelius Pass Rd, and 185th Ave, and that anyone traveling those streets knew they were increasingly congested all the time.
  - She was most concerned about the unprecedented amount of activity in Cornelius Pass and indicated the land on one map shown with a grid on it and land on an adjacent map showing all of the properties from the St. Mary's properties to Hwy 26.
- She asked that the Planning Commission consider options for maintaining the livability and drivability of Orenco roads in order to find some way to control the amount of development on Cornelius Pass until the following five items were resolved by the City:
  - That the City complete an analysis of the actual capacity of Brookwood Ave, Cornelius Pass Rd, and 185th Ave and their expected functions between 2008 and 2020.
    - She believed they were building faster than the Street Master Plan (SMP) could catch up, so she did not believe the SMP was currently doing the best job. The City Manager told her that demand created the planning for the roads

more than anything else. If that was true, then the SMP apparently was not as important as demand in terms of street improvements and whether funding is applied to a particular area.

- That the amount of development be limited until the funding for specific improvements had been concretely identified and a schedule for coordinating both development and road improvements could be established.
- That the City, specifically the Planning Commission and City Council, required and reviewed periodic roadway flow and capacity reports from the Hillsboro Public Works.
- That the City identify roads for establishing a network of expressways to link the new population growth that would require and would get one way or another access to Hwy 26 and to TV Hwy.
- That the synopsis she distributed of a new process in Eugene called Infill Standards for Compatibility be reviewed.
  - The project was headed by the City of Eugene and their neighborhoods to establish areas for super growth that had not been planned for in their zoning, and then to set aside other areas that were more historic or open space in nature and were identifying ways to ratchet down some of the impact in those areas.

Vice-President Brewer:

- Asked if Staff knew of any discussion about guidance for infill or creating specific guidance for infill projects.
  - **Mr. Cooper** did not believe that had been done on a large-scale, formal policy basis, but it had been discussed in general terms due to the rate of growth and the City maturing a bit.
  - **Ms. Raber** stated that the City did have very specific infill standards in the Historic Conservation District in downtown and Historic Orenco where the intent was to retain elements of the historic architecture, but not elsewhere in the city.
    - The City had standards for accessory dwellings, such as required compatibility with the primary houses on lots, but not specific infill standards.
- Was glad another city was addressing infill standards and suggested it might be good for Staff to research, but she did not know it should be prioritized. The City could look at its own and other communities with much greater infill to learn what not to do and learn from that.
  - **Ms. Young** noted she had provided links and the Eugene planner's name and phone number in the information she distributed.

Andre Meek [inaudible] 6:35:43 and though they made rules and regulations, someone still chose to ignore what was right for all. He presented a slideshow illustrating various traffic issues with the following narrative:

- He started with the corner of 231st Ave and Alder St showing a "Right Turn Only" that was ignored on a daily basis. The slide showed a car approaching the intersection and making an illegal left turn.
  - When taking those pictures, three cars had approached the intersection, two made an illegal turn and the third shot straight through the intersection right in front of where Mr. Meek had been parked.

    - His point was that people in the Orenco neighborhood had to put up with rules and regulations and sometimes even those did not work.
- Another slide showed the approach to the bridge on Quatama with the "15 mph" sign and a car doing 28 mph.
- He showed another car doing 30 mph and how close the cars were following, noting that right before the photograph was taken, a man had run across the bridge to beat the cars because he knew he had no chance if he was on the bridge and the cars were coming.
- A darker slide showed a red Jeep doing 34 mph within an approach of 15 mph.
- His concern was that their little Orenco neighborhood had stuff going on all around and the Planning Commission had stated that the affects on Orenco were one of its top concerns. He was showing the Commission that Orenco residents had top concerns now and that was staying alive. They could not walk the streets.
    - He asked the Commission to imagine a kid walking in dark clothes, many did these days, so a car could approach, not see them, hit them on the bridge, and it would be all over; and that was the only way one could cross there.
- He implored the Commission to consider what Orenco was dealing with now. Ms. Young had made some excellent points about what was currently available to get around in Hillsboro; they had Cornelius Pass and that was it.
    - He had sat through two lights at the corner of Brookwood and Baseline at 6:00 p.m. to get to the Planning Commission meeting.
    - He concluded that the problem already existed. It was not something that would affect them when more infill and projects were added – they were packed to the gills already.

Mr. Odermott responded that removal of the island at 231st and Alder had gone through the City's Transportation Committee perhaps six months before, but he was unsure when that removal was scheduled to take place. He noted that extensive community outreach had been done through the City Engineering Department.

- **Mr. Meek** replied that he guessed that was one way to cure the problem.

Dan Bloom stated that no one should misunderstand, this was a policy, not a personal attack, and that he had comments about how the global economic meltdown related to the recent development history in Hillsboro and the business of what happened in that room.

- Everyone was talking about the incredible greed on Wall Street and the lack of government oversight in terms of regulation – all happening in a culture of market worship where regulation was discouraged, borrowing was encouraged, and the myth of trickledown pervaded.
    - The Milton Friedman Chicago School of "voodoo economics" was being challenged and questioned on all sides. Finally after 10 or 20 years, the evidence was out – a few people were awarded with obscene benefits while the vast middle-class had seen both their financial standard of living and their quality of life decline.
- The same market view – mechanisms for growth, greed, and imbalance of energy spent versus reward – was at work right in Hillsboro until just recently enabled by the local government's agenda for growth.

    - Oftentimes, a customer having seen the product in the model home of a shiny new Hillsboro subdivision would be sat down in a staged room to choose their options, and then the first steps were taken toward financing.
    - Real estate, mortgage, and builder industries were symbiotic and made each other's worlds go round; they worked together. This scenario was where the first dominoes went over, resulting in a world economic collapse to the extent that it was right now – in Hillsboro and in other places like this.
- He had written about all this and everything that had come to pass when the question before the Commission had been whether more houses were needed.
    - He did not say that to take advantage of a scene, but it was not anything new that they had not heard before. The reality was that 200% of concept development density in the area – oversold market, predatory lending, shoddy workmanship, poor design, no open space, insane speculation in the market run amok, and all the rest that they were suddenly aware of.
    - When he had talked about all four feet in the trough and seeing profit and balance, he had thought he was pushing the envelope, maybe a little rudely; but it had been far worse than he had thought.
- As individuals, they needed to start thinking about the implications of the pace of growth and the burden of public subsidizing of the infrastructure deficit. Look at all the bond measures – it was unbearable and unsustainable. They had been at 4% yearly growth when 2% was considered rapid.
    - They could not fight an agenda – it was cultural, in the background, and it overrode and trumped everything else. There were creative interpretations of the rules, exceptions, and the whole long list of advantages. A new agenda was needed on the business side called "Pay As You Go," not "Pay After You Grow.
- He was getting his wish on the slowdown, but it was a wreck instead of tapping on the brakes and a huge number of peoples' lives were being turned upside down.
    - Statistically, Hillsboro was 28th or 24th as far as foreclosures, so it was no better here than anywhere else.
    - They were 16th worldwide as far as how happy people were, which was not very good and not "Number One USA" like people liked to think; and that might be the best measure of how they were doing.
    - Changes were needed not just at the Federal level. Hopefully, some new cultural attitudes would trickle down because the money had been trickling up.
- He quoted one of the Presidential candidates about decision making on Supreme Court appointments – "Smart alone does not get you there, or the rule of law does not get you there. What matters is in here. You've got to have a social conscience."
    - He noted that if there were no questions, he assumed the Commission agreed with him.

Robert Kidd stated distributed a [inaudible] document to the Commission and thanked them for taking time to hear him.

- He complimented the Commission, fire department or someone in the government organization because they actually addressed the traffic hazard problem next to Orenco Elementary by putting in a fire lane so no one was parking there, and now there was free access. Someone had done something right.

- He wanted to address the negative impacts of the proposed commercial development at Cornelius Pass Rd.

President Coulter interjected that the subject matter was part of the Orenco Woods hearing and that his testimony was welcome at that time.

Christine Armer stated that she wanted to continue the discussion about the bridge at Quatama and 227th Ave. She was aware that many Commissioners had expressed concerns about traffic coming through Orenco at their last meeting and many residents were concerned also about the traffic through Orenco.

President Coulter suggested that topic also fit under the Orenco hearing because the bridge was part of the component in the Commission's previous discussions. He encouraged her to stay as the Commission would be happy to take her testimony at that time.

III. APPROVAL OF MINUTES – October 8, 2008

Vice-President Brewer moved to approve the October 8, 2008 Planning Commission meeting minutes. Commissioner Mathews seconded the motion, which passed unanimously.

IV. PUBLIC HEARINGS:

A. SUB 1-08: Hall Estates

Applicant: Mike and Barbara Hall represented by NW Land Planning

Location: South of NW Evergreen Road, east of NE Jackson School Road, and west of the terminus of NE Dunbar Court.

Legal: Tax Lot 200 of Washington County Assessor's Tax Map 1N2-30AB.

Request: Preliminary plat approval for a 6-lot residential subdivision on one property approximately 1.7 acres in size zoned R-10 Single Family Residential and designated RL Low Density on the Comprehensive Plan Land Use map. (Bond)

Ms. Bond noted that both Staff and the Applicant had proposed a continuance to December 10, 2008 as discussion was scheduled the following week that might affect the site plan with the slight potential for changing the number of lots.

- She offered that the statutory language reading and Staff report be dispensed with until that hearing if the Commission so chose.

Vice-President Brewer moved for continuance of SUB 1-08 to the December 10, 2008 regularly scheduled Planning Commission meeting. President Coulter confirmed that it would not be proper to ask if anyone was present to testify on the matter because the hearing would not be opened at all. Commissioner Mathews seconded the motion, which passed unanimously.

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B. CDP 1-06 (MOD 1): Orenco Woods Crossing

Applicant: Venture Properties represented by WRG Design, Inc.

Location: North of NW Quatama Road, south of Street 2, west of NW Cornelius Pass Road and east of Street B.

Legal: A portion of Tax Lot 3400 of Washington County Assessor's Tax Map 1N2-35.

Request: Request for approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing; a phased residential development on a site approximately 55 acres in size zoned SCR-V Station Community Residential – Village, with multiple Comprehensive Plan Designations of RL Low Density Residential, RM Medium Density Residential, OS Open Space and FP Flood Plain. (Klein)

President Coulter explained that the hearing would be slightly different than usual in that the Staff report would be presented first, and the Commission would ask questions of Staff before the applicant presented their testimony. The Commission would then take any testimony in favor, followed by testimony in opposition, and then the Applicant would have an opportunity for rebuttal.

- He reminded the audience that the CDP was a modification and discussion and testimony would be limited to the modification request. All other items from the previously approved CDP were not on the table for discussion, so any testimony going in that direction would be stopped.

Ms. Klein presented the October 16, 2008 Supplemental Staff Report, noting copies of testimony received via email from concerned neighbors since the issuance of the Staff reports. She noted that Mr. Odermott would discuss the associated traffic impacts and mitigation.

Don Odermott, City Transportation Planning Engineer used the overhead projector to review the changes to the conditions in the Staff report with respect to traffic impact mitigation and displayed various aerial views for orientation purposes.

Commissioner Roberts:

- Asked, for the benefit of the public, how much less of the Cornelius Pass Rd. improvements specifically would be done if the Commission denied the application.
  - He did not want the public to think that the Commission would approve the application just so Cornelius Pass Rd would be improved.
- **Mr. Odermott** explained the improvements conditioned in the prior land use approval, which spoke to constructing that western side of the street and the widenings on Quatama Rd, were irrespective of any Planning Commission approval of the commercial aspect.
  - That fundamental element equated to about $1.8 million of the contribution associated with the project if it was solely residential. The backbone of that mated with the funding for the bridge was what had brought the opportunity to the table.

- The only added element associated with the new conditions was the southbound right-turn lane– Cornelius Pass Rd turning on to Quatama Rd and the call for the dedication of right-of-way (ROW). The reality was that the road agencies were committed and that the City would pay for that construction anyway so the City would be buying that ROW as opposed to it being dedicated.

Commissioner Fleisher:

- Asked why a connection to Quatama Rd had not been included in the planning. Throughout the discussion of traffic, roads, and circulation, he had heard no mention of extending NE 69th Ave up to Quatama Rd, but recalled a layout or an alignment that had connected to Quatama Rd.
- Suggested that if 69th Ave was extended and relieved pressure for Quatama Rd, then 227th could be made a one-way street going south only.
- Did not understand why improvements were proposed to enhance the carrying capacity of Quatama --the curve, bridge and signage -- when in fact the Orenco streets, street pattern, and geometry were the problem. He did not think they could expect antiquated street geometries and so forth to carry that much more traffic in that area.
  - **Mr. Odermott** responded the improvements defined in that area were safety, not capacity related. The capacity constraint in that neighborhood was very real and had been very intentional, dating back to when that Community Plan had been written for the neighborhood.
  - He recalled that work had been done back when light rail had been coming through into the Orenco community and the City had been developing the Station Community Planning work.
    - There had been a specific intent and an active involvement with the community to define, through environmental controls such as road width and character of that area, a carrying capacity that was clearly and intentionally lower than what the rest of the City had through the implementation of the City-adopted Collector Standards.
    - There was no question that there was a reduced carrying capacity. By that same token, speaking of the roadway itself there was no question there was adequate capacity to handle the volumes seen out there even with the increase in traffic from the commercial.
  - He stated that carefully because the issue of safety, dealing with bicycles and pedestrians in the road, was clearly a related issue; and one of the biggest safety issues was the incomplete sidewalk system identified in the safety report by Group Mackenzie -- a suggestion to consider infilling four or five residential parcels left on Dogwood St where sidewalk was missing.
  - Staff did not believe the City had a strong enough legal nexus to call for that improvement to be placed as a burden on the commercial development.
    - Part of that was recognition that traffic had increased and the implementation of commercial might pull a bit more bicycle and pedestrian in through that Dogwood corridor, but it was very much a grey issue.
    - Staff knew from testimony reported by the Engineering Staff that there had been many discussions about sidewalks or no sidewalks in that neighborhood.

Comment [k1]:

- To condition a development, essentially throwing them into the hornet's nest, when it would be difficult enough for the public to build the sidewalk, had been a factor in Staff's thinking and had been why he and Staff chose not to carry that forward as a proposed condition of approval, which spoke to the Dogwood piece of the question.

- He addressed the issue of Quatama and the linkage to 69th by explaining that the City-adopted, system wide Transportation Plan laid in place the goals and objectives that Staff strived for; and until that document was amended, those were the milestones Staff sought to achieve.
  - Quatama and its linkage and continuation through to 69th was a key component of the Transportation System evidenced by the fact that in 20 years, it would pull approximately 200 more cars into that southbound, right-turn lane because of the forthcoming congestion at the arterial intersection of Baseline and Cornelius Pass.
  - It was a common tool in all jurisdictions' toolboxes to have collectors that created alternative routes around some of the hotspots, the arterial intersections.
  - As both a civil and traffic engineer walking into the position with an adopted TSP, he saw challenges with bringing 227th up in grade to make that connection someday. One reason the connection had not been made was because they were missing a piece of that ROW, which he illustrated in a displayed photograph.
  - The bridge on 227th was under Washington County (County) jurisdiction and identified as functionally obsolete. County Operations Engineer Greg Clemmons informed Staff that the bridge "pile caps", the timber that tied all the old timber pilings together, had been upgraded fairly recently, and the bridge was structurally sound; but the County recognized the bridge was well beyond its designed service life. Timber pilings held it up and those did not last forever, which was one issue in play as far as investing in the bridge.
  - As Commissioner Fleisher stated, the TSP contemplated two major investments, the connection of Quatama to 69th, which by and large was designed to be a relief for Baseline/Cornelius Pass; and the connection of 227th into it, which provided the connectivity consistent with statewide transportation laws.
  - Clearly a new bridge needed to be part of the funding program, but it was not on anyone's financial program at that point in time.

Commissioner Roberts

- Support Commissioner Fleisher's proposal wholeheartedly from a policy standpoint.
- Believed Orenco was a pretty unique community in Hillsboro. It was the only community in Hillsboro that had historic guidelines attached to it.
- Noted that all sorts of justification could be made for isolating that community from a traffic and circulation standpoint, and finding a way to discourage through traffic through Orenco, so southbound traffic over the bridge was just one-way going south, made a ton of sense because all of a sudden lots and lots of problems that the community was experiencing would start to go away.

- **Mr. Odermott** responded that type of change in the transportation system was outside of the context of development review. He believed it would fit in the context of amendments to the TSP.

- Affirmed that if that was what the Commission needed to do, he would support putting that in motion.

  Mr. Odermott added that Staff was working to package an assemblage of "spot amendments" to the TSP, which was in essence lessons learned from the City's recent growth area studies – South Hillsboro, Helvetia, Evergreen Employment Area, and OHSU/Amber Glen.

  – Though not adopted, Staff had learned things, and improvements that came from development review-type actions, such as the current application, were being packaged with the assistance of a consultant that would hopefully go to the Planning Commission within the next couple months.

  – This particular issue sounded like one Staff should consider adding to the list for possible public discussion/debate.

- Added that when the Commission reviewed the subdivision along Baseline that initiated 69th, he believed the property north of that, where the City did not yet own ROW, had been owned by one of the major objectors to the increased traffic going up 227th, so a cooperative agreement might possibility exist.

  - **Mr. Odermott** stated that was his understanding as well.

President Coulter:

- Asked if Mr. Odermott had a ballpark figure of the cost if Commissioner Fleisher's proposal was pulled into the TSP and where those funds might reasonably come from.

  - **Mr. Odermott** replied the linkage improvement of Quatama down to 69th being discussed –was known as a collector roadway, and as such, under the current Traffic Impact Fee Ordinance, the City had the ability to use collected traffic impact fee funds to build it. In working through the Transportation Committee, the transit funds, which were a share of the pool in the collector funds, were already earmarked for projects the Committee had prioritized. Currently there was no funding set aside for that linkage project.

    – It was hard to know when that project might happen looking at the revenues available and potential economic impacts on new revenues coming in. One customary funding tool was through redevelopment that had a collector within it, which would afford the opportunity to get much of that built at that point, but not necessarily all of it because usually the other side of the street was not included.

    – He apologized that he did not have the price tag for that, but he believed that project certainly would not occur in the immediate future given the status of the City's traffic impact fee collector funding.

Commissioner Roberts: Stated the Commission had been dealing with that problem for a long time and the community had been very patient.

Comment [k2]: Lisa can you pull this up on the tapes? I think it might be Roberts.

- The City had to find a way to defuse the situation and that linkage project might be a solution; so, if it took a year or two or five to get the project on the list and find a way

to fund it; he suspected the community could wait that long if they knew it was on a list and going to get done.

President Coulter understood the linkage could not happen overnight and involved more of a long-term process, so although the idea might be sound and a very good idea, it might not address the subject application.

Vice-President Brewer:

- Asked Staff about the three sets of conditions, the draft, markups, and edited versions, because two sets did not have a Condition #6.
  - **Mr. Odermott** explained that Condition #7 on page 5 should have been renumbered. Staff would ensure they had the right numbers.
- Noted that she wanted to make sure nothing substantive was missing.
- Asked for an easily recognizable example in Hillsboro where a 175-ft storage lane existed as in Condition #5.
  - **Mr. Odermott** confirmed the question applied to the westbound approach on Quatama shown on page 4 of the Staff report, but stated he could not think of an example off the top of his head.
- Added she was thinking of the 71% capacity at Evergreen and 185th and asked if that was about a 175-ft storage lane.
  - **Mr. Odermott** replied that a 175 ft length would accommodate about seven cars in a pocket.
    - He believed the Evergreen approach to 185th was actually a double left-turn, and the inside lane was significantly beyond 175 ft, possibly 250-ft, but it was very short on the inside lane because of the landscape planters there.
    - Next to that double left was a continuous lane that extended back to 188th.
  - A traditional left-turn pocket at a traffic signal intersection was usually about 150 ft, and 100 ft was considered the minimum.
  - Lane length was really a byproduct of each individual situation and a function of demand in the left-turn movement and significantly of the opposing traffic on the cross street that the movement needed to work through.
  - That particular 175-ft left-turn lane length was identified in work four or five years before. The subject project did not add any traffic demand to that left-turn movement, and the new calculations confirmed 175 ft.
- Asked if the widening of the turn on Quatama on approach to the bridge and the other safety measures, such as guardrails, would impact the future road going south, which she assumed was 69th.
  - **Mr. Odermott** replied that to make that road connection go through, Quatama would start to elevate, which was one design element that would be an interesting challenge – dealing with the gradient rising from 227th to make that connection.
  - Much of the widening would eventually be covered up when Quatama went through because the new road would be above it and essentially, it would become part of the backfill.
- Requested discussion about the Group Mackenzie study of traffic through Old Orenco.

- **Mr. Odermott** noted that Brent Ahrend of Group Mackenzie could speak to the data collection done to supplement the data provided by the City's Engineering Department through prior actions.
- **Mr. Ahrend, Group Mackenzie** explained that Group Mackenzie basically reassessed the City's special standards for roads in the Orenco area, what existed as far as driveways, sidewalk locations, speeds, crash history and volumes; and then had determined the impacts of both the total project and just the commercial addition, which was shown on the summary table of page 3 of Group Mackenzie's report. Most of their recommendations based on that information appeared in the Staff report.

- Asked that Mr. Ahrend to discuss for the record, even though there was a written record, the traffic impact of the modification compared with the prior CDP that was approved.
  - **Mr. Ahrend** replied that the summary table on page 3 outlined the added commercial trips by road segment.
    - On Quatama, would have a 74% increase in the p.m. with more commercial activity and about 33% more in the a.m. There was more traffic in the a.m. partly because of the school so that number looked a little lower; so basically 66 added trips in the a.m. and 87 in the p.m.
    - On 227th that dropped to 42 a.m. and 52 p.m. added trips which, as mentioned previously, was about a 50% increase in the p.m. and a 25% increase over existing volumes for the a.m.
    - By the time one got to Dogwood, most of those initial commercial trips had filtered into the neighborhood, which would be some of the residents and so forth, and that dropped down to about 17 trips in both the a.m. and p.m. that would make it clear to 231st.
- Commented the City had accepted Old Orenco streets being smaller than the City's standard street sizes for any level of service and asked what the smallest kind of street was called that supported 200 or 250 trips per day and was one click below "neighborhood."
  - **Mr. Ahrend** replied that for 20-ft streets—the typical City standard would be less than 250 vehicles per day. Specific standards for the roads in Old Orenco that were all 20 ft –but Dogwood, for example, was still classified as a collector street, which typically would have much higher volumes than that.
- Noted the summary stated the subject modification would add 133 peak hour vehicle trips on Quatama and at least 64 trips on Dogwood St near 231st whereas the prior approval for residential use had been estimated only 47 trips would be added.
- Asked if she understood they would be adding 150 in total incremental trips through Old Orenco as a result of the commercial element.
  - **Mr. Ahrend** explained that it varied by roadway, but basically 47 trips would be added to the previously approved project in each of the peak hours. Now it jumped up to 133 trips on Quatama and 64 on Dogwood, which were the 17 additional trips he mentioned earlier with the change to commercial.
- Confirmed it would be 86 additional trips on Quatama Rd and 17 on Dogwood.
- Was still troubled by the modification process, but had a philosophical question for the City Attorney.

- The Commission saw modifications for larger institutional-type projects with 10 and 15 years on their CDP that returned with more than one or two modifications, etc., and the Commission could not invade the original CDP except to the extent that it had bearing on the modification.

- Asked at what point a modification application amounted to such a substantial or significant degree that they departed so much from the original Comprehensive Plan that it was no longer the original Comprehensive Plan; and how the Commission could judge that.
  - **Pam Beery, City Attorney** referred to the provided legal analysis that described the Commission's authority to consider modifications in the first instance as well as the legal limitations the Commission faced not "invading" or redeciding any aspects of the CDP itself.
  - Taking the first part, though the Zoning Code did not set forth a process for the modification, it did allow and authorize the Commission to consider modifications based on the interpretation of the Code that Staff and she had used and that had been upheld by the Land Use Board of Appeals (LUBA) in the other case involving the Pacific matter to which Vice-President Brewer might have been alluding.
    - Just because the Code had not established specifically what process to follow, in other words it did not say first the Planning Commission recommends and then the Council decides or who does what – the common law provided that when a modification was requested and no process had been specified, the process used to approve the original application must be used so that was the process they were engaged in now.
  - As to the second part, because the law prohibited the City from revisiting other earlier approvals, which were valid final decisions, the scope of the review was limited to the changes in this application, which was the addition of commercial and the changes to dwelling units to the extent that would have any impacts related to the approval criteria.
  - This modification was not so significant as to trigger a concern for eroding the original approval because the modification was a very narrow corner of the subject project and had limited changes.
    - A later DDP would be submitted to the Commission on the design issues, but generically under City Code, it was within Staff's discretion to make the first call as to whether the modification was so significant that the original approval was no longer valid. That was an interpretation that would be reviewed by the Commission.
  - She noted she had worked with Staff on proposed applications for revision where they determined the revisions went too far and that a new application was needed.
  - She advised the Commission not try to judge it in the abstract, though she did not feel that kind of problem existed in this case.
- Stated that helped and she would follow what the City had decided on this application but was still troubled and believed some subjective interpretation existed with the term "collateral attack," which Ms. Beery had cited on earlier decisions, and those were cases so there were facts that needed to be very analogous, and she was not entirely sure that these facts or facts in any one case, were completely analogous;

therefore, on an individual level, it was hard to concede that that was a requirement of the Commission as much as it was subject to interpretation.

- **Ms. Beery** noted that the cited Corvallis case was very similar. She explained that part of her job regarding the legal analysis she did for the City was to try to discern how a case would bear on a situation the City was facing, so it was her judgment that it was relevant here.
  - In the David v. Hillsboro case involving Pacific, LUBA examined the question of how much was under review when the City was considering a modification and concluded, in fact, that the City was not redoing the entire application, so she took comfort in their analysis as well.

- Stated that it was really mushy when something departed from the original CDP and some of the testimony provided questioned the concept.
- Agreed that the interpretation of the modification did not deviate so much as to not have significant genesis from the original plan, but changing any part from residential to a commercial element, which was not part of the original plan, was on the borderline because that was not contemplated and because the traffic concerns had been such a significant part of the original application.
- Did not believe the modification was as far removed from needing a whole new plan as others might think.

President Coulter:

- Believed that the Commission as a body had to recognize – because they were not lawyers and had an expectation that counsel would review the merits of the application and provide them a determination, which was exactly what counsel had done in this matter –that the Commission was able to look at transportation impacts that this commercial modification might have or would have, which was why they were able to discuss them.
- Stated the Commission had to rely on counsel's ability to look at case studies and LUBA and other bodies who had made determinations and provide the Commission with their level of expertise.

Commissioner Callaway:

- Thanked Mr. Odermott for all his work and asked for more of a timeframe for the environmental permits for the creek.
  - **Mr. Odermott** replied that County Staff went through that process regularly and anticipated that ground would be broken on Phase I the summer of 2009 and on Phase II the summer of 2010, assuming the process ran as normal.
- Realized that pass-by and diverted trips mentioned in Draft Condition #3 were not considered new trips, but common sense told him that a car going south on Cornelius Pass Rd that turned west on Quatama and into the parking lot, then turned back onto Street B and then again eastbound on Quatama and southbound on Cornelius Pass added four turns to that intersection, instead of a drive-through trip.
- Asked how many diverted trips could be anticipated to be created even though they were not officially counted as new vehicle trips.
- **Mr. Odermott** stated that for neighborhood commercial in general, the amount of new traffic varied by type and the pass-by/diverted link components were usually

about 30%, recognizing the combination used in the report included a drive-through pharmacy, which tended to have less of a tendency to pull traffic from pass-by and had a higher tendency for new trips.

  - In this case, the report was looking at around 25%. Just going straight to the p.m. peak hour, the total pass-by/diverted link trips were assumed to be all pass-by with 112 afternoon peak hour trips compared to total new trips of 437, so that was about 25%.

- Confirmed that the additional 25 would add to the burden at that intersection.
- Referred to Condition #5 (b) and (e), and asked who was likely to use that 175-ft right-turn storage lane and, if that capacity were created, was it likely that people would begin to use Quatama as a cut-through, which had not done before.
  - **Mr. Odermott** replied that fit into the context of, "If you build it, will they come."
    - In this case, demand on that southbound right-turn lane was pretty low now, perhaps 25 rights in the right-turn and somewhere around 40 or 50 in the afternoon.
    - While the commercial added almost a doubling in the afternoon peak hour, about 52 cars to the 40 to 50 existing, the reality was that if they had the full five-lane in place now, that right-turn lane would not be needed. There was clearly an impact associated with the subject project, it became more prevalent and more needed when the linkage to 69th came in because that would likely pull another 200 cars into that movement.
  - He believed the question was whether that right-turn lane would pull more traffic through the Old Orenco neighborhood absent the connection to 69th and contended that if it pulled any, it would be very little because that traffic had already come down by and large from Cornell and past Cherry Ln, which was another connection that provided a route in that area.
  - People turning right at present were by and large living off Quatama or in the southern end of the Old Orenco neighborhood.
- Referred to Condition #6 (k) that dealt with the Quatama bridge signage, and asked how effective that signage was, such as, "Narrow Bridge," "Road Narrows," "Pedestrians on Bridge." The sign in front of his school "School Zone 20 mph" did not really impact people unless the sheriff was present.
  - **Mr. Odermott** replied that the effectiveness of signage varied depending on where one was, and signage of that nature only served to protect those who did not drive there as a regular route. Anyone who had driven that route in the past knew the conditions they would encounter.

Commissioner Mathews:

- Recalled from the original CDP approval, before the commercial factor, that the Commission may have promised the Orenco residents that traffic flow would not increase.
- Asked if he understood correctly from Figure 12 in Group Mackenzie's report that traffic on Quatama going toward that bridge would increase 35%.
  - **Mr. Odermott** replied there was no question the commercial would increase traffic into that area.

- **Mr. Ahrend** asked if Commissioner Mathews was referring to where they were showing 47 additional trips.
- **Mr. Odermott** explained that 35% of the proposed commercial employment traffic was projected to head west to the site on Quatama Rd and the footnote indicated a recognition that – and again these were new trips, not pass-bys – there was a diffusion of that demand as one moved west through the housing south of Quatama and more diffusion as one moved up into the Old Orenco neighborhood.
  - He believed that was one thing Mr. Ahrend had considered and there had been conversation with Mr. Dunn, the author of that report, as to the estimated diffusion rate – how much of it was anticipated to be left by the time one got up to Dogwood St.

- Commented that what worried him was the first modification the Commission received was a request for something they had promised would not be done, which was to increase traffic through that area, and it bothered him to even consider it.
- Asked if it would be beneficial to stop spending the money on signs for that bridge and put, like a toll gate to make that a one-way bridge either way, but put a gate that actually closed because he thought it was dangerous as the devil.
  - **Mr. Odermott** reiterated that the two-way road was consistent with the TSP, and he believed, subject to legal counsel, that any changes had to start with a TSP amendment.
    - Also, this was a County roadway and the County had not yet addressed the shoulder issue, and this conversation had really pushed the County to address this; at least it had brought it to the forefront of their thinking.
  - He reiterated that there was no question the commercial would increase traffic through that corridor; however, taking a measure such as implementing gates would be a pretty dramatic impact and certainly one that would be weighed heavily by the County and that would be a very abnormal type of solution.

President Coulter:

- Understood that Phase I of the Cornelius Pass improvements in the Quatama area would start in 2009.
  - **Mr. Odermott** stated the intention was to break ground in the summer of 2009, and that the intent of the packaging and breaking it into phases was to recognize, first of all, the public need, so they understood the urgency to try and deliver as rapidly as possible.
    - That also allowed for the concurrency in terms of integrating the improvements conditioned, irrespective of the commercial condition, on the Orenco Woods project so that those improvements could be delivered timely and not impede the ability to occupy residential units, whether the commercial element was approved or denied.
- Asked for a reasonable expectation for completion if improvements began in 2009.
  - **Mr. Odermott** believed Phase I construction should be a single-season construction based on what he had seen; Phase II would be a bit more lengthy because of the bridge and a lot of fill requirements.
- Asked where that traffic would go during that construction phase. Phase II might be longer, so if it started in 2010, it would not be done probably in a single season.

- **Mr. Odermott** replied one item discussed recently was a proposal from the bridge section of the County as to whether the City and County – and this was recognized bridge section asking the County Engineer – two alternatives on the table to build the bridge in Phase II.
  - Conceivably, a little money could be saved by going with a four-lane bridge, but to do that, Cornelius Pass Rd would need to be closed for nine months.
  - Alternatively, the bridge could be built five lanes wide in order to build it in halves, which effectively would require limited full closure – one to two months maybe – to do the connections.
  - The County had not determined how they would stage, but that issue had come into play because implications of the width of the bridge on Kian had been under discussion because the five-lane bridge meant a five-lane or a continuous median all the way up to Quatama, which allowed Kian to survive longer if they were not successful in getting that 20-ft connection through the parcel at the southeast quadrant.
  - Both he and the County Engineer agreed that there was absolutely not enough capacity in the rest of their respective systems to accommodate a nine-month closure of Cornelius Pass Rd.

Comment [k3]: Let me know if you need me to listen to this section.

- Asked where the diversion point might be off of Cornelius Pass Rd for whatever period of time closure was necessary.
  - **Mr. Odermott** answered that it would take some convincing for him and the City Transportation Committee to get the sign-off to close Cornelius Pass off completely other than maybe some nighttime closures because the volumes of traffic carried on that major regional arterial could not be easily shifted on to 205th Ave to the east, which had its own very narrow bridge, or to 231st to the west, which did not have connectedness south of Baseline, and Brookwood was already full.
    - Brookwood would also have a project breaking ground that coming summer to widen it to three lanes.
  - He strongly believed that breaking the Cornelius improvements into two phases was a key component, but a lot of work certainly needed to be done in terms of the staging to ensure the ability to maintain two lanes of travel.
    - When the County had proposed a full closure of River Rd as part of the construction staging for rebuilding the bridge over Rock Creek, he thought they were looking at about a six-month closure of River Rd – and there they had had some capacity capabilities on Davis and on Witch Hazel for diversion – but that had been something that had gone through the City Transportation Committee for approval. The same situation would play out with Cornelius Pass Rd.
- Asked if he understood the expectation would be to still have two lanes of traffic moving on Cornelius Pass Rd all through the construction.
  - **Mr. Odermott** agreed, adding that the normal formula the County typically applied was to always have stages with flaggers for a dump truck backing in etc.
    - County permits were typically structured so that two lanes, one in each direction, were required to remain open for all hours other than 9 a.m. to 3 p.m.

when flaggers might close a lane for elements of work that required the access to be necked-down such as bringing a utility component across.

- Voiced concern that that would be the one time people would be willing to go down Quatama and all the around through Dogwood to get around.
  - **Mr. Odermott** noted that had also crossed his mind and clearly that was an issue to Staff and would be an issue when the Cornelius improvements went before the City Transportation Committee.
- Asked if the conditions of approval tied in and addressed phasing connected to the capacity in order to ensure road capacity was improved as development, if allowed to move forward, occurred so the burdens were not put on other roads or areas like Old Orenco as the infrastructure was built because the commercial had already been created.
  - **Mr. Odermott** stated he would try to address that in the two components, going back to that which was previously approved, and setting aside the commercial.
    - The conditions were written so that prior to any ability to occupy the residential units, the identified road improvements had to be in place, namely the widening on Cornelius Pass, on Quatama, the modification of the signal on Quatama, the left-turn lane into the new access point, etc. That package of improvements had to be in place before occupancy of the first dwelling unit so he would say the concurrency test was met in that case.
    - Moving to the commercial-approved scenario, conditions were structured so that prior to issuance of any permanent certificate of occupancy, which was the mechanism that applied in a commercial context, the additional improvements had to be in place. Staff believed this was structured to meet the concurrency test because those improvements had to be in place before the use became occupied, which in essence would be when that traffic generation began.
- Stated he could not imagine a temporary approval occurring in this particular situation and the challenges they were seeing.
  - **Mr. Odermott** agreed and for this type of product that would be fairly unusual.
- Asked if the left-turn storage capacity had been determined northbound from the bridge up to Quatama as he knew others had been 175 ft, which were seven cars.
  - **Mr. Odermott** responded that was approximately 100 ft in length, which was about four vehicles. He added that nominally 25-ft per vehicle was the typical formula unless there were a lot of trucks and there were not in this case.
    - He recalled the demand in that movement was about 20 cars in the morning peak hour, but he would have to look back.
- Noted that was the current demand and asked what the expectation was.
  - **Mr. Odermott** replied the increase was projected to go up to 80 in the afternoon peak hour and that was the total of the existing plus the project.
    - The blend of commercial and residential added 34, and unfortunately the figures had blended the trip generation with the residential, which was already spoken for with the commercial, but it was probably in the neighborhood of 15 cars added to that movement; one every 4 minutes on average.
- Confirmed the delicate time was the p.m. peak hours, and asked if that storage lane with a queuing capacity of four cars could handle the increased commercial during the peak hours without causing backups through that bridge on the through-lane.

- **Mr. Odermott** explained enough capacity existed in 100 ft, but the issue was really whether a northbound car could get into that left-turn lane while it was a single northbound lane.
  - The reality was that they could not now and would not be able to with the project until delivery on the larger scope project that would bring that median through that area.
  - The net increase of the project in terms of the length of the standing queue, the backup experience northbound, would be to add an average of about one to two cars per cycle to that standing queue.

- Asked, with respect to the phasing process, if people traveling south would be able to turn into Kian Ln until the improvements were completed in Phase I, which included Kian Ln, and was it anticipated that the commercial would be finished before Phase I was finished.
  - **Mr. Odermott** explained that Staff had no idea which came first because it was market driven at that point so they had to try to protect themselves both ways.
    - Looking at the trip generation, again, the blend of the residential and the commercial, they were talking about the addition of about 40 new, not existing, northbound trips in the peak hour, which was about 24 in the a.m. peak hour.
    - When compared to the almost 900 cars currently out there, that was less than a 5% increase in volume.
  - He did not believe that would exacerbate the problem on Kian or that it would even be measurable, nor did he believe that someone turning north onto Kian would necessarily notice the difference.
    - There were daily variations in traffic on arterials like that and a 10% swing was not uncommon on any given day.

- Noted the City was getting the ROW for the southbound turn lane, but was not rebuilding southbound Cornelius Pass Rd immediately, and asked if it was anticipated that the 2009 Phase I would be built so that the problem at Kian Ln was solved.
  - **Mr. Odermott** responded that the southbound right-turn lane would be rebuilt and the fifth lane the project would build under the original conditions of approval would be striped and used as an interim right-turn lane.
  - That improvement would be concurrent with occupancy of any residential or commercial for Orenco Woods.
    - He noted that had been one of the conditions in the final edit because that condition was not in the old set; it was in the second grouping of conditions which meant it was attributable to the implementation of the commercial.
    - He had not had the benefit of living this project as long as the Commission and Staff, so he had been rereading the conditions. He offered to look back and reconfirm his recollection in reading through that but it had been in the County's conditions from the prior action.

- Explained that he had brought that up because if the right-turn lane was created during peak hours, he wondered if people going south on Cornelius Pass Rd trying to turn onto Kian Ln would face a greater risk of being rear ended because people could move through that intersection a little quicker than they did currently.
  - **Mr. Odermott** thought it reasonable to assume there might be somewhat of an increased risk.

- Asked how that could be fixed and what the posted speed currently was through that area.
  - **Mr. Odermott** replied that he had no data on that. It was posted 45 mph and certainly it was safe to assume that during non-peak or non-congested periods of time cars would be turning left into Kian, and that cars coming up behind them that were probably running easily 50/55 mph, with some rare cars coming down at 70 mph.
    - A higher volume of cars turned into Kian during the afternoon peak hour, but he had not seen data on that. Given the number of units that were in there, he believed there were probably fewer than 10 inbound vehicles during that hour.
- Wondered if a reduced speed during the interim period would be reasonable in that area to reduce that risk until Phase I was finished. He noted that 25th Ave, a much wider road with two lanes and a center lane, was posted 25 mph.
  - **Mr. Odermott** found it conceivable to suggest that to the County, but as a City Transportation Engineer, he could not tell what the County would decide. He only knew that would be a pretty abnormal condition, especially when there was a project program that would address that.
- Understood a project program would address it, but there would be a delay of time that would be a challenge to those who lived on Kian Ln.
  - **Mr. Odermott** believed it was conceivable, he reminded that the Phase I improvements, inheriting those improvements conditioned on the residential, gets delivered in a similar timeframe as though they were built absent the multi-funded project.
  - He noted that WRG Design, the civil engineering firm for the proposed development was also the consulting firm for the County on the roadway design, which was beneficial.
    - The Phase I project going down to the north end of the bridge fill, that catch point, which was slightly south of Kian from his recollection – In Phase I the five-lane widening would extend south from Quatama, and he recalled the stop point of Phase I was slightly south of Kian, so it was quite possible that could be considered in the context of Phase I because they had the ROW out there and might be able to do some sort of a feather or limited widening in the southbound direction.
    - There was some striped median at Kian that was not wide enough to accommodate what would normally be considered adequate for a left-turn lane. He guessed it was 6 ft, which was probably just enough to tempt someone to get into it to turn left and then get sideswiped.
    - It was possible that putting some additional widening on the western side, maybe also on the eastern side could be considered in Phase I to create an interim median of adequate width to handle Kian until that problem was solved by pushing that 20-ft road through.
  - He repeated that the first option was to secure the ROW and build the permanent solution in that Phase I, so the time frame nexus he was trying to draw was there was no trip generation being imparted by the development until the Phase I package was already on the ground, so hopefully that Phase I package would have eliminated Kian so that became a moot point.

- Agreed but did not believe that was discussed in the conditions of approval.
- Noted that the property owner could sell so the Commission could not tie the conditions to how they felt about WRG but only to the land.
  - **Mr. Odermott** understood, adding that a solution to mitigate the concern would be to consider the addition of those tapers off the Phase I, absent the new connection up to Quatama that would allow Kian to be closed.
    - The problem was that really fell out of context with the whole assemblage of improvements because no widening south of Quatama was contemplated on the subject development as presently conditioned.
    - Part of the rationale for that was that under the 10% impact rule, WRG's 10% impact did not extend south of Quatama, so under normal rules of operation, the Commission would not be looking further south; however, that did not mean the Commission could not call for shoulder widening or some sort of interim flaring of the roadway.
- Stated the Commission had to make sure they did not put people at greater risk, so that had to be looked at because capacity was one thing and safety was another. It was really a safety issue, particularly on Kian, and the Commission had to find out how to handle that.
- Commented that although Hillsboro 20/20 was not a legal document, it provided community wishes. In both the first and second updates of that visionary document, the highest resonated actions were built around pedestrian and bicycle access and safety.
- Added that if the application was approved, substantially more traffic would be created down Quatama and through that bridge ultimately coming out Dogwood, and he believed it was proportionate and made sense to develop the sidewalks and bicycle lanes to protect people on those roads because people would be put a far greater risk because of the commercial. If there was no approval, the sidewalks would not be needed.
    - It seemed to provide pedestrians and bicyclists an opportunity to avoid 227th by giving them another safer alternative and he believed it should be strongly considered.
  - **Mr. Odermott** recognized that Dogwood was not, by design through the neighborhood standards, programmed for bike lanes, which was not unusual.
  - He did not believe implementing bike lanes was consistent with the neighborhood plan or the TSP, so he wanted to focus the conversation on the provision of sidewalks to be more consistent with adopted codes.
- Stated they had to make sure they had that continued ability to connect communities, and if a community was put at greater risk to use the roads and another alternative would make it better, then they should be looking at that.

Commissioner Mathews:

- Asked which way Mr. Odermott would go if he had to start over and that bridge gone; whether he would go down to 61st, or whatever that street was, back out to Baseline or force the way back through and up to Dogwood.
  - **Mr. Odermott** replied that ideally, there would be multiple routes, not just one, in order to diffuse traffic in a network, but that was not reality in this case.

- In looking out 20 years and considering the value of connectedness, existing capacity, prioritizing connections and needs, the extension of Quatama to tie to Baseline at 69th would certainly be a key reliever to the arterial intersection to the south.
  - The issue of connectedness of Quatama through that neighborhood and the volumes that it served, he would call them regional trips to distinguish them from trips that emanated from dwellings in that neighborhood. Some data had been generated through license plate surveys and the reality was they had the capacity to accommodate those movements whether up on Cherry or down on Baseline, but he was not sure that answered the question.

- Asked if it would be logical to take the dollars available and push them that direction rather than (inaudible).
  - **Mr. Odermott** believed the cost to replace that bridge created a decision point that merited a lot of discussion as to the value of that connection with the context of other citywide priorities.
- Asked if the bridge could be made safe by putting a cap on top to widen it without spending a small fortune.
  - **Mr. Odermott** replied the way the bridge was structured, adding a cantilevered-on structure to accommodate bikes and pedestrians similar to 205th was a feasible type of improvement.
  - He confirmed that addition would work for bikes, but not heavy-duty traffic, in terms of dealing with a 20-ft wide "functionally obsolete" bridge with piers that had already exceeded their design life. There would be a point in time when the community had to decide on the investment.
    - As it currently stood, his believed that bridge was probably the compelling reason why the City had not been willing to accept transfer of road jurisdiction from the County to the City of Hillsboro, because with jurisdiction came the financial obligation to deal with that bridge.

President Coulter called the meeting back into session after a brief recess and called for Applicant testimony.

Mimi Doukas, WRG Design representing Venture Properties believed they had just gotten a small taste of the conversations that were held over the last six months as they were very detailed and extensive on transportation. She added the modification before the Commission brought a new level of complexity to the conversations about Orenco Woods Crossing and she believed everyone recognized that.

- She noted that their team had tried to prepare for the conversation early on, by first having preliminary conversations the previous May about the Planning Commission's expectations and then also starting conversations with the City and County about the regional transportation improvements and how the three parties could work together on a more effective regional solution for the transportation system.
- She noted they had gone to the hearing the previous month prepared to discuss the general criteria of their proposed modification and the criteria that applied to the transportation studies, and the questions they received from the Planning Commission reflected the complexity seen in this application.

- The answers to those questions were not simple, so their team had needed a little time to prepare more complete answers for the Commission and they appreciated the Commission's indulgence on an extra continuance so they could provide complete answers.
- The questions posed by the Commission that previous month generally fell into two categories: land use and transportation, which were very familiar themes for the Commission.

- She believed they had started off on the wrong foot under land use mostly because they had presented information to the Commission that was too detailed and specific, when in reality, they were talking about a very conceptual presentation.
  - They were trying to create a village, and that was it. There was nothing real or concrete that was planned or designed. The reason the Commission had seen a site plan was that WRG had needed to develop a program to generate a traffic study. They had needed square footages and uses, and that all worked in the background on the traffic study because they wanted a real traffic study and knew the Commission would as well.
  - Once they finished that programming, they probably should have taken that site plan and tossed it in a file so the Commission never actually saw it. But they thought the Commission would appreciate the additional information and be able to visualize a little bit, however that had backfired because it had served as a distraction.
  - Now they wanted to go back to a more simplistic approach to get the Commission to the results the body was seeking.
    - They had removed the distinct land use districts and gone to a single village center district. The approach still had the same program associated with it but it was not laid out in traditional zoning strips or pods and allowed for the blending of those uses for a true mixed-use village center.
    - Most importantly, the approach deferred all design decisions to the DDP, which was the correct tool to use for detailed site planning and the Commission would have the right audience and presenters for that conversation at the DDP stage.
  - She noted that WRG had been able to show the Commission the mitigation and what the impacts would be bundled under that village center, but they took the design components out, which she thought was a more accurate reflection of a CDP.
- She stated she was not sure there was a criterion regarding why the village was better than the previous application, and it was an extremely subjective question. She understood why the Commission might pose that question, and it was important for the Commission to understand what was good about the application.
  - Most importantly, the application implemented the intent of the village, the Station Community Residential Village Zone, and was part of why they were appealed to LUBA; it had to do with that vision statement.
  - It was not a criterion to have mixed-use but that was, in fact, part of the vision, and their team thought the application matched that vision. It provided the fabric for a vibrant mixed-use community. It brought jobs and services and housing options to the greater community, not just to Orenco Woods Crossing but to the

entire Orenco region; and that was good land use planning. It increased walkability and serviceability to the greater region.

- It also introduced a new architectural design element into the area of the original approved project that the Commission had the most design concerns with, and they believed that architectural vocabulary would be somewhat different in a village center and would help provide a great corner at Quatama and Cornelius Pass. And, as stated previously, the village provided the greatest flexibility to achieve that.

- She noted that while discussing why this plan was better, they had to transition into the transportation bundle of questions she had discussed.
  - As Mr. Odermott had mentioned, one of the greatest things their team had been able to achieve through the project was a public/private partnership teaming to create a continuous improvement for the Cornelius Pass corridor from Baseline to the light rail line.
  - The MSTIP project had been on the list for quite some time and that was a very competitive list with many projects on it. The Venture Properties' project had helped push that MSTIP project up in the list, making it a higher priority and actually be able to mobilize that project.
    - That was part of how the land use system in Oregon worked. Infrastructure was paid for in large part through private development, including many of the TIFF fees and system development charges (SDC) that went into regional improvements. So even with public projects, a private component still went into it.
  - This was one of those win-win situations where the entire community would get a great regional facility through that partnership. She indicated on the displayed plan where the general split between the Orenco Woods improvements and the combination of County/City improvements.
  - Some of the Commission's questions had been about the impacts of the project and the timing of the Cornelius Pass improvements, both Phase I and Phase II. As Mr. Odermott noted, all of the Orenco Woods frontage improvements were required prior to any building or occupancy permits.
  - It was also important to understand that the Applicant had requested to push the commercial phase as late in the project as they possible.
    - In fact, they preferred to push it clear to Phase IV; but that did not honor the original conditions of approval, so they pushed it to right before Phase IV because as stated, they needed the rooftops to support that retail.
    - That meant those road improvements would all be in place before any of the modification impacts being discussed, the commercial trips. Other than that, the application would function just like the original approval had.
  - She thought Mr. Odermott had given a very good review of all the mitigation factors that went into the application, noting that the Commission had also asked whether Cornelius Pass would be no worse due to the modification.
    - In his October 10, 2008 letter, Brian Dunn had included an analysis of the build-out condition, the build-out year, both with Orenco Woods and its improvements and its traffic impacts and what the world looked like without Orenco Woods if it simply evaporated.

- That fact was that their project actually improved the condition, improved the delay situation in Cornelius Pass so it was a net benefit to the community to include the entire bundle of improvements and development for the City of Hillsboro.
- A primary part of why Cornelius Pass would get better had to do with the signal interconnect, which dealt with the platooning of traffic as Mr. Odermott noted.
  - There had been a lot of testimony about the amazing delay that could occur at Quatama and Cornelius Pass, which was not an every single minute delay. There was not continuous delay through that intersection in the p.m. peak, and there were times one could zip through that intersection in a pretty reasonable amount of time, and that had to do with the platooning.
  - If bundles of cars going down the Cornelius Pass corridor stacked up at an intersection, they could not cycle through in a single cycle so there was a continuous effect of continuing to add those platoons on. With the interconnect, cross traffic could be sent through in the gaps between those platoons. It was a very simple concept and made the transportation system work much, much better.
- The other package of improvements was the safety improvements to Quatama and 227th, and she thought Mr. Odermott had outlined that quite well.
- In addition, based on Mr. Odermott's expectation of the future and what he saw at a 20-year timeframe, he had included the dedication of a ROW for a southbound right-turn lane on Cornelius Pass onto Quatama.
  - That would be an additional long-term benefit for the City of Hillsboro that would come out of the subject project.

- She noted that the additional SDC and TIFF charges going into the regional system would substantially higher from the commercial and office uses. There was a reason for that, but they did feed back into regional improvements that the community could make.
- She referred to a question asked previously as to whether the South Hillsboro Plan had been included in the background analysis and explained that was a 20-year land use question and not a development plan question.
  - Development plans were analyzed at the build-out year, but the Applicant had decided to go ahead and honor that request. Even though it was not required, they had run the full analysis at 20 years, including Areas 69 and 71 and the system met both the Washington County's V/C and the City's LOS standards in the long-term.
- Noting the previous discussions about impacts to Kian Ln, she stated that as Mr. Odermott had pointed out, the land use decision for Mann Park had stated specifically that Kian was an interim access point onto Cornelius Pass Rd and had always been intended to be abandoned and essentially an emergency access only.
  - The connection up to Quatama was expected to be bundled into the Washington County and City of Hillsboro efforts on the Cornelius Pass corridor improvements to address the access issues along the entire corridor.
- Questions about a midday peak hour operational analysis were addressed in Brian Dunn's letter that met the County's V/C and the City's LOS standards.

    - A copy of the access modification approval was also provided from Washington County, and the conditions of approval shown on that were very similar to what the Commission had seen in the original access modification application.
- She mentioned the questions the Commission had had for Staff regarding no impact to Orenco, no impact to Quatama, and no worse for Cornelius Pass Rd; and she understood the intent and goal of those questions.
    - The Applicant's team had worked hard to achieve that goal and she believed they had minimized the impacts. They had provided significant amounts of mitigation; there were areas where they had made the world better.
        - They had reduced the general delay in the Cornelius Pass corridor, had improved the turn movements, and were doing safety improvements at 227th and Quatama. These things were all better than they used to be and beyond the impacts their project would have.
- She acknowledged there were areas where their project would have some impact, and the bundle of mitigation that came together needed to match the greater good and needed to be a reasonable attempt to minimize; but she did not know that it was reasonable to have zero impact in absolutely all cases.
    - She knew that was a hard thing to digest, but they were willing to work with the Commission in great extent to try to achieve zero impact as best they could but there were limitations so they could not always achieve them.

Commissioner Roberts:

- Had no problem with the concept of retail on that corner, which made sense to him, but he did have a problem with the impact to the community. The Applicant had the burden to make sure that the community was not impacted; it was not the Commission's worry.
- Acknowledged the Applicant had come a long way, but he was not swayed and did not care one way or the other about the money the Applicant was providing for the community.
- Pointed out that Cornelius Pass was going to get improved one way or the other and that it might take a little longer and be a little tougher, but it would get improved so the issue for him was the commitment the Commission made to the Orenco community that they would be taken care of.
- Stated the issue for him was about Quatama and going over the bridge, and how the application impacted those folks.
    - **Ms. Doukas** noted her discussion about how as a village center, the development really would serve the broader community and that was actually borne out in their traffic study in how the trips functioned.
        - As both Mr. Odermott and the Commission had pointed out, the traffic study showed about 35% of the trips generated would be commercial trips heading west on Quatama out of the project.
        - At that point the trips started to disperse because a portion of the customer and client base using that neighborhood center would be, in fact, the Quatama and Orenco neighbors.

- So before the traffic went over the bridge 7.5% of the trips would already be dispersed down to the Quatama corridor. As traffic went over the bridge, the traffic would be down to 22.5% of the trips. As the traffic worked through Orenco, another 12.5% of the trips would be dispersed through that neighborhood, which was part of why those trips drop down.
- Looking at the impacts to the individual roadways, they really would dissipate so that by the time traffic got to 231st, there was only a 10% impact, which she acknowledged, was not a zero impact.
- But at 10% impact, the people traveling through Orenco to get to the neighborhood center were probably the neighbors that lived in the 231st corridor.

* She emphasized the project would be a neighborhood commercial center and not a regional neighborhood center. It would serve that area and those were the people who had the roads, who had the impacts – it was their trips.
  - The project would not draw people in and create an impact that just came from the ether or from Beaverton – it would come from Hillsboro, Orenco, and Quatama residents, so she believed there was a minimal impact and that the traffic story did, in fact, tell a story of neighborhood commercial.

- Responded that Ms. Doukas made a compelling case, however he had worked with traffic engineers and knew how the numbers were derived and created.
- Wanted to know the kinds of tenants the Applicant expected to be in the village center. He would wait to hear from the community about whether they would use the village, not knowing what services would be offered.
- Stressed that the impacts were real to the community, and the community was who he was concerned about, period.
- Stated that Ms. Doukas had done one an admirable job of addressing his concerns, but he needed to hear from others at this point.
  * **Ms. Doukas** noted that the traffic study had been reviewed by Mr. Odermott, as well as Group MacKenzie, so Mr. Dunn was not working in a vacuum but was being peer reviewed over and over again.

Vice-President Brewer:

- Asked what recourse was available if an applicant was not in compliance with a condition of approval.
  * **Mr. Cooper** responded that a number of remedies were available, such as a stop work order. Most of the traffic conditions were tied to either certificate of occupancy or final inspection, so the City would withhold those required City documents if noncompliant; the transportation improvements would be required prior to the Applicant receiving them.
- Directed Staff to pages 4 and 5 of the Staff report where the divergence was itemized, however she could not see that any conclusion had been provided on a couple of them, specifically City Council and Planning Commission Resolution Condition Nos. 64 and 72.
  - She noted Resolution No. 64 discussed the sale of the McDonald House, but she was not sure what that meant, technically. It seemed that a significant

violation had occurred already, depending upon how it was read. She inquired what recourse or remedy was available.

  - **Ms. Klein** explained that Condition 72, regarding the acquisition of Sequoia Park property, the Applicant had already negotiated with the Elks' Lodge and purchased the land, which was incorporated within the Orenco Woods Crossing development area. When a subdivision plat application came in, she would confirm the boundaries of that park tract with the approved Concept Development Plan (CDP) and she would be able to enforce that approval because the Planning Commission resolution approved a tentative subdivision plat, and she would review the final subdivision plat using that Planning Commission resolution.
  - Regarding Condition 64 and the McDonald House, she understood that the Applicant would be providing a letter that Staff would incorporate into the adopted CDP modification resolution and findings to insure that, if for some reason the property was no longer part of Venture Properties development entity, the City would still be able to enforce the ability to obtain the land if the City wanted.
- Recalled that the Applicant had said about a month ago that it was implied in the condition that the Elks could not sell the property, but that Venture Capital could step into the shoes of the Elks. She believed that was how the Applicant had interpreted the condition.
  - If taken literally without that understanding, then there had been a violation. If Venture Properties now owned the property, who would retain title to the McDonald House when the property was turned over to the homeowners' association (HOA)? She clarified that she was talking about "should the Elks' wish to dispose of McDonald House and the associated tract, the City of Hillsboro shall have the right of first refusal," not so much about the application process.
  - **Ms. Klein** replied that Venture Properties had the authority from the Elks to apply for this application. The Elks still owned the underlying land.
- Confirmed that even with the build out of the development, the Elks would still retain ownership of McDonald's House.
- Wanted to confirm that Venture Properties did not own title to the house or the land it sat on.
  - **Ms. Klein** explained that from a title standpoint, the land is under title with Venture Properties and its entities, but as part of the purchase and sale agreement with the Elks, they were still under obligation to return the parcel for the McDonald House, once created, back to the Elks. That parcel did not currently exist, nor did any mechanism to convey that land back to the Elks. This was still in the conditions of approval for the application.
- Was concerned because nothing protected the City. The Applicant might have agreed with the Elks, but this did not speak of that. Ms. Klein had just stated that the Elks did not own that; they did not have that title and were relying on an agreement to get it back into the Elks' hands.
  - **Pam Beery** stated that had been reviewed extensively with Staff and discrepancies did exist between the two resolutions. However, the resolution enacted by Planning Commission was still binding as to those approvals that were

not challenged. The two substantive concerns regarded Condition 20 and Condition 64 on pages 2 and 4 of Staff report respectively.
    - She believed Ms. Klein was trying to convey that if there was any concern that a Planning Commission underlying resolution did not fully capture the issue, the Applicant agreed that these minor discrepancies, based on the number of appeals in these matters, would not be challenged by the Applicant.
    - Since the underlying approvals could not be reopened, and to the extent that the materials before them did not handle what was needed for the Commission's final order for the decision, she proposed that the Applicant go on record in the Planning Commission's findings to cover the City in any discrepancy.
- Believed something was still missing, because if titling did not parallel the condition, she wanted something in the record that the Elks would regain ownership of that parcel.
    - **Pam Beery** agreed that was a legitimate concern and she thought of the same thing. She assured those things would be reviewed with Staff and addressed.
- Reiterated that it needed to be refined.
- Stated the most bothersome element was the impact on Old Orenco. Though the Applicant stated there could not be zero impacts and that they were being as reasonable as possible, that did not mean that the Commission had to agree.
    - The Commission was asked to consider all the favorable impacts to Cornelius Pass Rd and the greater community if the project was approved in return for the sacrifice of a very small, diffused traffic impact to Old Orenco. She believed that was a false choice, and she was not clear that choice had to be made.
- Noted that a significant part of original application was based on traffic impact, therefore the limit on the number of roofs. In hindsight, the Commission should have limited the other elements; in trying to be protective of them, they had now been exposed, which was not a good feeling.
- Assumed the village center would all be some kind of retail service and she believed those businesses would not thrive with the existing Old Orenco or the new development. Traffic would be pulled from other locations to support that commercial element of the project. She could not say that Old Orenco would benefit from the project, but would be put in less favorable position than the original CDP.
    - **Ms. Doukas** assured that the message was not, 'Cornelius Pass Rd is great so ignore this little thing,' but a bundle of good things and mitigation conversations that were needed.
    - The real balance test was whether the benefits to the greater community of adding services and retail and a walkable, viable, vibrant community balanced out with a 10% impact that may or may not be an outside amount of trips. She still believed they were essentially regional trips that were neighbors to Orenco; those people would come to a neighborhood facility to get better goods, services and a better walkable community in exchange for a different distribution of trips. That was where the balance point came in.
    - Added to that as a separate conversation yet bundled in the same land use application, was the benefit of solving one of the major issues that had been a

conversation for years: the Cornelius Pass corridor. She assured it was two separate items.

- There was a net positive benefit for the neighborhood and region by providing a diversity of land uses; a diversity of jobs, goods, services, walkability and parks, which had always been part of the bundled conversation and was where the term Station Community Village came from and was part of the light rail corridor concept of planning.
- She agreed that Old Orenco was unique neighborhood from most in Hillsboro and understood the Commission's desire to protect it.
  - It was the Commission's job to look critically at such things, but that needed to be done in a framework of the City's land use laws, criteria, policy and goals. She believed that was what the Applicant had tried to provide.
- Land Use planning tried to use very objective tools to address subjective things, which was why the application was before the Commission instead of Staff.
  - It came down to traffic analysis numbers, a stamped, reviewed and reviewed traffic study and how those impacts worked, but the Commission needed to balance that with whether neighborhood commercial was a net benefit for a community. The City's goals and policies said that a diverse land use base and walkable community was good. Those goals and policies needed to be laid over the fabric of Old Orenco, which was a serious consideration. She still saw a net benefit and positive for the greater community at a nodal, citywide and regional level.

- Believed many would disagree, but did agree it was a difficult equation.

Commissioner Roberts clarified that only vehicular connections were cut off from the proposed project and Old Orenco and that pedestrian and bicycle connections were included.

- **Mr. Cooper** noted that the Commission would have the authority to condition the subject DDP subsequent to this approval, as long as it was applicable to the subject modification.

Commissioner Mathews asked if the Applicant would have a functioning commercial area if it was reduced to the point of zero impacts as far as [traffic trip] increases across the bridge.

- **Ms. Doukas** responded that any commercial would have some type of impact to the bridge on Quatama, and that reducing the residential was not a realistic option.

President Coulter:

- Noted previous discussion about sidewalks on 231st and the recent mention of a better walkable neighborhood. Sidewalks were a critical component of safety in Old Orenco.
- Asked the Applicant's opinion about making sure that sidewalks were installed there.
  - **Ms. Doukas** replied the pedestrian and bike network throughout the Orenco Woods neighborhood was quite extensive and included a regional trail facility and expanded bridge that provided 8-ft or 10-ft on one side and 5-ft on the other for

pedestrians and bikes going across Rock Creek. This was the true viable alternative to 227th bridge.
  - Hopefully with the additional signage, the local neighbors would understand that was the ideal pedestrian and bicycle route.
  - The Applicant believed that was a reasonable investment and though the safety improvements at Quatama and 227th were a bit above and beyond, they were committed to them and understood why they were important to the mitigation package.
  - Based on how the transportation trips were dispersed throughout the Orenco neighborhood and the divergent opinions of Old Orenco residents about how sidewalks function and the unique design of Old Orenco streets, sidewalks in Old Orenco opened up a design hornets nest of sorts.
  - The Applicant also concurred with Staff about proportionality that installing those sidewalks went beyond the reasonable test. Concerns about the neighborhood's facilities were understood, but they had been a topic of conversation for some time and the neighborhood had declined many transportation concepts. So, to a certain extent, out of respect to that and deference to some of the history, the Applicant declined to have additional sidewalk improvements on 231st.
- Saw it differently, noting that even with the improvements made at Quatama and 227th, a challenge still existed on the bridge and sidewalks would be a great way to take advantage of the Orenco Woods regional pathway and get people to it safely.
  - The $30,000 to $40,000 cost for sidewalk improvements seemed a small price to pay for imposing a minimum 10% impact on Dogwood and the safety issues that would occur on the bridge.
  - Installing sidewalks was also the responsible thing to do to keep the residents affected by the 10% increase from getting hit.
  - **Ms. Doukas** understood that perspective, but noted that sidewalks were typically built out when improvements and development occurred.
- Did not disagree, however the Commission did discuss the grave concern about roads and traffic counts in the original application and with the Applicant's help, pared down the number of rooftops to reduce traffic. Now traffic would be increased. The project might improve Quatama and Cornelius Pass Rd, but not everyone. Unfortunately the people living there might not see the greater good. It was a small price to pay to insure that neighborhood would be safer if 10% impact was put on their street.
  - **Ms. Doukas** suggested they might have to agree to disagree. The trips on that street did not change the roadway's functionality or how pedestrians functioned in the corridor. She was not sure the safety conditions were being changed.
  - The bridge involved a limited space and pulling those pedestrians through the proposed community provided a different alternative. That was a different type of conversation than adding some additional vehicles to an existing situation where the pedestrians were not changing their routes but had other alternatives through a gridded neighborhood, which was why the Orenco neighbors loved it.
- Asked if changing the neighbors' patterns was fair.
  - **Ms. Doukas** responded that their patterns would change by putting impervious surface through their neighborhood, impacting trees, changing the ditches, etc.

- Commented that it would make it safer. Now, they would be forced to go on other routes.
  - **Ms. Doukas** state that still involved dealing with competing values, which was part of the hornet's nest of changing the streets in Orenco.
- Stated that realistically, the neighborhood did not the project there, but if the Commission had to consider how to protect them if they were to approve the project.
  - **Kelly Ritz, Venture Properties,** agreed with the safety situation but also with Ms. Doukas. She thought the safety issues they were asked to address and mitigate were above the legally required limit, but also believed one had to go above and beyond.
  - She had been torn about the sidewalks, and recalled being told resoundingly that the neighbors did not want sidewalks and the streets improved, because that made Orenco special.
  - That said, if the application was approved with conditions, she would consider that as a condition but wanted to give the neighbors and City some flexibility and proposed paying a fee in lieu for the cost of the sidewalks. Then, the City could go forward and install them if the neighbors wanted them.
- Agreed that was an alternative. Reiterated the project was not wanted, but if approved, then that might change the dynamics of that discussion.
- Wanted to ensure that the improvements would be done prior to occupancy, especially considering the unexpected downturn in the economy.
  - **Ms. Klein** assured that was in every set of conditions that had been submitted.

Vice-President Brewer confirmed that Ms. Doukas would leave a copy of her presentation for the record.

Ms. Klein also noted that two handouts from Brian Dunn and Mr. Sullivan had also been distributed for the meeting packet.

President Coulter suggested that Mr. Sullivan come up to discuss his handout.

Mr. Sullivan noted that Staff had requested the memorandum, on which he commented as follows:

- He noted that he had to deal with the maze of an ordinance through two appeals, one at LUBA and one at the Court of Appeals, and then a petition for review at the Supreme Court.
- He found that changes were made to the ordinance in its adoption process as well as subsequently. There used to be limits on certain types of uses, which had to do with neighborhood commercial uses and other employment uses. Those limits were removed and replaced with the words "up to" were substituted.
- The Commission had two things to consider:
  - Neighborhood commercial versus other employment areas. A use could be in both categories. The neighborhood commercial category was defined in the ordinance and other "employment areas" was not. As Ms. Beery advised, the Commission had the interpretive discretion to say that the use could fall into both categories.

- Percentage limitations. The changes in the percentage limitations to use the words "up to" effectively removed the necessity of having a percentage limit. That was one of the issues at LUBA and the court of appeals. In those cases, the City's decision to say that the "up to" meant one was limited in terms of the amount devoted to each use was upheld. He was saying that same rationale applies and that the Commission still had the interpretive discretion to do the same thing in this case.

President Coulter confirmed that discussion was most relevant and better served in the DDP process because of the change now depicted in the village and since no specifics about the types of uses or percentages were available. This would also give Staff the opportunity to analyze the Court of Appeals decision.

Vice-President Brewer asked if the modification followed the original CDP or revised zoning.

- **Ms. Beery** replied that the modification was judged by the new standards for the CDP and DDP and was not grandfathered like an earlier or final approval because the Applicant was seeking a new application. The City would need to ensure those issues were covered in the findings.

President Coulter called for public testimony in favor of, opposed and neutral to the application.

Robert Kidd stated that the development would result in a negative impact in terms of traffic and hazards. The Kian Ln left turns in and out were already extreme hazardous. He was almost hit on his scooter during the day at 10 am and he believed turning in and out would be much more difficult during peak hours because the traffic report prepared by Mr. Dunn said it would double.

- He believed what was proposed on Quatama bridge did somewhat mitigate some of issues of the hazards on the bridge. It certainly impacted the traffic flow quite negatively through Orenco.
  - He was not in favor of it at all. He did not think it took into account many of the issues with respect to the Baseline Rd extension.
- The Applicant was really proposing a mini/strip mall that was inconsistent with Residential Village Commercial. Retail commercial with a community specific focus was what one would expect, not a mini strip mall at the edge of the property, but something everyone in the community could walk to and should be central.
- He would debate whether it would be possible that those retail business establishments would potentially be supported from the surrounding community.

Mr. Cooper assured Mr. Kidd and the Commission that a copy of Mr. Kidd's written material had been received.

Andre Meek stated he was testifying as an individual; he did not have any ties to any organization. He reviewed his notes as follows:

- Mr. Odermott stated that the bridge at Quatama was 20 feet wide but it was only 19.5 feet wide and six inches was a lot.
- Why couldn't they have more pedestrian and bike traffic?
- Bridge improvements would only increase speed on the bridge and 50% higher traffic than today; the agreement was no impact.
- He had shown pictures today of signage, 'No Left Turns' and 'Speed 15 mph' approaching the bridge, and everyone knew how that worked.
- The Beavercreek Bridge needed to be on a fast track and fast.
- Why stop Cornelius Pass Rd at PGE and at Samantha? Take it all the way to Wilkins and Baseline Rd; get it out of the way; it was needed and needed fast.
- No one living in Orenco would use Cornelius Pass Rd to get home unless necessary. It was stated that the traffic coming from Cornelius Pass Rd would disperse into Orenco, but that would not happen because everyone had to wait three or four lights to get through it and no one uses it. He avoided it.
- Regarding traffic tie ups during Cornelius Pass Rd construction, traffic would go through Orenco, so he proposed placing jersey barriers right as one approached the bridge to keep the pressure out.
- Sidewalks and the flavor of old Orenco. They had trees along that street and they liked the open ditches and dirt sidewalks.
  - There were already sidewalks from 225th to 228th on Dogwood and on 228th up to Alder. The sidewalks being proposed were already on the plan for the area.
  - The whole thing was about impact on their neighborhood. If sidewalks were added now, he would lose 12 ft of his front yard and the sidewalk would end up on his front porch, requiring him to do major modifications to his house, and many like his were the original houses.
- A walkable community was a good thing; why not go that direction more? This plan was for cars. All the improvements being planned were to a functionally obsolete, 19.5-ft wide bridge.

Commissioner Callaway :Stated that the bridge was a bit of a conundrum and asked if it was a catch 22. Right now, the bridge was narrow and people were speeding. Making improvements would make it safer, but not to increase capacity. By making it safer, people would still go fast and the number of cars on it would increase.

- **Mr. Meek** agreed. He liked the idea mentioned about making it a one way bridge.
- The neighborhood did not want the impact. They had an agreement and now the Applicant was saying that 10% more would not hurt, but it hurt now with no proposed increase, just from the community itself. They counted traffic when school was out, but traffic was a whole different story when school was in session.
- People throw around numbers and everyone had their own formula, but live there a week, it was a whole different story.

- Asked if the pedestrian connections between Old and new Orenco were strengthened to get around the school and through the new community and if commercial property was done well with services that Mr. Meek would actually use, would he walk to that property and use it.

- **Mr. Meek** replied that he was brought up always having a car, but since moving to the neighborhood, he road a bike most of the time.
- He enjoyed walking and would walk or ride his bike there, but he would not drive there just because of the impact that traffic had in that area now. When approaching the bridge, he did not know who would be coming around the corner or how fast.

Commissioner Mathews: asked which way he would have the bridge go and how would he tie it to a main street.

- **Mr. Meek** said he would probably have the bridge go to the commercial area, which he saw as something to be accessed by foot or bike. If one drove there, they should take the long way around and might as well park. Also, those coming off Cornelius Pass Rd from Quatama would not impact the neighborhood.
- A lot of the issues would go away if the bridge was converted to a pedestrian/bike bridge only. If it was a car bridge, it would only be a one-way, so people could have access to their homes that way.
- He believed the plan proposed having Quatama go west over 62nd to Baseline.

Jim Lubischer stated that he and Dan Bloom represented the Orenco Neighborhood Organization (ONO). He reviewed his PowerPoint presentation and read his written comments into the record; both were submitted to Staff.

- He noted they had another analysis of the Applicant's traffic study that would be presented later.
- He was not quite sure what Mr. Sullivan meant by "up to" in the LUBA case, but he did not think that was exactly the same as what they had done at LUBA.
- In summary, the areas of objection that ONO's had included the greater negative impact that the modification would have on the area, the proposed mini-mall commercial area did not help create a residential village, the violation of the conditions of approval and, they objected to the modification process itself.
- More evidence had been submitted by ONO, who had requested an opportunity to submit more written testimony to the new evidence presented.

Mr. Bloom said he wanted to briefly extend the discussion by Vice-President Brewer.

- He was still having problems since a modification that was not synonymous with a zone type; there could be several concepts within a zone type, so when did a modification become so significantly different that it was an entirely new concept?
  - He did not believe those boundaries of a law had been tested that much at LUBA.
  - While LUBA had the last word for now, that was not the final word even at the last testing, so he believed that still might be open to question.
    - From what the Commission had before with zero commercial to plunking down what before looked like a mini-mall in a corner was a new concept and not a modification. It was not like an alternate design element, for instance.
  - As Beaverton had finally said recently about Wal-Mart, it was not a good fit.
- He believed the situation out by Quatama and Cornelius would gum up the works and that traffic would be snarled pretty often and so would the people in the cars. Why make people snarl?

    - The negative impacts would increase proportionately with the increase in intensity of use so if there was a two- to three-fold traffic increase, he believed it would be a two- to three-fold negative impact.
- Since the design came later, he would not talk about that because it was a mystery area now; but somewhere along the line it should be guaranteed that this was mostly pedestrian-supported or the greater negative impact would result.
- He wished the Applicant had explored a light rail crossing because Cherry was up there, a big boulevard that nobody was using, and that would have been good planning. He had actually called TriMet to ask them. For a site that was festooned with conflict with no access, that needed a good solution and there never had been one.
- There were commercial hubs at Cornelius Pass and Quatama, a commercial hub at Baseline/Quatama with more development to happen; and have an auto-centric development in between would be a real mess.
    - For them to know how many people were going to use the mystery commercial, to have the numbers on that at this point, was pretty amazing to him.
    - He knew, as Mr. Meek had testified earlier, that residents generally avoided Cornelius Pass now; they would go out Dogwood and turn right to any commercial needs they had, and there was plenty of commercial up on Cornell.
    - Another segment of people who would go towards Orenco were the people who simply would be attracted to the calm Old Orenco just like people were attracted to the calm Old Orenco in a pedestrian way now.

President Coulter called for the Commission's questions of the Orenco Neighborhood Organization.

Commissioner Callaway:
- Asked if Dr. Lubischer had provided Mr. Stein's comments on the traffic impact analysis report prepared by Dunn Traffic Engineering for Orenco Woods Crossing.
    - **Ms. Young** informed that she would be presenting that right after (inaudible).
    - **Dr. Lubischer** answered yes, that had come from the Orenco Neighborhood Organization and Mr. Stein was a professional traffic engineer and had submitted that analysis of the Applicant's analysis.
- Commented that analysis mentioned the traffic study had been done on June 19th and school was out June 12th and asked if any estimate had been provided on what the traffic would be on a school day. He noted an eager hand was raised, so that might be answered by someone else.
- Stated that most of what he had heard with traffic impacts dealt with rush hour and he asked if that was a fair generalization.
    - **Dr. Lubischer** responded there was impact right then from all the development throughout the day, but yes, there probably was more.
- Mentioned the latest elementary school dismissal time in Hillsboro was 2:40 p.m., he was unsure what time Orenco dismissed, and asked if the absence of data would impact the traffic impact study even though it took place after school was out because most of the kids were gone, picked up, at home prior to rush hour.

- **Mr. Odermott** interjected that part of the reason the City had Mackenzie Group do the safety audit was that had been an issue, that the date of the account submitted in the Application had been picked up both by the County and himself.
  - Group Mackenzie had conducted their own independent counts in September after school had reconvened and found that the morning was approximately 20% higher than the data in the Dunn report and that afternoon peak hour was within normal daily variations and very close to the data in the Dunn report.

Mr. Cooper reminded Dr. Lubischer that Staff needed a copy of his PowerPoint presentation.

Commissioner Roberts: Asked if Dr. Lubischer would use a commercial project on Cornelius Pass where the village center was identified on Dr. Lubischer's plan, that was well done and if the pedestrian and bicycle linkages were done well through the development, realizing the location would be better closer to the center of the proposed development.

- **Dr. Lubischer** replied that would depend on what was there. He certainly imagined he could/would use it, but the location was really key; if that was truly to be a residential village because if it was next to an arterial, it would be auto-centric and would not be a residential village; it would not get the small shops or pull in that kind of tenant.

- Completely agreed 100% it depended on how well it was done and who was there.
  - **Dr. Lubischer** stressed that at this stage, the location was important because they would have no control later on if the location was where it was proposed.
- Conceded it was a gamble, which concerned him a lot.
  - **Mr. Bloom** guessed he could only speak for himself although people had a lot in common as far as values in Orenco, but when taking a walk through a subdivision, with the exception maybe of Orenco Station or the Q, there seemed to be nobody on the streets.
    - They were empty and kind of a sterile world that was a bit different than the world that they walked through as far as taking a trip, so the walk was an unknown. He did not know that he would be attracted to the walk at this point unless he was learning something new.
- Understood that there would be walking trails in the open spaces in that particular development.
  - **Mr. Bloom** replied that if it was a good route, that would be a good walk then; and if it there was a particular use, he could see it as an alternative.

Dr. Lubischer reminded of the request for seven days to submit written testimony on the new information provided that evening.

President Coulter replied that the Commission would think about that because they had to be considerate of the 120-day rule as well. Being reminded of the word was "shall" in the Code, he countered, "I shall not let the 120-day rule expire either."

Laine Young stated the Orenco Neighborhood had a professional critique done of the transportation analysis performed by Brian Dunn, which had been copied to the Commission; and in light of the improvements proposed that evening, some of that may have changed.

- Howard Stein, a well known traffic engineer in that area, had been hired and worked with CTS Engineers. He had since gone to Florida but was willing to look at that analysis because he was very familiar with a lot of different projects in that area and was still working to some extent in Oregon and had maintained his certification in Oregon.
- She noted the first paragraph basically said Mr. Stein had found a number of issues that he would take exception with and suggested that the Commission consider the following items, which she proceed to read from the report as follows:
  - "Under site trip generation, this updated development now includes commercial, office and other uses.
    - The one commercial use item that he brought up was the method used by Dunn to discount trips to and from commercial uses was incorrect as it applied to two discounts, both internal pass-by and local, for the same trips.
    - Specifically, the trip generation in Table 4 on the back page, based on the standard ITE data, factors are applied to these volumes to account for internal and pass-by trips. While these calculations appeared to be accurate, the study then goes on to assume that 25% of all primary trips to the commercial and employment trips would originate from or destine to various residential subdivisions located immediately south and west of the site.
    - This is inappropriate because the trips related to these residences are already on the roadway and would be accounted for via pass-by trips. The sites commercial uses do not generate additional trips for the roadway just attract trips to the site. Thus, this double discounting of trips to and from the site is incorrect.
  - Under background traffic volumes, we generated a number of projects that were not necessarily included or would be quickly expanded like, for example, Synopsis and the apartments at Orenco Parkway at Cherry and the Q Condominiums. We think that those numbers need to be checked again either by Staff or someone else. And the intersection capacity and queue analysis was not accurate."
- She noted she was almost out of time and wanted to mention in regards to sidewalks on 227th, there was a dramatic drop-off on the east side of 227th and unfortunately, the zoning map required that the sidewalks be on the east side, although they could not be constructed there without some kind of extensive support.
  - They could be constructed on the west side of 227th north of the bridge; however, they would have to take a significant portion of land from that landowner.
  - She had just wanted to bring up that a conflict existed when the Commission was discussing the sidewalks.

Commissioner Roberts:

- Commented he had not had a chance to digest Mr. Stein's report but knew Howard Stein and respected his work and asked Mr. Odermott to review that report and comment on it if he would please.
  - **Mr. Odermott** replied he had just speed-read the report. Unfortunately Ms. Klein had taken his copy to make copies for the Applicant, so he would be working for memory. He had also worked with Mr. Stein for many years and respected his work.
  - One item Mr. Stein noted was what he asserted was a double counting of reduction in the trip table – took an internal reduction. Then Mr. Stein came back and said that the Dunn report called out a similar 25% reduction for the housing south and west.
    - He respectfully disagreed with Mr. Stein's assertion. The internal reduction was accounting for the housing in the proposed development. The 25% spoken to was that tapering off of that demand, that diffusion they had discussed earlier, which was reflected to the housing on the south side of Quatama and the housing in the Orenco Historic District.
  - He noted Mr. Stein challenged the trip rate that was used on office use.
    - He would have to dig into that a little deeper, but the net effect of that would be a swing of probably 20 cars in an hour's time. Applying engineering rationale, he would say that office trips were less likely to travel west in that they would be more oriented, especially in the p.m. peak hour, to where residential was regionally around that office/commercial site. Their distribution would be far more heavily oriented northbound/southbound on Cornelius Pass because it serviced a lot of trips between employment and residential rather than west into the sensitive area of a historic neighborhood.
    - He confirmed the traffic would go west if Cornelius Pass was plugged, noting that in the analysis they were looking at, he would respectfully not define Cornelius Pass as plugged.
    - A supplement had been submitted on midday trips by Dunn since the August report that Mr. Stein based his review on which had confirmed that the midday was less critical than the afternoon peak.
  - Staff had also picked up on the "worst case land uses," and that was why they had proposed the trip cap conditions of approval.
  - As one moved through trip distribution assumptions, one assertion made was that the distribution was arguably overly high into the Orenco neighborhood that based upon his (Mr. Stein's) assertion 90% of the trips should be sent to the east.
    - If that was the case, it certainly significantly lessened the impact that they had been discussing that night on the historic neighborhood.
    - He (Mr. Stein) had anchored his 90% based upon driveway counts coming from 76th on the south side of Quatama, which was a 100% residential pattern. The distribution that he (Mr. Stein) was speaking to, the 35% to the west, was commercial. He was mixing commercial trips against residential trips.
  - Scanning through the list of background traffic volumes, Mr. Odermott noted some pieces might be missing. He believed that at least the phase that had been built of Q Condominiums was largely occupied, so that would not normally be considered an in-process project.

- **Ms. Young** clarified the apartments referenced in Mr. Stein's report as west of 231st also were east of Orenco Parkway, north of the MAX station and were across the street from the Nexus Apartments.

* **Mr. Odermott** stated he was personally unsure about whether the Synopsis development that had gone through as a CDP, a PUD, or what its context was. He suspected that when Brian Dunn prepared his analysis, he had gone to a land use planning map and identified the projects that were in-process, and he believed it was safe to say that was no longer an active project. However, relative to the link under discussion – Quatama through the neighborhood – it was clearly located north and east of the area in question; and if it added any traffic through it, it would probably not comparatively be a very large impact.
* Regarding the other issue of the queue analysis, those numbers had been reviewed both by County Staff and himself, and more so by County Staff with regard to the queuing criteria on Cornelius Pass as it was their roadway, and he believed their conditions were clear and succinct.

Commissioner Mathews:

- Noted that the Synopsis Master Plan called for the construction of at least three or four more buildings in that area and asked if that would be taken into consideration with the current plan.
  * **Mr. Odermott** replied the question would be the type of entitlement that was granted and whether (inaudible) come back and evaluate each phase and mitigate. He explained that he did not know personally because he had not been in his current position at that time.
- Clarified it had been an approved master plan and all five or six of those buildings had been approved at one time.
  * **Mr. Odermott** stated that unfortunately, that had not been considered as in-process traffic on any of the other projects the Commission had been seeing in his two-year tenure with the City.
  * **Laine Young** offered that she had checked and Synopsis had no new applications submitted at this time, and they had not had a pre-application conference either so it appeared they had no plans to build within the next two years.
    - However, the size of the buildings and number of employees that Synopsis embodied was so large, she believed that project should not be discounted just because they did not have a current new building application submitted.

Christine Armer stated that she completely agreed with the Commissioners' suggestions to reduce traffic by either closing the bridge or restricting it to one direction.

- She thought another possibility would be to have a single lane so there would be room for pedestrians and bicycle traffic next to the car lane. A light could alternate traffic so people could go through in both directions but they would just have to alternate which would be going through at a time.
  * She added that should reduce traffic because people who did not really want to go through the neighborhood and were just trying to skip the traffic on Cornelius Pass would probably be slowed down enough by the alternating light method that they would probably not want to go through the neighborhood.

- She believed that would encourage just locals to enter the neighborhood on Quatama, so she would really like to see something like that considered.

Commissioner Callaway asked if she suspected that people would discount the light in the same they would signage.

- **Ms. Armer** believed that lights were a lot more real that signs were, adding that the signs currently being ignored were things like "15 mph" and "Watch for Pedestrians" and "Narrow Bridge."
- She believed that they would definitely ignore that and that a stop light was a lot more serious and that they would definitely need either a sheriff or police there for the first month or so to encourage people to obey the new traffic, but she believed that would probably make a big difference.

Kathleen Adams stated she lived on 227th and she just wanted to speak specifically to the traffic that went down her street every day.

- She noted that she probably saw between 65 and 85 cars on a typical school morning and sometimes 20 cars were backed up at the "Stop" sign.
  - She lived four houses down, so she could look at the "Stop" sign, and cars parked in front of her house waiting to turn into the school.
- Secondly, nobody drove 20 mph except the people that lived in the neighborhood so they had had police out there every other day since school had started.
  - Every day the police were writing five, six, seven, eight, nine tickets in that one-hour period in the morning because people were speeding through.
- She understood that the bridge would not support 50% more traffic, that it was an unsafe bridge to put that many more cars on.
  - The truth was that people would go where they were given an open way. She came home on 231st every day and she turned onto Dogwood and followed five, six, seven, eight people that went down Dogwood, around 227th, around to Quatama and out to Cornelius Pass so it was definitely a kind of bridge for people.
    - Her druthers would be to shut the bridge down completely and make it a pedestrian and bicycle bridge, though she would have to drive out of her way to get to Cornelius Pass or some of the places she wanted to go, but she felt that was a really unsafe situation.
    - Sometimes, when she was standing in her front yard, someone would drive past going 40, 50 miles an hour and she was not happy or comfortable with that situation.
  - She came from Orenco Station and had lived on 61st St where they had put in the New Season Shopping Center and the Kitchen Kaboodle, and the traffic on her street in front of her house at that time probably quadrupled when those two businesses went in, so it was not 30% or 40%, it was probably 70%, 80%, 90%.

Commissioner Roberts:

- Asked if there was a nice retail establishment off Cornelius Pass that had nice pedestrian connections would she walk to it.
  - **Ms. Adams** replied that she would if the bridge was closed. She would not drive.

- She had supported the community in Orenco Station and had walked to all of those stores often when she lived there.
- She added that it would depend on what was in there. Her issue was that she was watching 800 cars go past her house a day.
  - The question she had for everybody was what they would do if somebody wanted to put 500 more cars on your street a day, or 5,000 more trips, or 20 more. At some point, it became a livability issue.
- She stated that if it was something she wanted or liked, then yes, absolutely she would support it. It all depended on what it was and how well it was done.

Bonnie Kooken stated she wanted them to visualize a self-sustaining village and then visualize a neighborhood with a strip mall. Both had characteristics of a village as stated in the Zoning Ordinance except a residential village was a self-contained community.

- She asked what different amenities the proposed location contributed toward a self-contained community that were not found in the Orenco Station, Winco, Baseline Mini-Strip Mall, Albertson complexes all within walking distance of Orenco.
  - However, most people would drive to those commercial areas just as they would drive to this proposed commercial area because of the pedestrian safety issue.
  - Venture had come around to the idea that commercial should be a part of their CDP. Orenco residents did not object to commercial being a part of that development; they did object to a strip mall.
- According to the HZO Section 136, land use districts were designed to work together to result in innovative site planning in order to develop a sense of place.
  - That area had not been chosen to be developed commercial because it would complement or be compatible with the original project, the surrounding neighborhoods, or Orenco; that location had been chosen because the proposed use complemented the existing Hillsboro Elk Lodge facility and would permit future commercial access to the Elk's property should the Elks decide to do so.
    - Again, it was not a complement and did not develop a sense of place for the surrounding areas.
  - That area was auto-dependent and not pedestrian friendly because of traffic congestion. The area was not within ½ mile of either 206 Quatama light-rail station or the Orenco light-rail station and there was only bus service on 231st; therefore, people would drive to and from, adding to the traffic congestion.
    - Perhaps a commercial portion of this Orenco Woods Crossing project should be more centrally located – closer to the Orenco MAX station, making the commercial area less auto-dependent.
  - Considering the problems the subject project presented, ONO requested a Citizen Advisory Committee be established and be comprised of representatives of Venture and people who lived within the area now – not people who made decisions regarding an area they did not live in and had no intention of living in.
    - The Committee's purpose would be to take a look at what the best location was and what the best type of commercial business was for the Orenco/Quatama communities and for the Orenco Woods Crossing.

Commissioner Callaway:

- Noted Ms. Kooken had stated that people drove mainly because of lack of pedestrian safety and he was curious to know where that came from because most people that he knew that drove did so because of time, versus feeling like it was not safe to walk to the store or downtown, etc.
  - **Ms. Kooken** acknowledge that was true, but also if one were going to walk, she would not walk along Quatama; she would drive because of the traffic and because there was no way to get off that road.
  - She admired people on bicycles who went up and down Quatama and lived through it.
- Confirmed that Ms. Kooken had been talking specifically about the Quatama area and on Quatama and not for Hillsboro in general.

Tom Batton suggested the north side of Alder was one street in Orenco where a sidewalk would make pretty good sense.

- He predicted that a lot of foot traffic would go to the MAX station and that would be the logical route because they could connect to the path that the Unitarian Church had already been required to build; the rest of the sidewalks were already there.

There was no other public testimony in opposition to the Application.

President Coulter called for the Applicant's rebuttal.

Mr. Sullivan stated he had some final comments to address and also wanted to discuss the request for a continuance. He added that he would make a gentle objection, noting that he and Ms. Beery were good friends who sometimes disagreed and probably would this time.

- He noted the Commission had in Dr. Lubischer's materials, a request that had two portions of statute, which he noted as follows:
  - Section 6 of Oregon Revised Statute (ORS) 197.763 stated that when a request for a continuance was made at the initial hearing, the Commission must give it, they must grant that.
  - The dispute he had in talking with Ms. Beery was that Ms. Beery saw the second proceeding as the same original hearing; he did not. He had been there when that statute was drafted and the statute was meant to not allow for continuing continuances so that one bumped up against the 120-day rule.
    - The Commission had to follow the advice of its City Attorney, but he also had an obligation to his client to make sure that he had made his record.

Ms. Beery excused herself and asked if Mr. Sullivan could clarify his position about this hearing not being the initial evidentiary hearing before he continued.

Mr. Sullivan replied there had been a hearing the previous month and a request for a continuance. The statute only spoke to one request for a continuance, this was the second hearing, and that was his view of it. Only the first seven-day request was exempt from the 120-day rule; the rest were not.

- As a practical matter, they were bumping up against it if this was going to be reviewed before the end of the year because Ms. Beery had told him that the only City Council meeting scheduled for December was December 2, 2008. While it was possible the Council could make an additional meeting, he did want to go to two Councils with different compositions.
- That was the problem he had, so he wanted to just give some broad responses to some of the things he had heard.
  - This was a very curious case; second time he had been there, and he had seen most of them before on this case.
    - In 2006/2007, one of the biggest issues to the Oregon Supreme Court had been whether they had to have commercial in that area because the neighborhood said they had to have commercial and the Applicant said they did not have to because that was how the then City Attorney had construed the ordinance. That decision was upheld by LUBA and the Court of Appeals, and the Supreme Court had denied review. Now the Applicant was trying to bring in commercial and the neighborhood had taken a very different standpoint.
  - The second item was sidewalks in Orenco, and he noted a lot of discussion had occurred in the previous Planning Commission iterations of this proceeding about whether sidewalks were wanted.
    - Indeed, there had been a request to close off Orenco from all connections. If they wanted sidewalks and were part of the mix and a reasonable tradeoff existed for the impacts the subject proposal had, the Applicant would look at sidewalks; but the City had to take the initiative in that and the City actually had to do the work to provide the funds.
  - Third, was the "Catch 22" constantly found in the case and a theme time and again, "Don't make any improvements because you will bring in more traffic to the area, and particularly to the Orenco neighborhood."
    - The neighborhood had to do one or the other. If they wanted the improvements, they would have the effect, in general, of impacting to some extent, the transportation part of Orenco; but they could not go both ways at the same time.
  - Finally, one of the improvements necessary required dedication from one land owner, who was not giving it. Who was in for safety and improvements now?
- The Applicant had given the Commission their best shot at what ought to be done there– and it was the Commission's choice, subject to City Council review – whether they wanted commercial; and either they did or did not.
  - If the Commission accepted the proposal, then they had to address the kinds of improvements wanted, and then the Applicant would have to decide whether or not the conditions were too much. But it was the Commission's choice. The Applicant had been there a couple of months in pretty long hearings.
  - He suggested getting the application up to Council so this Council could decide this year and everyone could go home and have a good Christmas.

Vice-President Brewer:

- Noted hers was a value question. Dr. Lubischer mentioned the traffic impact was the equivalent of adding 334 homes. Assuming that number was correct, and it seemed to

be a fair interpolation of the traffic impact, that meant the original application previously had a maximum of 252 units, would the Commission have approved it had it been 586 units?

- Believed the biggest stumbling block was not the commercial element, but the traffic impact, and because there had been an agreement with the neighborhood of not creating more harm and capping the magnitude of impact to them, she questioned what the realism was as Commissioner Mathews had noted before.
- Asked what the Applicant was willing to do to scale back on residential to bring traffic back down if they wanted the commercial in the project. Maybe the market had changed to where they needed to have a commercial element.
  - **Ms. Doukas** replied she was unsure there was a reason to scale back on residential. She thought Dr. Lubischer was trying to change the vocabulary of how transportation worked.
    - Similar to what was discussed at the first hearing, transportation was a very dynamic element. The trips being discussed were shared trips throughout the existing neighborhood and were not people who were moving to the district; they were trips generated by existing and new residents.
    - One could not directly translate that the project was creating the trips out of the ether, because the Applicant was changing the dynamic of the existing transportation network, so she did not think Dr. Lubischer had framed the conversation quite correctly.
- Asked for the equivalent of how many more homes there would be with the additional traffic, if Ms. Doukas could quantify it.
  - **Ms. Doukas** replied she could not quantify it. It was a dynamic because they were simply changing how trips moved throughout the transportation system and not bringing any new residents to the area through the creation of that commercial.
  - That commercial was a movement through the transportation system and, as discussed earlier, some of those trips would actually be the Orenco and Quatama neighbors stopping by on their way home from work; it would be people who already were on the Cornelius Pass corridor who stopped in for a trip.
  - That was a very dynamic force and one could not just equate those to new homes; it was a different element.
  - **Mr. Sullivan** noted the other thing in that area was the efficient use of urban land. One did not cut back to one-acre lots because of a commercial establishment. You had to determine how it worked with transportation, and again, the Commission could say no to the commercial, but the issue would not be a tradeoff between commercial and residential uses.

Commissioner Callaway:

- Asked if it was true, as stated by Dr. Lubischer, that the signal interconnect would help the north/south movement, but not the east/west traffic flow.
  - **Brian Dunn, Dunn Traffic Engineering** replied the signal interconnect did two things: it progressed traffic in a more efficient pattern on Cornelius Pass Rd. He noted the platooning effect created gaps in the system in which the side street movements could go, so the signal interconnect did help side street movements.

- He added that the best benefit toward improving the system for the side streets were the additional lane treatments that the Applicant was adding.
  - Currently Quatama Rd was a two-lane road on each leg, and the Applicant would be adding a center left-turn lane on each approach, essentially doubling the number of approach lanes.

There being no further questions for the Applicant, the Commission took a brief recess.

President Coulter reconvened the meeting after a brief and asked Staff to outline the proposal for the Application for that evening.

Ms. Beery believed the first question before the Commission was the legal question presented by Dr. Lubischer's request for a minimum of seven additional days in which to submit additional testimony and evidence. Mr. Sullivan had already provided his analysis, which was that the Commission was not required to grant that request as he had previewed, but she did not agree.

- Her analysis was that because the Commission had convened the initial hearing and it had been continued to that evening, it was still the same initial hearing; they had been continuing it and it had been open from the beginning.
  - Recognizing that was somewhat of a conservative approach, she did not feel, given the likelihood of appeal, that the Commission should risk a procedural error, so her recommendation would be in fact to grant the seven days.
    - Also, as noted in response, the Commission was up against the 120-day deadline with an Applicant who was unwilling to extend it. Currently that deadline was December 13, 2008, and there would most certainly be an appeal to City Council. Though the City Council did have two meetings in December, the only meeting available to consider that appeal prior to expiration of the 120-rule was the December 2, 2008 meeting.
  - That said, from a legal standpoint she proposed leaving the record open for seven days for all parties. That first seven days would be for the submission of evidence and argument and would close October 29, 2008 at 5:00 p.m. submitted to the Planning Department, not emailed but in their hands by 5:00 p.m.
  - There would be a second seven-day period that would run through November 5, 2008 at 5:00 p.m. and again, in Staff's hands would be responses to that first round of evidence, but no new evidence would be accepted in that second seven days.
  - Under her proposal, the Applicant would waive the typical third seven day period, which statute reserved to the Applicant as the final round and which she believed Mr. Sullivan would recommend that his client do, so that would essentially mean that the record would close at 5:00 p.m. on November 5, 2008.
  - Thereafter, the Commission had a regularly scheduled meeting on November 12, 2008, and then there was a 15-day appeal period. She questioned whether November 12th allowed enough time for that 15 days to run prior to December 2, 2008.

Mr. Cooper replied that would allow enough time if the Commission had a written decision on that day; but if they needed a special meeting beyond that, then there would be only three business days in which to work, to hold a special meeting.

Ms. Beery understood that on November 12th, Ms. Klein would prepare the Staff report, analyzing the two rounds of evidence and submittals for the Commission and they would convene, deliberate and decide.

- She noted it was possible they might not have a final decision for the Commission to sign off on that night given the timing, but they would certainly try. If that were the case, then they would discuss how they could adopt a final written decision very quickly thereafter.
- The choices were convening the Commission in a special meeting or delegating authority to the President or Vice-President to sign the order, which would be worked out, but the idea was that the Commission had to make a verbal decision at a minimum on November 12, 2008.
- Noting that she had not heard any disagreement from Mr. Sullivan, she requested that he come forward.

Mr. Sullivan stated that he did not disagree, preserving his objection of course.

- He added that the one other issue he was not sure that Staff and Counsel had considered was whether they could get notice for the December hearing out in time.

Ms. Beery thanked Mr. Sullivan and stated that they would need to prospectively notice an appeal hearing on the 2nd in order to make this happen.

Mr. Sullivan guaranteed there would be an appeal.

Ms. Beery believed the notice would be used and confirmed the arrangement made sense.

Vice-President Brewer asked if the Commission could be polled to ensure a quorum would be present on November 12th with at least the Commissioners present, barring any emergencies.

Commissioner Mathews asked whether there was any reason they could not vote this evening.

President Coulter confirmed that the Commission could not vote on the application that evening.

- He noted that he was the only one he knew of that would not be present on November 12th, but he had actually called in before and participated in a meeting by phone. He would be on East Coast time so if the Commission went until 2:00 a.m., he would not be happy.

Ms. Beery explained that under that scenario, President Coulter would be closing the hearing that evening but announcing that the record would be open for those periods and that would lead next to deliberation.

Commissioner Callaway

- Asked when the Commission would receive the material prior to the November 12th meeting.
  - **Ms. Beery** replied that Staff would do everything they could to get the information to them quickly.
  - **Mr. Cooper** stated Staff would do their best and if the second seven days ended on November 5th, they would prepare as much in advance as possible and would coordinate with the City Attorney to have documentation to the Commission by November 7th, which would allow the Commission the weekend to digest the material.
- Confirmed the information would be available for President Coulter before he left.

Commissioner Fleisher suggested that anyone submitting additional testimony or evidence keep it germane to the modification and not repeat what had already been submitted.

President Coulter replied that could be done and was quite apropos. He then directed that all arguments be held to the modification to make it easier to do the job right.

President Coulter closed the public hearing for CDP 1-06 (MOD 1): Orenco Woods Crossing, leaving the record open for seven days, which was October 29, 2008, for all parties to submit testimony that had to be in the hands of the Planning Department by 5 p.m. – no emails, but actually in their hands.

- He explained that there would be a second seven days, ending on November 5, 2009 at 5 p.m. for responses to the testimony from the first seven days, not to include any new evidence or emails; responses had to be hand-delivered to the Planning Department.

Vice-President Brewer moved continuance of CDP 1-06 (MOD 1) to the November 12, 2008 regularly scheduled Planning Commission meeting, leaving the record open for seven days for all testimony and a second seven days for responses to that testimony, but no new evidence. Commissioner Mathews seconded the motion, which passed unanimously.

C. <u>CRA 1-08: Patterson House</u>

Applicant: Carol Lamper

Location: North of NE Sunrise Lane, south of NE Kathryn Street, and east of NE Jackson School Road.

Legal: Tax Lot 3600 of Washington County Assessor's Tax Map 1N2-30DC.

Request: Approval to remove or "delist" the subject property from the City of Hillsboro Cultural Resource Inventory. Resolution No. 1681-P was available. (Wells)

Mr. Cooper waived the reading of ORS 197.763, since no members of the public were in the audience, and then reviewed the Staff report.

Vice-President Brewer moved to approve Resolution No. 1681-P. Commissioner Mathews seconded the motion, which passed unanimously.

D. HCP 6-08, ZOA 3-08 and SOA 2-08: Density, Design and Open Space One Year Review

Consider amendments to the Hillsboro Comprehensive Plan Ordinance No. 2793, Zoning Ordinance No. 1945, and Subdivision Ordinance No. 2808 regarding the one year updates to the previously approved density, design, and open space (DDOS) amendments. (Dias)

Vice-President Brewer moved to continue HCP 6-08, ZOA 3-08 and SOA 2-08 to a date certain of November 12, 2008. Commissioner Mathews seconded the motion, which passed unanimously.

V. UNFINISHED BUSINESS—None.

VI. NEW BUSINESS—None.

VII. CONSENT AGENDA

A. ZC 7-08: McKay

Consider a resolution initiating a zone change on one property, proposed for annexation, approximately 0.30 acres in size (AN 5-08), from County R-15 Residential (15 units per acre) to City A-1 Duplex Residential. The property can be specifically identified as Tax Lot 600 on Washington County Assessor's Tax Map 1S2-04AA which is generally north of SE Libby Court, south of SE Sycamore Street, west of SE 47th Avenue and east of SW Brookwood Avenue. Resolution No. 1682-P was available. (Klein)

Vice-President Brewer moved approval of the Consent Agenda, Resolution No. 1682-P. Commissioner Mathews seconded the motion, which passed unanimously.

VIII. STAFF REPORTS AND INFORMATION

A. Development Review Monthly Report (Cooper)

Mr. Cooper reviewed the development report, noting that Polygon NW had applied for a 406-unit building on the gateway area of the OHSU Primate Center just west of 185th Ave and directly north of Willow Creek. The project was being done consistent to the OHSU/Amber Glen Concept Plan and generally met the densities sought by that plan for that location. OHSU was divesting some property since research was now being done in South Waterfront.

IX. ADJOURNMENT

There being no further business, President Coulter adjourned the meeting at approximately 11:57 p.m.

_____
President

ATTEST: _____
Secretary

CITY OF HILLSBORO

PLANNING COMMISSION
INTERESTED PARTIES SIGN IN

PLEASE PRINT YOUR NAME AND ADDRESS CLEARLY IF YOU WISH TO RECEIVE NOTICE OF DECISION ON THIS ISSUE

DATE OF PUBLIC HEARING: October 22, 2008

PUBLIC HEARING: CDP 1-06 (MOD 1): Orenco Woods Crossing

PLEASE PRINT CLEARLY

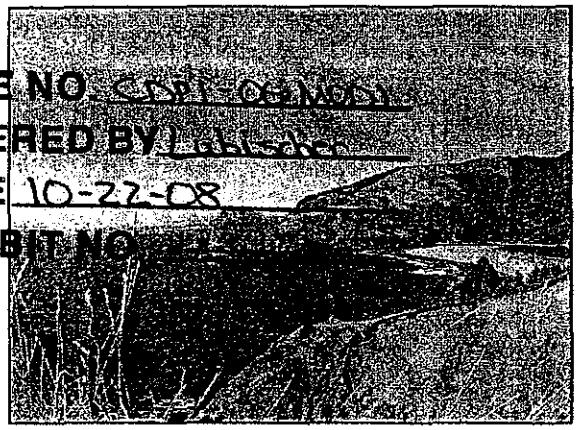
NAME	ADDRESS, CITY, AND ZIP CODE
Ed Sullivan	121 SW Morrison #1100 Portland OR 97204
Lorie Young	PO Box 968 Beaverton 97075
ANDRE' MEEK	22885 NW DOGWOOD 97124
Amanda Fuller	338 NW 215th Terrace 97006
TOM BENTON	22810 NW BIRCH ST HILLSBORO 97124
Dan Bloom	815 NW 229th Hillsboro OR 97124
Nancy Warner	22810 NW Birch St. Hillsboro, OR 9712
Christine	1255 NW 228th Ave. Hillsboro 97124
Rob Kidd	22561 NW Birch St. Hillsboro 97124
Bonnie Kooken	700 NW 225 - Hillsboro OR 97124-6530
George & Diane Andersen	152 NE Autumnwood Terr. Hillsboro, OR 97124
JIM LUBISCHER	22720 NW QUATAMA, HILL 97124
Kathleen Adams	807 NW 227th ave. Hillsboro, OR 97124
Ken McLain	700 SW Cornelius Pass Rd Hill 97123

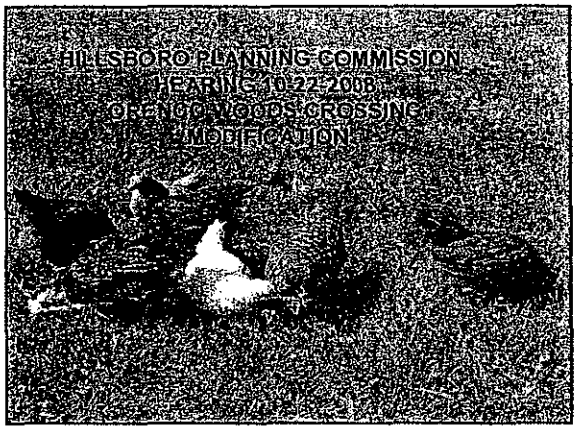
ORENCO WOODS CROSSING
DP 1-06 (MOD 1)

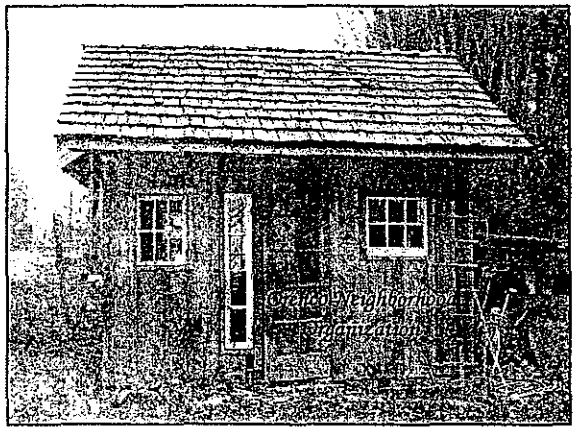
POWERPOINT PRESENTATION 10-22-08

PRESENTED ON BEHALF OF THE ORENCO NEIGHBORHOOD ORGANIZATION – BY JIM LUBISCHER

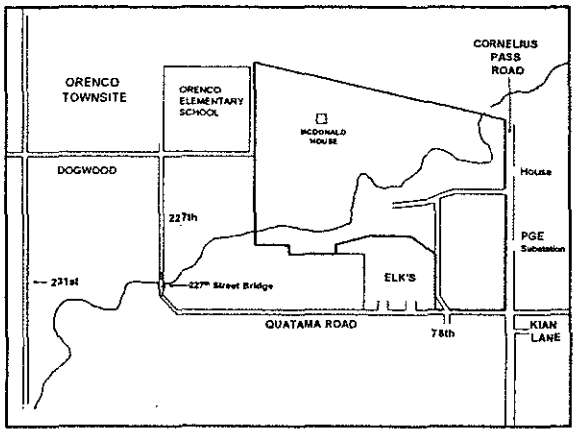
CASE NO. CDP1-06 MOD1
OFFERED BY Lubischer
DATE 10-22-08
EXHIBIT NO.



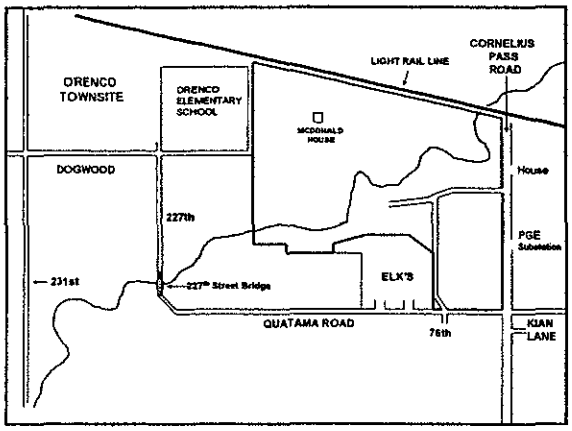




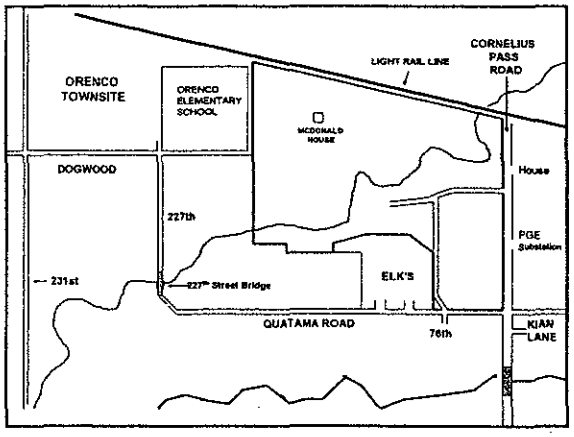
- Dan Bloom and I represent the Orenco Neighborhood Organization.
- We support the addition of commercial uses, however, we object to this
- "modification" because of its location, character and traffic impact. ---



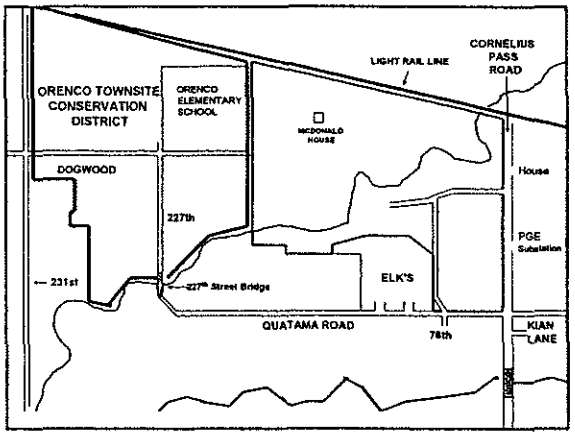
- Several years ago the Commission determined that this property was "better suited" for residential use and that a "need existed" for more residential units.
- There were concerns however, that because of its location, the impact from the development needed to be limited. Light rail prevents access from the north, Beaverton Creek prevents a true south access and that pesky Orenco Townsite Conservation District bordered on the west.



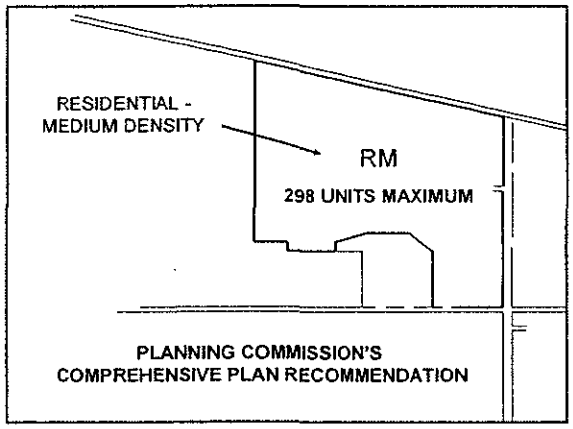
- Light rail prevents access from the north,



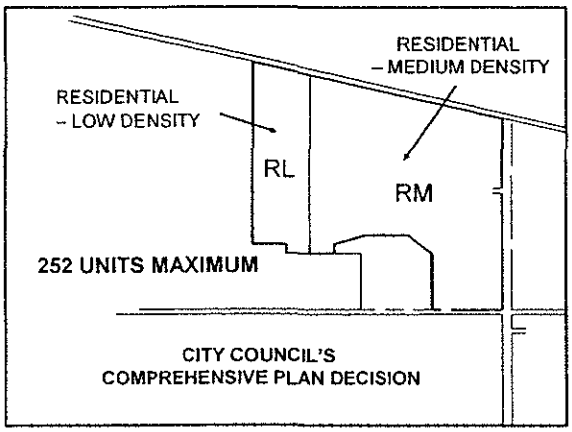
- Beaverton Creek prevents a true south access



- and that pesky Orenco Townsite Conservation District bordered on the west.



- To limit the impact on Orenco, the Commission chose a Comp Plan designation of Residential Medium Density which limited the units to 298. ---



- The Council reduced the impact further by adding an area of Low Density which reduced the units to a maximum of 252. ---

"...the Commission could consider a recommendation on a combination of low density, medium density Plan designation for this property. That would fix the *density*. <u>It would allow for some certainty, that certain densities could not be exceeded</u>..."

(City Attorney, 2-9-05)

[2]

- The City Attorney told us,
- "...the commission could consider a recommendation on a combination of low density, medium density Plan designation for this property. That would fix
- the *density*.
- <u>It would allow for some certainty, that certain densities could not be exceeded</u>..." [2]
- (2-9--05) ---

"...Tonight you have a different application before you...it is the same proposal but it has a different plan designation...to make both you, us and the public more comfortable with the outer parameters of the *intensity* of the use..."

(Applicant's Attorney, 3-30-05)

- The applicant's attorney said,
- "...Tonight you have a different application before you...it is the same proposal but it has a different plan designation...to make both you, us and the public more comfortable with the outer parameters of the intensity of the use." (3-30-05)

TRAFFIC IMPACT

	ORIGINAL CDP	"MODIFICATION"
DAILY TRIPS	2000	
A.M. PEAK HOUR	162	
P.M. PEAK HOUR	207	
RESIDENTIAL UNITS	252	

- The original CDP has 252[1] houses and generates 2000[1] trips per day. ---

TRAFFIC IMPACT

	ORIGINAL CDP	"MODIFICATION"
DAILY TRIPS	2000	4672
A.M. PEAK HOUR	162	344
P.M. PEAK HOUR	207	437

- With the "modification", traffic more than doubles. ---

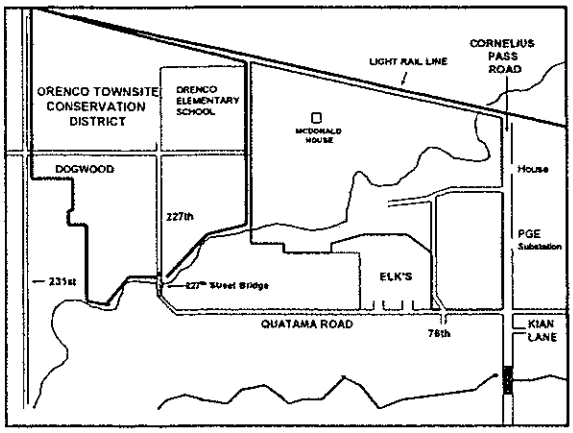
THIS "MODIFICATION ADDS
TRAFFIC EQUIVALENT
TO ANOTHER
334
RESIDENTIAL UNITS

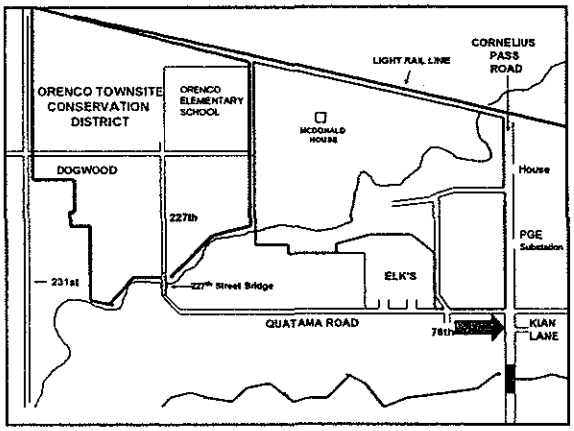
- The "modification" adds the traffic equivalent of 334 additional
- residential units to our traffic. ---

252 Residential Units
+
"Modification" traffic

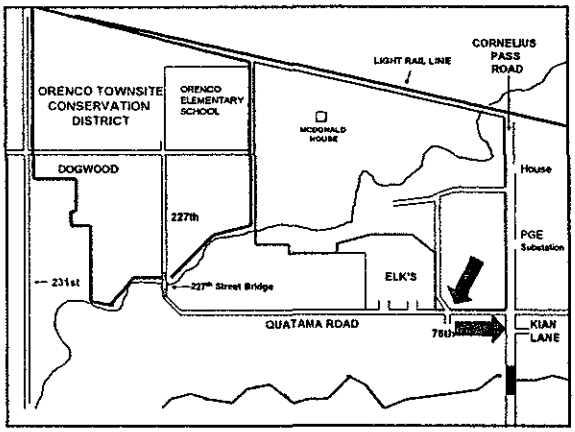
= 586 Residential Units (Equivalent)

- Instead of a traffic impact of 252 units we will get an impact equivalent to 586 units, but ---

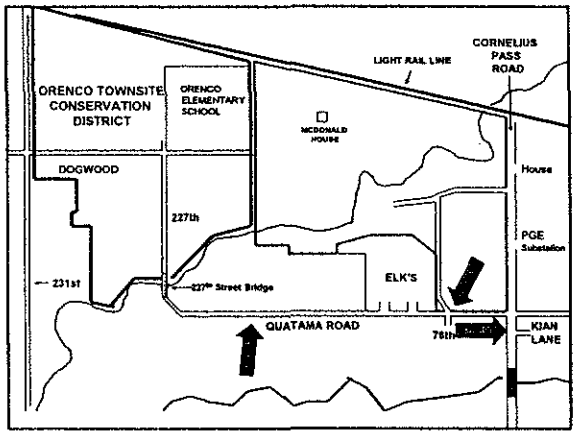




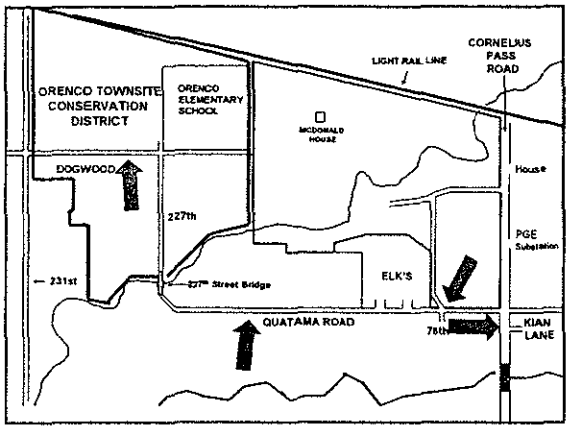
- Evidence in the record shows that a greater negative traffic impact will result at Kian,



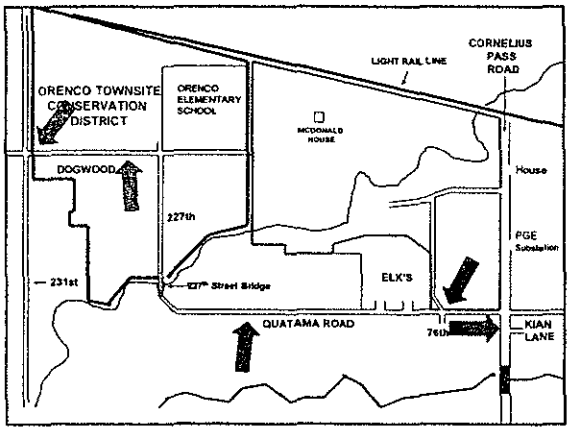
- Northeast 76th,



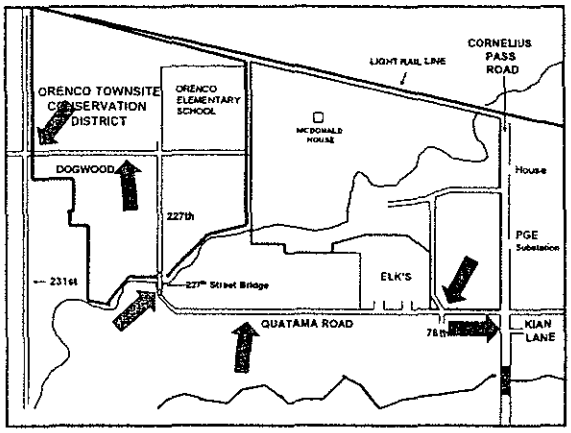
- Quatama,



- Dogwood,



- 231st intersection



- and at the 227th Street Bridge.

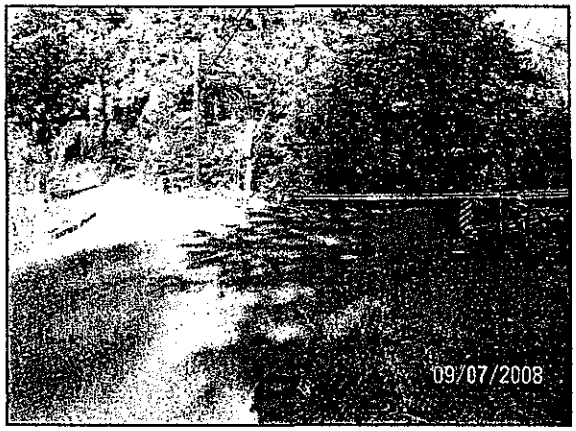
Three traffic improvements
from "modification"

Southbound Right-Turn Lane at CPR / Quatama

Signal "interconnect"

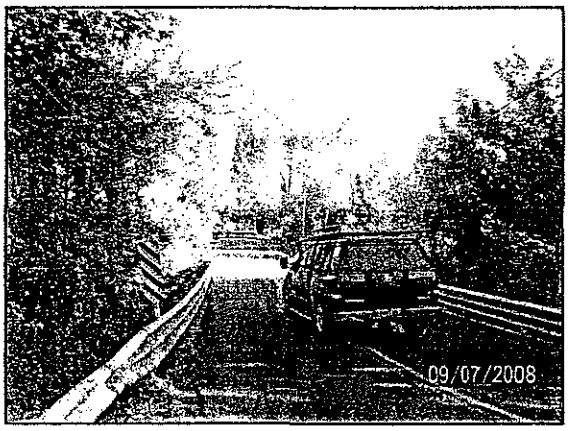
Quatama improvement near 227th Bridge

- Three traffic improvements are proposed with this "modification". A Southbound Right-Turn Lane at Cornelius / Quatama, a signal "interconnect", and a Quatama improvement.

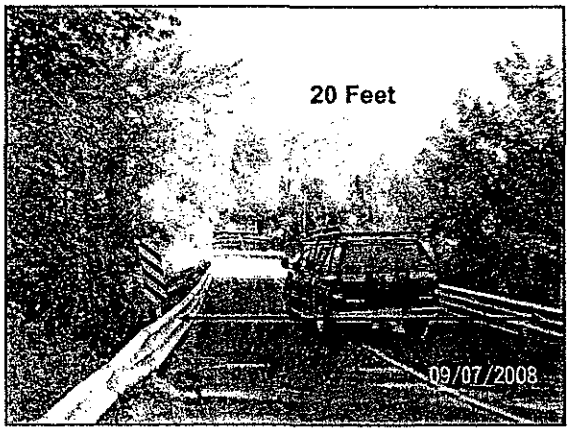


- The right-turn lane offers no relief to problems at the bridge and in Orenco. The signal interconnect helps North-South traffic but does not change the delay ("AdjDel/Veh") at all for East-West Quatama traffic (AM and PM peak hour), nor reduce the additional "modification" traffic that will go west on Quatama, across the 227th Street bridge, through the streets of Orenco and through the Dogwood / 231st intersection. No traffic analysis is given for the Kian intersection with the "interconnect" improvement, but it is doubtful that this will help, and again it may lead to higher speeds and actually cause more problems at the Kian intersection. ---

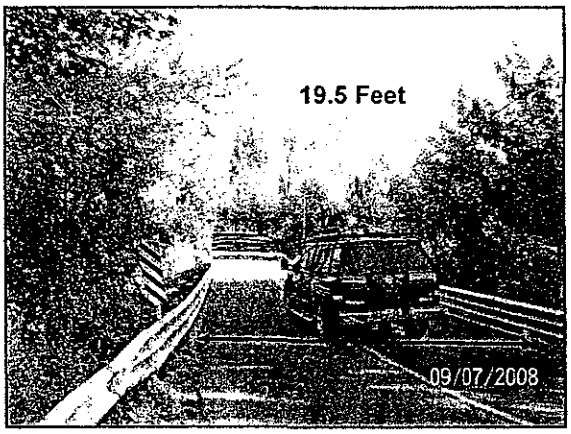
- The bridge is narrow...but perhaps not that narrow.



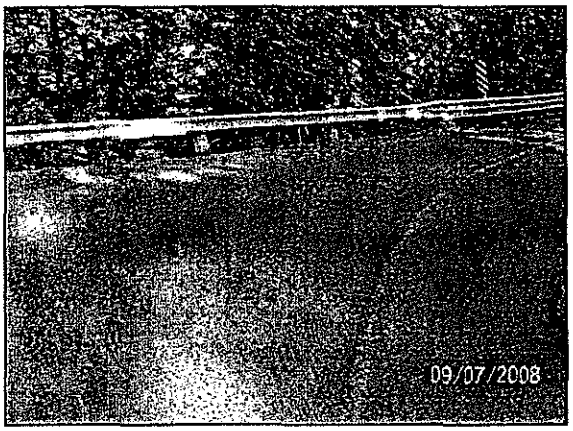
- The 227th Street bridge remains sub-standard for a Collector street which is to have a 20 foot roadway, bicycle lanes, and sidewalks per code (See HZO Section 137 XVI.B.1.a.).



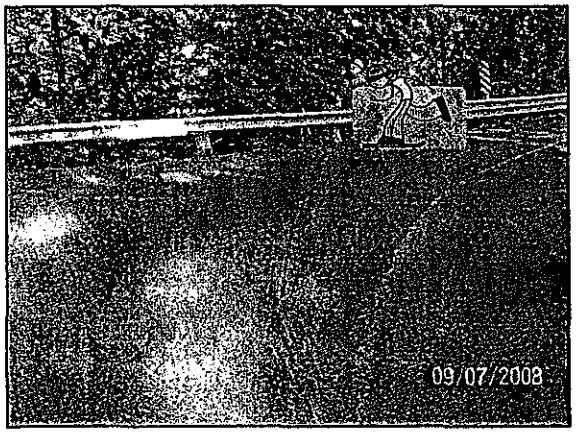
- In Group MacKenzie's "Old Orenco Safety Audit" they measured "20 feet between the guardrails" at the 227th Street Bridge ---

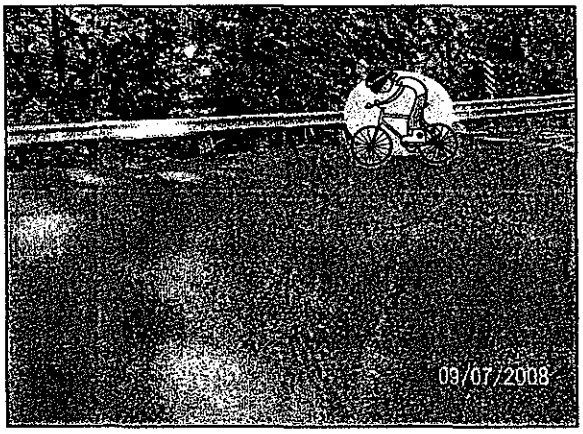


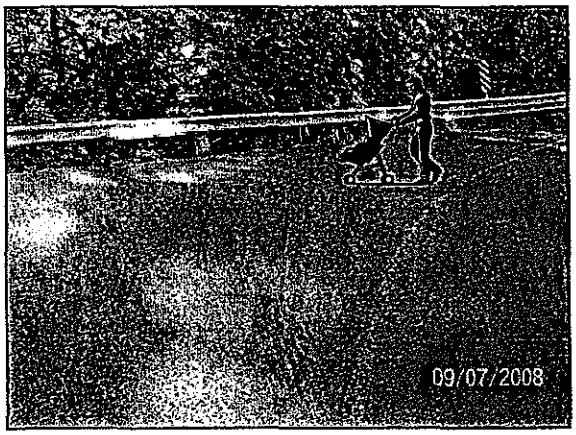
- but the widest true roadway is nineteen and one-half feet.



- The "modification" traffic will increase the chance of a catastrophic accident at that site.

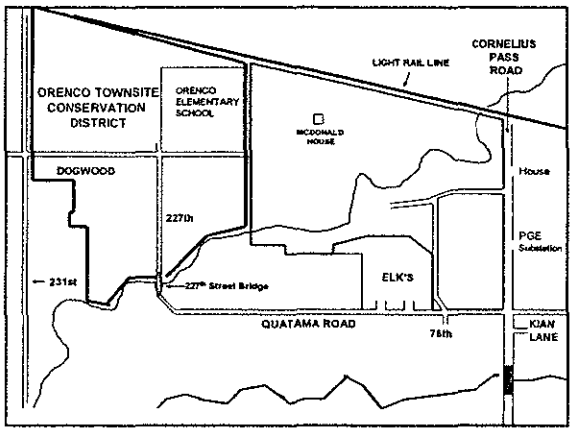






The applicant does not provide
a
"Worst Case Scenario"

- The applicant does not consider a "worst case" scenario from the site itself.
- We presented uses that would generate a much higher traffic volume.
- The applicant claims that these uses were prohibited. Planning staff has said that the uses we proposed are not prohibited. (Please see Lubischer's 10-22-08 "GREATER NEGATIVE IMPACT SUBMISSIONS" letter.)
- A Condition of Approval it to limit the traffic impact but that condition is a "feel good" condition and of little use.



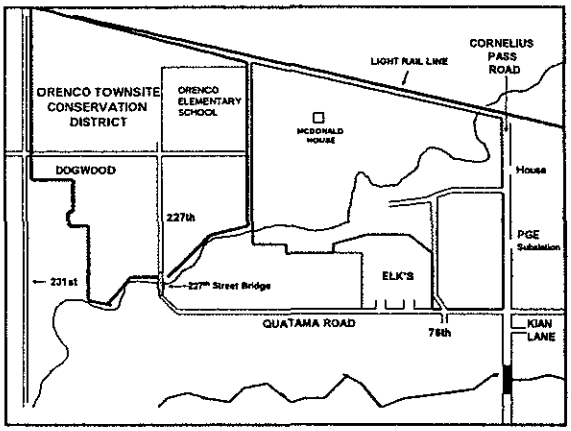
- The applicant may argue that all traffic standards are met and that the zoning ordinance does not allow you to deny them just because greater negative impacts will occur. We disagree.
- The Orenco Townsite Conservation District borders this development and we submit, pursuant to Section 136 I (B) that the,

"...land use districts are designed to work together to result in a lively, prosperous mixed-use neighborhood providing an attractive place to live, work, shop and recreate..."

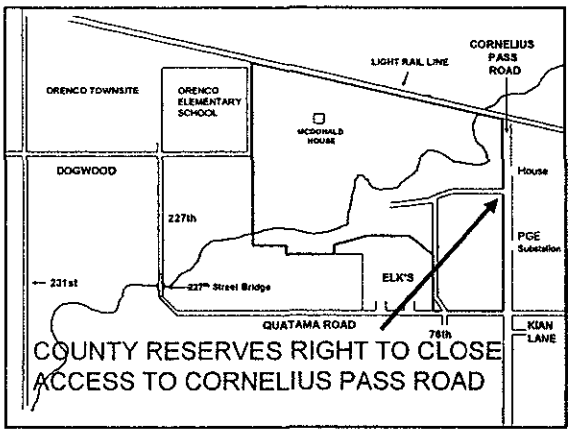
HZO Section 136 I (B)

"The purpose of the regulations and standards applicable to the Orenco Townsite Conservation District is to conserve the historical and cultural significance of the area of the original community of Orenco."

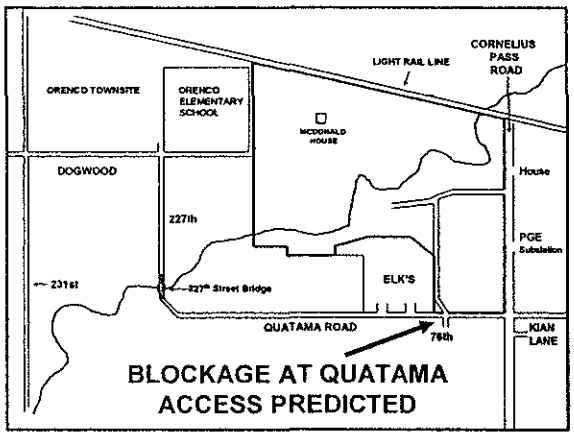
HZO Section 140 II



- Consideration of the safety, livability, and historic preservation of the Orenco Conservation District is intended by the zoning ordinance.
- If the Commission approves this "modification" we ask that a Condition of Approval be included that eliminates the right-of-ways which allow for future connections to Dogwood and Birch.
- If we are to conserve historic Orenco, it is imperative that there be no chance of connections to Dogwood and Birch.



- Please remember that County reserves the right to close the access to Cornelius Pass.



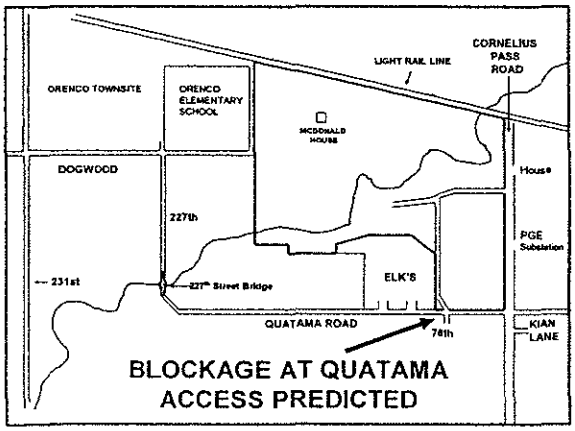
- Also, the applicant forecasts left-turn traffic blockage at the exit from the site at the Quatama access.
- Not only will that blockage cause more traffic to go through Orenco but it will increase pressure to connect the streets to Orenco. In response to this issue the applicant says,

"...the site plan doesn't change anything from what was previously approved and it doesn't worsen the long term queuing condition..."

(Applicant's response to the Quatama access blockage issue, 9-8-08)

10

- "...the site plan doesn't change anything from what was previously approved and it doesn't worsen the long term queuing condition..."
- With nearly 3,000 more trips per day it is hard to understand how this is possible. There will be blockage sooner, causing more traffic through Orenco and greater pressure to connect the streets to Dogwood and Birch.



- In fact a draft Condition require the access at Quatama to have two southbound lanes.
- This will further encourage traffic to head west and though Orenco.

School closed for the summer

on

June 12

Traffic "turn movement" counts

taken on

June 19

(2008)

11

- The applicant's traffic counts for intersection turn movements were taken one week <u>after</u> the Orenco elementary school had closed for the summer.
- School closed on June 12th. Counts were done on June 19th.
- We submit that the traffic study is not representative of the true traffic situation in Orenco because of this error.

Characteristics of a
"Residential Village"

"features indicative of a self-reliant neighborhood"

"innovative and imaginative site planning in order to develop a sense of place"

"an organized site plan that facilitates neighborhood self-sufficiency and a sense of community."

(HZO SECTION 136 II H, and III YY)

12

- The zoning ordinance description for a Residential Village includes that it have features "indicative of a self-reliant neighborhood",
- that it have "innovative and imaginative site planning in order to develop a sense of place" (136 II (H)),
- and "an organized site plan that facilitates neighborhood self-sufficiency and a sense of community." (136 III (YY))
- The proposed "mini-mall" character with centralized parking and its location away from the center of the neighborhood does not help create a "residential" village.
- Its location bordering Cornelius Pass Road shows that no thought was given to truly incorporating this commercial use area into a residential village.

- Violations of Condition #64 (Resolution No. 2172)
- Attempt to change Condition # 9 (Ord. No. 5633)
- Violation of Table 1.h. #12 (HZO Section 137 II)
- Violation of Table 1.h. #20 (HZO Section 137 II)

13

- We would also have the Commission consider that the applicant has violated Condition of Approval #64 part one and part two,
-

Historic McDonald House

- Violations of Condition #64 (Resolution No. 2172)
- Attempt to change Condition # 9 (Ord. No. 5633)
- Violation of Table 1.h. #12 (HZO Section 137 II)
- Violation of Table 1.h. #20 (HZO Section 137 II)

13

- that the applicant's request to change the phasing is an indirect attempt to change Condition of Approval # 9 of Ordinance 5633,
-

- Violations of Condition #64 (Resolution No. 2172)
- Attempt to change Condition # 9 (Ord. No. 5633)
- Violation of Table 1.h. #12 (HZO Section 137 II)
- Violation of Table 1.h. #20 (HZO Section 137 II)

13

- that four-story condominiums are in violation of Table 1.h. #12,
-

- Violations of Condition #64 (Resolution No. 2172)
- Attempt to change Condition # 9 (Ord. No. 5633)
- Violation of Table 1.h. #12 (HZO Section 137 II)
- Violation of Table 1.h. #20 (HZO Section 137 II)

13

- and that the applicant's proposed "other employment" uses are, according to code, "neighborhood commercial" uses and therefore the "modification" violates Table 1.h. #20 limit of 10% for Neighborhood Commercial use.
- The proposed area equals 15.5% of the total area in the development, and equals 39% of the area "modified".

- We also strongly object not being able to address the rest of the components of this development and feel that improper process has occurred.
- The City attorney has said that limiting this review to the three acres in the SE corner is appropriate because the applicant has followed the requirements for a new CDP. We object because the applicant did not follow HZO Section 136 VII.B.2.a.3.iii which states that,

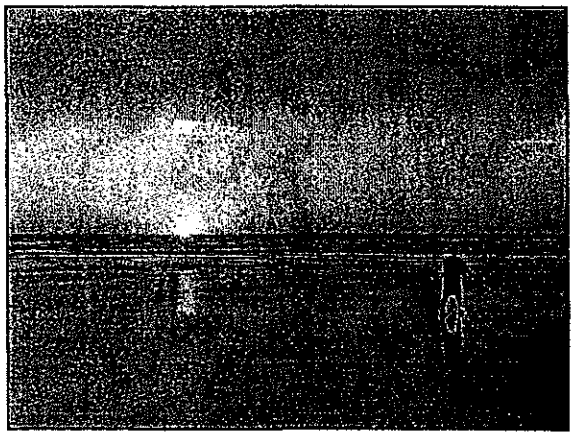
"...the applicant shall file an application for Concept Development Plan approval for the entire area identified for development. The Plan shall encompass the entire parcel or contiguous parcel(s) proposed or available for current or ultimate development by the applicant or any entities that are controlled, in whole or part, by the applicant..."

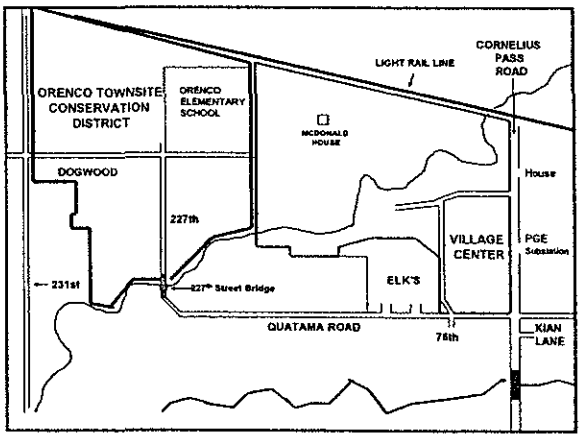
(HZO Section 136 VII.B.2.a.3.iii)

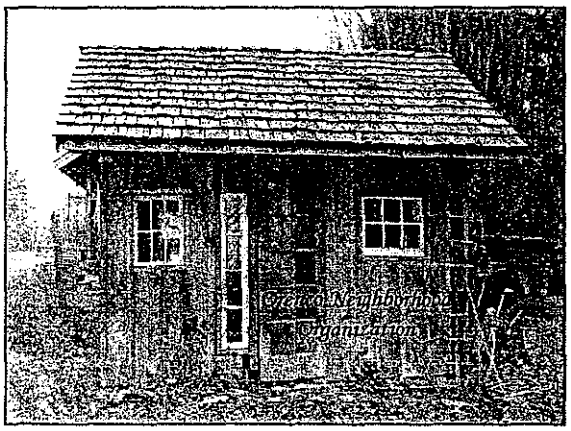
14

- "...the applicant shall file an application for 'CDP' approval for the entire area identified for development. The Plan shall encompass the entire parcel or contiguous parcel(s) proposed or available for current or ultimate development by the applicant or any entities that are controlled, in whole or part, by the applicant..."
- Because the applicant violates this stipulation and the Commission does not reject the applicant's assertion we feel our substantial right to a proper public hearing process has been prejudiced and we will suffer adverse affects including loss of property values and adverse impacts to our community's safety, livability, and historic value.

"Section 133, Development Review, or any amendment *thereof*, and the provisions of this subsection shall apply to all uses permitted in a Station Community Planning Area except ..." [HZO Section 136 VII (A)(1)]







THANK
YOU

J Lubicks

10-22-08

~~PLEASE ACCEPT FOR SUBMISSION TF~~

CASE NO. CDP 1-06 (MOD 1)
OFFERED BY Lubischer
DATE 10-22-08
EXHIBIT NO. _____

"RESPONSE TO NEW TESTIMONY SUBMITTED FOR 10-22-08 HEARING"

10-22-08

To: Hillsboro Planning Commission

Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)
Lubischer response to new written testimony submitted for the 10-22-08 public hearing.

President Coulter and Commissioners,

[*Please note that responses to the new testimony are enclosed in brackets.*]

1) Applicant states,

> "First, the Orenco Woods project will complete full frontage improvements to both Cornelius Pass Road and Quatama Road, consistent with the original approval. The second significant factor is the addition of a Signal Interconnect between the new Wilkens Road signal and the Quatama Road signal that has been added with the proposed modification."

[Response: Previously, the only traffic improvement that was additional with this "modification" was a Southbound Right Turn Lane at the Cornelius Pass / Quatama intersection. Now a Signal Interconnect is to be added. This looks like it helps North-South traffic but it does not change the "AdjDel/Veh" at all for East-West Quatama traffic (AM and PM peak hour), nor does it alleviate the additional "modification" traffic that will go west on Quatama, across the 227th Street bridge, through the streets of Orenco and through the Dogwood / 231st intersection. No traffic analysis is given for the Kian intersection with the "interconnect" improvement, but it is doubtful that this will help, and again it may lead to higher speeds and actually cause more problems at the Kian intersection.]

2) Applicant states,

> "...but the delays do not appear to be reflected in the Traffic Analyses prepared by Kittelson, Dunn Traffic Engineers, or Group MacKenzie."

[Response: I am not aware of any Traffic Analyses submitted to the record by Kittelson or by Group MacKenzie. Group MacKenzie did submit an "Old Orenco Safety Audit" dated 10-16-08 but that audit had nothing to do with the Cornelius Pass Road corridor.]

3) Applicant states,

> "This design provides the vibrant, mixed-use community envisioned by the SCR-V zone, incorporating jobs and services into the community fabric."

[Response: Locating the commercial area next to a major arterial will attract auto-centric businesses and defeats the intent of the Residential Village concept of a self-reliant neighborhood. The location next to Cornelius Pass Road does not facilitate neighborhood self-sufficiency and a sense of community. The intent of commercial use in a Residential Village can be achieved by locating the commercial uses within the development, not on the fringe. A location within the development will attract businesses that would more likely fit the intent of a Residential Village. However, even locating the commercial uses within carries the same traffic impact unless the development intensity on this property is reduced...]

4) Applicant states,

> "The proposed uses also compliment the exiting [sic, or perhaps this is the correct word, Please someone ask the applicant if they really meant "exiting"?] Hillsboro Elks Lodge facility, and permit future commercial access to the Elks property, should the Elks property ever redevelop."

[Response: The possibility of commercial development on the Elk's 5.03 acres, adjacent to the "modification" site should be kept in mind. (For some reason the Title information for the Elk's 5.03 acres was included in this "modification" application...) Does the applicant have an understanding with the Elk's to develop this property also? Just wondering.]

5) Applicant states,

> "This substantial amount of investment in Cornelius Pass Road has leveraged additional public investments in this corridor. Due to the substantial infrastructure investment being made by Orenco Woods in the Cornelius Pass corridor, Washington County has elevated the Major Streets Transportation Improvement Program (MSTIP) project for Cornelius Pass Road to replace the Beavercreek Bridge to begin construction in 2010."

[Response: We've heard this before. I believe that the Beaverton Creek bridge was to have been replaced in 2007... I'd like to see proof of the above claims before I would put much reliance on them. Even if the Beaverton bridge were replaced tomorrow that doesn't really help much, though it would be great for pedestrians.]

6) Applicant states,

> "Washington County issued an approval for the Access Modification application to allow the mid-point access to Cornelius Pass Road."

[Response: The approval states, "...the County reserves the right to close the access."]

7) Applicant states,

> "Several Commissioners expressed concern with the segregation of land use districts shown in the Modification application."

[Response: The only land use district involved is the Station Community Residential – Village District which is the zone within which the whole Orenco Woods Crossing property lies.]

"They felt that this segregation did not reflect a Village, and looked like traditional zoning."

[Response: I'm not sure what the applicant means by using the words "traditional zoning"]

"This site plan was not meant to be reviewed in detail, but just to show how the district might function. In response to the concerns from the Commission, Venture Properties has proposed to remove the individually mapped land use districts, and instead rename the entire modification area 'Village Center', with the actual layout and mixture of uses to be presented in the Detailed Development Plan."

[Response: Again, what does the applicant mean by "individually mapped land use districts"? Also, renaming the entire modification area "Village Center" is interesting since the location of this area is not in the "center" of the community. Rather it is located along a major arterial... Please see #3 response above.]

"The same program is proposed for land use and transportation analysis assumptions, including acreages and building square footages, but the location and design will be deferred to the DDP. This modification will serve as the first step to creating the vibrant village center that he Planning Commission has described. The Detailed Development Plan will be the vehicle to view the actual design of this district and how it [sic] the individual components blend together."

draft

[Response: It is reasonable not to require specifics about the exact size, shape, and positioning of the structures that might later be proposed, but at the same time the applicant's are obligated to give some idea of their intentions. If those intentions are reasonable then they can be included in the Concept "modification" but the purpose of the Concept stage

Thank you,

Jim Lubischer,
22720 NW Quatama
Hillsboro, Oregon 97124

CASE NO CDP 1-06 (Mod 1)
OFFERED BY Rob Kidd
DATE 10-22-08
EXHIBIT NO

Negative Impacts

Proposed Commercial Development Cornelius Pass & Quatama Road

Traffic

- Kian Lane
- Quatama Bridge Corner Improvements (CDP 1-06 Mod1 – Staff Report)

Mini Mall – Strip Mall

- Inconsistent With Residential Village Commercial – Retail Intent & Essence

Quatama Bridge Corner Improvements (CDP 1-06 Mod1 – Staff Report)

- Key hazards - bridge and cliff
- Mod1 - mitigates but does not correct the hazard – Bridge needs to be closed or widened – complimentary to the other Mod1 Quatama improvements
- Does not account for extension of Quatama to Base Line Road
- *Plan need to incorporate the extension Plan*

Traffic – Kian Lane

- Kian Lane – left turns into and out of - already extremely hazardous with all day Q congestion
- Based on Dunn report peak hour traffic is expected to double
- Only improvement – right turn lane Cornelius on to Quatama further aggravates the hazard

Mini Mall – Strip Mall

Inconsistent With Residential Village Commercial – Retail Intent & Essence

- Retail Commercial with community specific focus
  - Retail compliments community needs (e.g. dry cleaner, coffee shop, etc.)
  - Pedestrian and bike Geo central to community, very limited or no auto access
  - Revenues from the surrounding residential sufficient to sustain proprietor revenues with little or no outside residential village customers
- Possible concept
  - Residential village small shop – kiosk shopping and mercantile
- The commercial change should be denied
  - Negative impact – traffic hazards that are created
  - Inconsistent with residential village light mercantile-commercial

CASE NO. CDP 1-06 MOD1
OFFERED BY L. Young
DATE 10-22-08
EXHIBIT NO.

October 8, 2008

Mr. John Coulter
Chairman
Planning Commission
City of Hillsboro
Hillsboro, OR

Subject: Comments on Traffic Impact Analysis Report Prepared by Dunn Traffic Engineering for Orenco Woods Crossing

Dear Mr. Coulter,

This letter summarizes my findings regarding the assumptions, analysis and findings from the Traffic Impact Analysis Report prepared for the Orenco Woods Crossing development by Dunn Traffic Engineering dated August 2008. As discussed below, this studied included several assumptions that are problematic and would result in significantly underestimating the impacts this development will have on the surrounding roadways and intersections. Briefly, this includes underestimating background traffic volumes, underestimating the potential trip generation of the development, and using a travel distribution that understates the volume of traffic that would travel through the intersection of NW Quatama Road/Cornelius Pass Road. If these deficiencies are addressed, the impact area for this development will increase and its impact on critical intersections will be more significant. The analysis should be revised to address these shortcomings and more appropriate mitigation measures should be proposed including revising the development plan so that its uses do not exceed the total net external trips of the original development plan.

Site Trip Generation
This updated development plan now includes commercial, and office uses as well as residences. The original development plan had just residential uses. Table 4 of the Report presents the trip generation for this updated development plan. These estimates have several issues:

1) Commercial uses- The method used by Dunn to discount trips to/from commercial uses is incorrect as it applies two discounts (both internal/pass-by and local) for the same trips. Specifically, the trip generation in this table breaks the retail uses into two components: a retail center (ITE Code 820) and a drive-thru pharmacy. (ITE Code 881). Based on standard ITE data, factors are applied to these volumes to account for internal and pass-by trips. While these calculations appear to be accurate, the study then goes on to "assume that 25 percent of all primary trips to the commercial /employment trips would originate from or destine to the various residential subdivisions located immediately south and west of the site" (See page 25 of Report) This in inappropriate because trips related to these residences area already on the roadway and would accounted for via pass-by trips. The site's commercial uses do not generate additional trips on the roadway; just attract trips to the site. Thus, this double discounting of trips to/from the site is incorrect.

2) Office uses- The calculation of office trips during the PM peak hour is also too low. The study used an overall rate for trip generation from the ITE Report that is not accurate for small office buildings. The trip generation of 14 trips for a 9,600 GSF building equates to about 686 GSF per employee, which is clearly not correct. A more accurate trip rate for small office buildings is 3.40 trips per 1,000 GSF as shown in the attached tables from the 5th Edition of the ITE Report. This would equate to 33 trips during the PM peak hour, or about 290 GSF, which is in line of typical building GSF ratios of about 300 GSF per employee.

3) Mid-day Trips and Analysis- The Report does not include any estimate of mid-day travel and its impact of surrounding roadways. This analysis should be performed as required by County policy.

4) Worst-Case Land Uses- In estimating the trip generation for the site for its various uses, the applicant should demonstrate that a worst-case land use scenario is evaluated.

Travel Distribution
The Report's assumptions for the directional travel distribution of vehicle trips to/from the site are presented in Figure 11 and 12. This distribution assumes that a high percent of trips will be to/from the west. There is no specific calculation showing how this was estimated. In fact, the report does have information that can be used for this- the traffic counts at NE 76th Avenue and NW Quatama Road, which is directly across from the site. The AM and PM peak hour turn pattern can be used to estimate the pattern of travel. During the AM peak hour (Figure 8), about 90 percent of these trips are to/from the east. During the PM peak hour (Figure 9), about 84 percent of these trips are to/from the east. These percentages should be used as the basis to assign trips generated by the Orenco Woods Crossing development. The counts at the NW Quatama/Cornelius Pass Road intersection should then be used to route these site trips further. This new travel distribution will likely increase the traffic impact area of this development.

Background Traffic Volumes
Even though the study included trips generated from several other developments, our review of County records found at least three developments that were not included in this list:

- Q Condominiums at Orenco Parkway at Cornell)
- Apartments at Orenco Parkway at Cherry
- Synopsis development at Cornelius Pass Rd/Cherry

There may be others too. Based on this finding, traffic related to these developments needs to be added to the study as well as a more detail review needs to be performed to add traffic from other development located on other areas, particularly to the south of the site.

Table 4: General Office Building Trip Generation Vehicle Trip Ends (Two-Way Volume) Per 1,000 Square Feet Gross Floor Area Derived From Trip Generation Equations						
1,000 Square Feet Gross Floor Area	Average Weekday Vehicle Trip Ends		A.M. Peak Hour (1 Hour Between 7 and 9 A.M.)		P.M. Peak Hour (1 Hour Between 4 and 6 P.M.)	
	Rate	Volume	Rate	Volume	Rate	Volume
10	24.60	246	3.20	32	3.40	34
25	19.72	493	2.60	65	2.68	67
50	16.58	829	2.22	111	2.24	112
100	14.03	1403	1.90	190	1.87	187
200	11.85	2369	1.64	327	1.56	311
300	10.77	3230	1.50	450	1.40	420
400	9.96	3984	1.40	561	1.30	519
500	9.45	4723	1.33	665	1.22	608
600	9.05	5432	1.29	773	1.17	700
700	8.75	6125	1.24	871	1.12	781
800 or more	8.46		1.20		1.08	

Source Numbers

2, 5, 20, 21, 51, 53, 54, 72, 88, 89, 92, 95, 98, 100, 159, 161, 172, 175, 178, 183, 184, 185, 189, 193, 207, 212, 217, 247, 253, 257, 260, 262, 279, 295, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327

Intersection Capacity and Queue Analysis
Given all the problems noted above, new future volumes need to calculated and intersection capacity analysis be performed. The Report estimates vehicle queues from the Traffix model, which is based on a statistical Poisson distribution method. However, the standard procedure for Washington County is different from this method, and is a more conservative method (i.e., provides for additional queue storage at intersections) as a safety measure for future conditions. Briefly, the average queue is estimated as follows:

> Queue-average= (vehicles per lane/number of cycles per hour) x percent red time
>
> Design 95th percentile queue = surge factor x Queue-average, where the surge factor should be 2.0 for high congestion areas such as the intersections in the study area

Using this method will result in significantly longer queue lengths that need to be designed for to prevent congestion from turning vehicles blocking through traffic. Applying this to the characteristics for the Orenco Woods Crossing site will results in concerns about how its access intersections will operate.

Based on all of the above, it is clear that the Report's assumptions are problematic and thus its conclusion not correct. Clearly, the number of trips generated by this new development plan for Orenco Woods Crossing will be significantly higher than the original plan and its 252 residential units and will increase in congestion throughout the area. It is recommended that the applicant revise its development plan to have the same number of external trips as the original development and then the traffic study be updated to addressed the issues discussed above.

Respectfully yours,

Howard Stein, P.E., PTOE
Consulting Traffic Engineer
OR PE 51072- Expiration 6/30/08

Attachments

CASE). CDP 1-06 (MOD1)
OFFERED BY Lubischer
DATE 10-22-08
EXHIBIT NO.

"GREATER NEGATIVE IMPACT SUBMISSIONS"

10-22-08

To: Hillsboro Planning Commission

Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)
Submissions documenting greater negative traffic impacts from the "modification".

President Coulter and Commissioners,

Please find attached information documenting the greater negative traffic impacts created at some areas as a result of this "modification".

Thank you,

Jim Lubischer,
22720 NW Quatama
Hillsboro, Oregon 97124

Attachments

Dunn TRAFFIC ENGINEERING

8/2008

+ AT QUATAMA 76TH INTERSECTION (COMPARE WITH 12/05 STUDY FIG. 14)

GREATER NEGATIVE IMPACT AT DOGWOOD WITH "MODIFICATION" (COMPARE WITH 12/05 STUDY FIGURE 14)

N (NO SCALE)

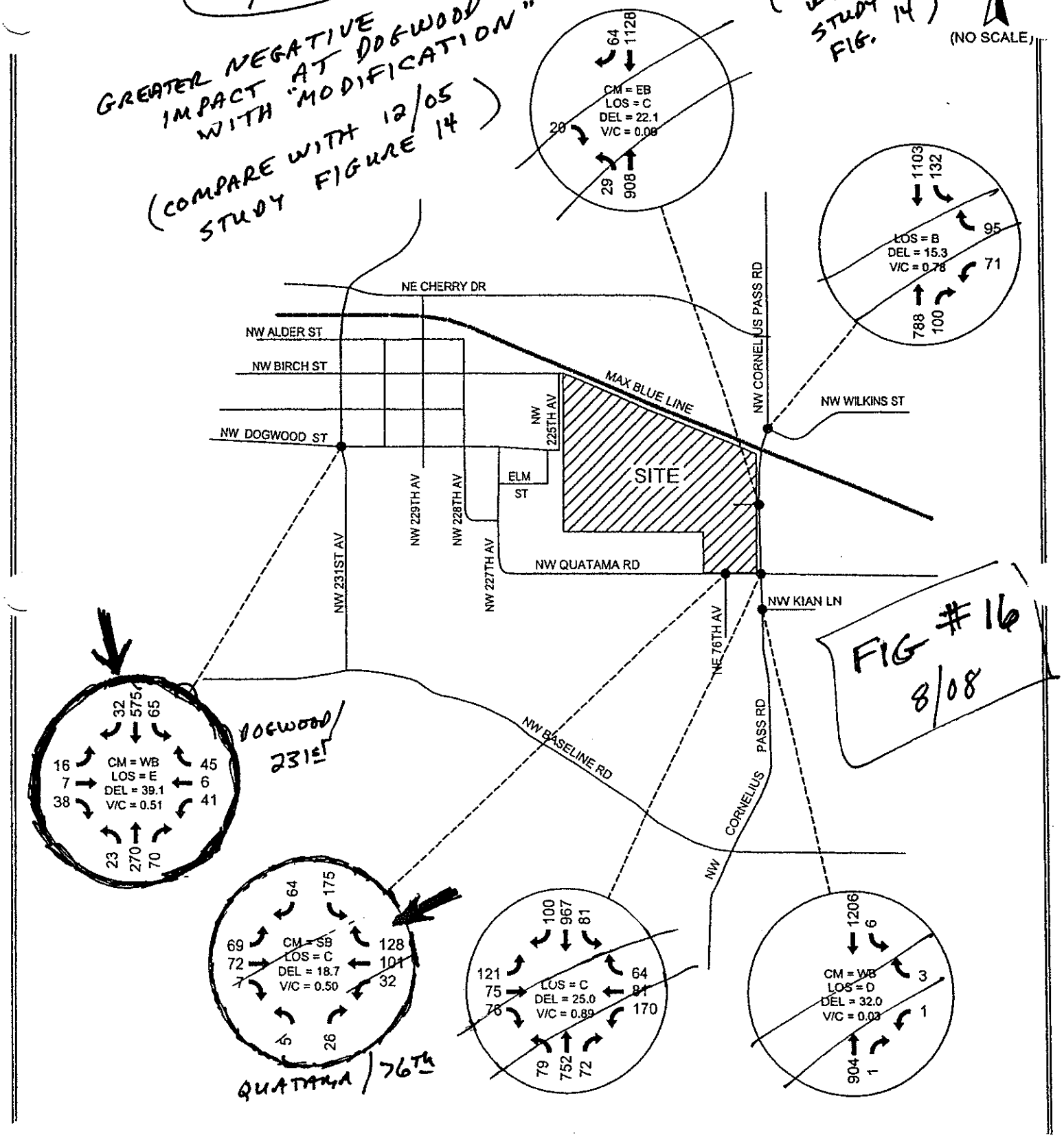


FIG #16 8/08

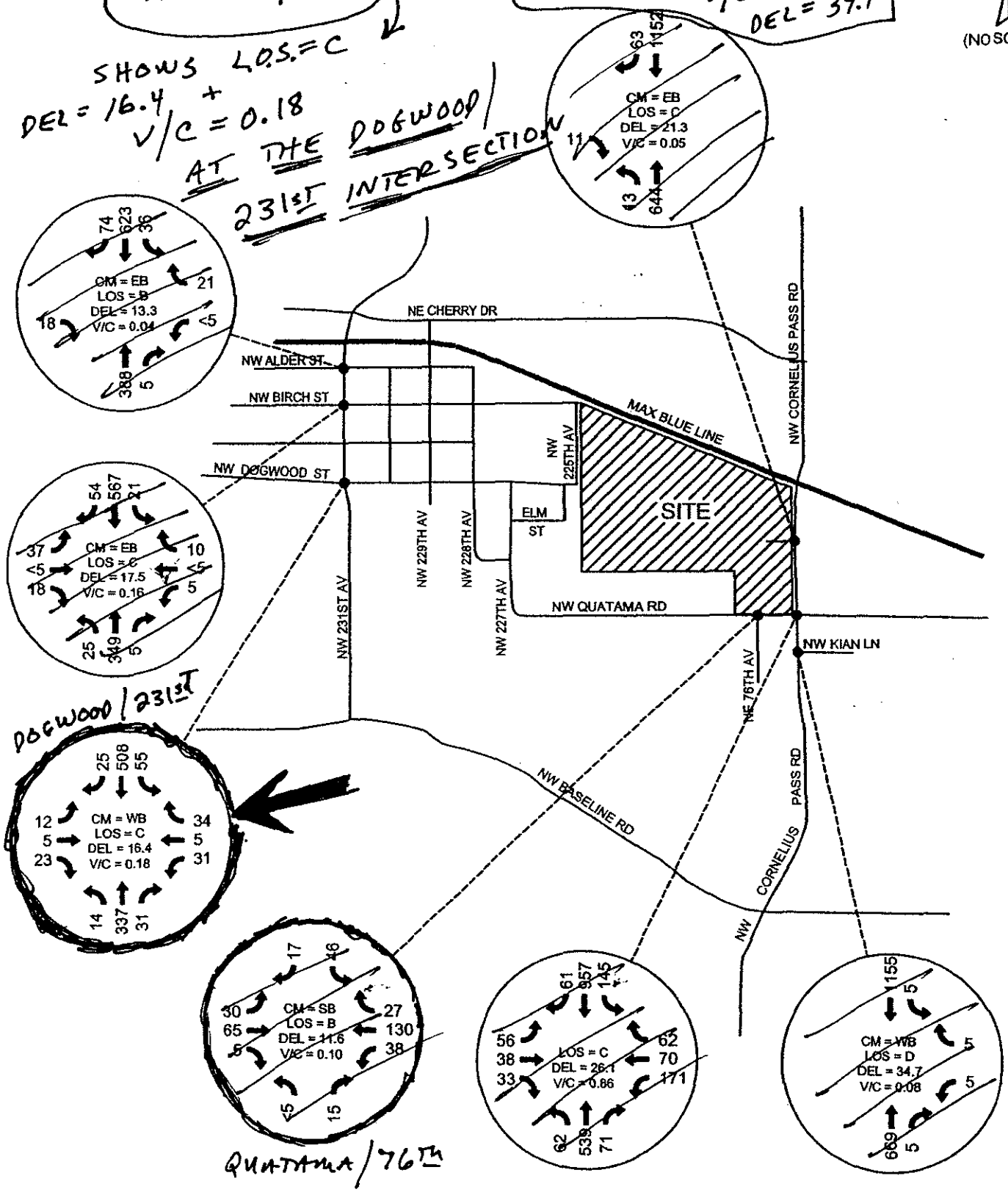
LEGEND	YEAR 2011 TOTAL TRAFFIC CONDITIONS WEEKDAY PM PEAK HOUR	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO	AUGUST, 2008	16

Dunn TRAFFIC ENGINEERING

FROM 12/2005 SHOWS LOS.=C DEL = 16.4 + V/C = 0.18 AT THE DOGWOOD/231ST INTERSECTION

8/2008 SHOWS LOS = E V/C = 0.51 DEL = 39.1

N (NO SCALE)



LEGEND
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH
LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH
DEL = AVERAGE CONTROL DELAY (SECONDS)
V/C = VOLUME-TO-CAPACITY RATIO

YEAR 2007 TOTAL TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR

DECEMBER, 2005

FIGURE No.: 14

anne lubischer

From: Ruth Klein [ruthk@ci.hillsboro.or.us]
Sent: Wednesday, October 15, 2008 11:02 AM
To: anne lubischer
Subject: FW: Orenco Woods Crossing CDP 1-06 (MOD 1) and allowed uses from Lubischer

lello,

his is a follow up to our conversation at the counter. Regarding Item #1, the examples that you have listed are permitted uses in the CR-V zone provided they meet any applicable conditions of approval and the Zoning Ordinance standards.

:egarding Item #2, the Zoning Ordinance does not provide clarity regarding the definitions of "commercial uses" and "neighborhood ommercial" and the lack of a definition for "other employment uses" exacerbates the problem. I'm working with City staff to research ıis concern and provide all parties with direction.

:egarding Item #3, I recognize how Item #2 can impact Item #3. Once some direction is obtained on Item #2 we will be able to evisit Item #3 and provide some staff feedback.

incerely,
:uth

rom: anne lubischer [redacted]
ent: Friday, September 26, 2008 6:48 AM
o: Ruth Klein
ubject: Orenco Woods Crossing CDP 1-06 (MOD 1) and allowed uses from Lubischer

-26-08

:uth Klein,
Iillsboro Planning Department,

:e: Orenco Woods Crossing, CDP 1-06 (MOD 1)

'hree questions:

) At the 9-10-08 Planning Commission hearing the applicant stated that,

> "Some[1] of the examples that he [Dr. Lubischer] lines out are not actually even permitted in this, in the SCR-V zone."

'he "examples" I used are found at page 3 of my 9-2-08 "Traffic Letter". The examples I used were a 2,000 sq. ft. onvenience market (open 24 hours), a 7,000 sq. ft. sit-down (high turnover) restaurant, a 3,000 sq. ft. fast-food restaurant vith drive-thru, and a convenience market with 4 gasoline pumps. I believe, pursuant to HZO Section 136.III.HH and IZO Section 136.III.I, these would all be permitted in a SCR-V zone.

:ould you please let me know which of the above examples "are not actually even permitted" in the SCR-V zone?

) The applicant has suggested an 8,050 sq. ft. one level day-care use and a 9600 sq. ft. two level office use in the 1.04 cre "other employment" area. I believe that, pursuant to HZO Section 136.III.HH and HZO Section 136.III.I, day-care nd office uses are "commercial" uses and as such cannot be considered "other employment" uses. Is my interpreta orrect?

) Finally, the 1.94 acres designated "commercial use" in the applicant's application is the maximum permitted pursuant ɔ HZO Section 137 II.Table 1.h. #20. (1.94 acres of 19.4 net acres = 10%.[2]) Therefore, if daycare and office uses are ıdeed "commercial" uses, then does the total acreage of commercial use (1.94 acres + 1.04 acres) proposed by the p ınt exceed the maximum allowed?

'hank you,
im Lubischer

The applicant does not specify which of the examples are not permitted.

Since we are limited to only considering the "modification" area, and cannot consider the whole CDP 1-06 it might be more ppropriate to consider the 1.94 acres in relationship to the area of the "modification" – which would mean that the proposed 1.94 cres is some 39% of the total acreage in the area of "modification", less when net acreage is considered.

anne lubischer

From: Bishop, Tim [bishopt@hsd.k12.or.us]
Sent: Monday, October 20, 2008 8:01 AM
To: anne lubischer
Subject: RE: last day of school for the year 2007-2008

June 12th.

From: anne lubischer [mailto:annejim1@verizon.net]
Sent: Friday, October 17, 2008 6:21 PM
To: Bishop, Tim
Subject: last day of school for the year 2007-2008

I would like to find out what the last day of school was for last year, school-year 2007-2008, for the Orenco elementary school. Thank you. Jim Lubischer

C. SE NO. CDP 1-06 (MOD)
OFFERED BY APPLICANT'S Attorney
DATE 10.22.08 EDWARD SULLIVAN
EXHIBIT NO.

MEMORANDUM

TO: City of Hillsboro Planning Commission

FROM: Edward J. Sullivan

DATE: October 22, 2008

RE: Response to Dr. Lubischer's Comments on Other Employment Uses

FILE NO.: 35264-01100

Dr. Lubischer raises the following issue:

> The applicant has suggested an 8,050 sq. ft. one level day-care use and a 9600 sq. ft. two level office use in the 1.04 acre "other employment" area. I believe that, pursuant to HZO Section 136.III.HH and HZO Section 136.III.I, day-care and office uses are "commercial" uses and as such cannot be considered "other employment uses."

As we know from the LUBA and Court of Appeals decisions in *Lubischer v. City of Hillsboro*, the SCR-V zoning regulations are complex and require interpretation. "Commercial" and "Neighborhood Commercial" are defined; however, "other employment uses" are not. That term differs from the "neighborhood commercial" category which has a size and scale limitation and for this reason should be interpreted so as so allow larger scale retail commercial or office uses inside the SCR-V zone. The term could also refer to allowing a larger day care operation than would be permitted as a neighborhood commercial use.

Dr. Lubischer appears to assume that a use cannot be both in the "neighborhood commercial" and "other employment" categories, but that those categories are mutually exclusive. It is possible under Table 1.h(20) to have a neighborhood commercial use that fits within the 10% allowed use authorization and could also fit in with the 20% use authorization for other employment uses as well. As we also know for the previous Lubischer appeal, when these

percentages were upper limits, they mattered more than they do at the present time when they are authorizations with no prohibitions on exceeding those percentages.

Based on the foregoing, we recommend adoption of an interpretation that there appears to be a conflict between the "office facilities" referenced within the "commercial use" definition which is then cross-referenced in the definition of "neighborhood commercial" with "general office uses" listed in the use table. The distinguishing feature between the two references is that "neighborhood commercial" uses are limited in size and service area. By also referencing "general office uses," in the SCR-V uses suggests the City intended to include large-size or regional service type office uses that are not limited in size or to particular service clientele as well as smaller office uses. The same is true of "day care facilities" which are included as "commercial uses" but when limited in size and scale, they become "neighborhood commercial" uses.

PDX_DOCS:420680.1 [35264-01100]

CASE NO. CDP 1-06 MOD1
OFFERED BY Applicant/Nimi Doukas
DATE 10-22-08
EXHIBIT NO. _____

October 22, 2008

Project #: 0092.0

Ruth Klein, Urban Planner
City of Hillsboro Planning Department
150 East Main Street, 4th Floor
Hillsboro, OR 97123

RE: Response to Additional Testimony on Transportation Impacts of Orenco Woods Crossing

Dear Ms. Klein:

This letter was prepared by Dunn Traffic Engineering, LLC to address additional testimony provided by Mr. Lubischer and Mr. Kidd on October 15, 2008 regarding the transportation impacts of the Orenco Woods Crossing site plan modification. The remaining sections of this letter respond to each of the transportation-related concerns expressed by these two individuals.

Los "E" at Dogwood/231st Avenue (Lubischer Letter)

Mr. Lubischer questions the acceptability of a LOS "E" condition that is forecast to occur during the p.m. peak hour at the Dogwood Street/231st Avenue intersection at the time of site build-out. As a response, HZO Table 137.4 clearly states that a LOS "E" condition is acceptable for the subject intersection. Also, it is worth noting here that the August 2008 traffic study prepared by Dunn Traffic Engineering, LLC (see page 13) clearly states that all intersection operations analyses were based the peak 15-minute flow rate of the peak hour period. This timeframe is even more conservative than the 20-minute period described in Table 137.4 for an acceptable LOS "E" condition.

Facts in the Record (Lubischer Letter)

Mr. Lubisher correctly states that the only new physical transportation improvement to be provided under the modified site plan is a new southbound right-turn lane at the Cornelius Pass Road/Quatama Road intersection. But, as described in previous correspondence provided by Dunn Traffic Engineering, LLC, the Applicant is also committed to installing a signal interconnect between the Wilkins Street and Quatama Road intersections along Cornelius Pass Road as means of ensuring that traffic delays on the arterial roadway are "no worse" than if the site development were not built at all.

Mr. Lubischer continues to raise the concern about a long-term vehicle stacking issue at the proposed street access to Quatama Road (across from 76th Avenue). It should be emphasized here that the intent of submitting the access modification request to Washington County was to demonstrate that having a new public street access to Cornelius Pass Road is better than not having one at all, with sole access available only at Quatama Road. We have already provided evidence to city staff that Washington County DLUT has approved the access modification request, and has, thus, permitted the proposed street access to Cornelius Pass Road. Whether or not a vehicle stacking issue arises at the Quatama Road/76th Avenue site access intersection by the year 2028, the fact remains that there is nothing in the City's development code that allows the results of a long-range traffic impact analyses to be used as means to decide whether or not to approve this land use application.

Blockage at Quatama Access Again Predicted (Lubischer Letter)

Again, the intent of submitting the access modification request was to demonstrate to Washington County DLUT that having a public street access to Cornelius Pass Road was better than having only one external site access at Quatama Road.

The long-term queuing condition forecasted in the year 2028 analyses will only be present during the p.m. peak hour and at no other time of the day. Nevertheless, the long-term queuing condition won't be worsened by the modified site plan. That is because the signal timing for the adjacent traffic signal at Cornelius Pass Road was optimized to compensate and minimize vehicle queues.

Mr. Lubischer predicts that drivers will head into the old Orenco neighborhood to avoid the long-term queues during the p.m. peak hour. He forgets to mention that the now-approved site access to Cornelius Pass Road will provide the most efficient secondary route out of the development for those heading south on Cornelius Pass Road and east on Quatama Road, which is 50% of all exiting site traffic. For the remaining portion of site trips heading north on Cornelius Pass, drivers will find that waiting for the p.m. peak hour vehicle queues to clear at the Quatama Road access will still result in a much shorter trip than heading west into the old Orenco neighborhood; a route that is much longer and much slower.

Negative Impact on Kian Lane (Robb Kidd Letter)

A search of the Kian Lane history revealed that in the year 2000, Washington County approved Kian Lane as an interim access only with additional conditions that it be eventually removed. The access was established to accommodate a landlocked 21-unit subdivision called "Mann Park". Per the Washington County approval conditions for this development (See Casefile 99-535-S/D in attachment "A" of this letter), the Kian Lane connection to Cornelius Pass Road was for an interim period only and will be eventually closed. Further discussions with traffic engineering staff from Washington County also revealed that because of the previous approval conditions, no physical intersection improvements can be made at the subject intersection (i.e. adding a southbound left-turn lane). Therefore, the Applicant for the Orenco Woods Crossing development is not capable of making any improvements that result in a "no worse" condition at this intersection.

Nevertheless, a solution is coming. Access management measures will be applied at the Kian Lane connection with Cornelius Pass Road when Washington County widens Cornelius Pass Road to its planned five-lane section. This will happen presumably when Washington County embarks on a new TIF project in the year 2010. Possible outcomes for Kian Lane may include restricting the access to right-in/right-out only, or removing the access completely and establishing alternative street access to Quatama Road via a street stub within the Mann Park development.

We trust that this letter adequately addresses the additional testimony provided by Mr. Lubisher and Mr. Kidd regarding the Orenco Woods Crossing's transportation-related impacts. If you have any questions or comments regarding this study, please contact me at (503)-774-2669.

Sincerely,
DUNN TRAFFIC ENGINEERING, LLC

Brian J. Dunn, P.E.
Principal

Enclosure: Attachments "A"

File: *response to Lubischer and Kidd testimony.doc*

REGISTERED PROFESSIONAL ENGINEER
60027PE
OREGON
July 13, 1999
BRIAN JOSEPH DUNN
EXPIRES: 12-31-09

ATTACHMENT A

Washington County
Department of Land Use and Transportation
Land Development Services
155 N First Ave, Suite 350
Hillsboro, OR 97124

NOTICE OF DECISION OF HEARINGS OFFICER

PROCEDURE TYPE: III

CPO: 7 **COMMUNITY PLAN:**
Sunset West

LAND USE DISTRICT:
TO:18-24 (Transit Oriented:18-24 units/acre)

PROPERTY DESCRIPTION:
ASSESSOR MAP#: 1N2 35 CD
LOTS#: 3900, 4000, 4100, 4200, 4500 4600, 4800, 4900
SITE SIZE: .88 acres
ADDRESS: NW Kian Ln/NW 215th Av

CASEFILE: 99-535-S/D(R)

APPLICANT:
Blue Sky Planning, Mark Dane
16135 NW Ramona Drive
Beaverton, OR 97006

APPLICANT'S REPRESENTATIVE:
Same as applicant

CONTACT PERSON:
Mark Dane

OWNER:
Beton Construction, Inc.
15167 Brook Court
Lake Oswego, OR 97035

LOCATION: East of Cornelius Pass Road approximately 287 feet south of NW Quatama Road.

PROPOSED DEVELOPMENT ACTION: Preliminary Approval for a 21-Lot Subdivision, 'Mann Park', and Development Review for 21 Attached Units (Five Buildings) in a Transit Oriented District (TO: R18-24).

A summary of the decision of the Hearings Officer and supplemental findings are attached.

This decision may be appealed to the Land Use Board of Appeals (LUBA) by filing a Notice of Intent to Appeal with LUBA within 21 days of the date of this decision. Contact your attorney if you have any questions in this regard. For further information contact the Land Use Board of Appeals at 503-373-1265,

The complete case, including Notice of Decision, Application, Staff Report, Findings and Conclusions, and Conditions of Approval, if any, are available for review at no cost at the Department of Land Use and Transportation. Copies of this material will be provided at reasonable cost.

DATE OF DECISION
February 7, 2000

Notice to Mortgagee, Lien Holder, Vendor: ORS Chapter 215 requires that if you receive this notice it must promptly be forwarded to the purchaser

CASEFILE NUMBER: 99-535-S/D(R)

SUMMARY OF DECISION:

On February 7, 2000, the Washington County Hearings Officer issued a written decision (Attachment "C") on the request for Preliminary Approval for a 21-Lot Subdivision, 'Mann Park', and Development Review for 21 Attached Units (Five Buildings) in a Transit Oriented District (TO: R18-24) on property located east of Cornelius Pass Road approximately 287 feet south of NW Quatama Road. in CPO 7, and described as tax lots:3900,4000, 4100, 4200, 4500, 4600, 4800, 4900 on assessor map1N2 35CD, WM, Washington County, Oregon. His decision is as follows:

ORDER:

The Application is Approved with Conditions

Attachments:

A. Vicinity Map
B. Conditions of Approval
C. Hearings Officer's Findings, Conclusion and Order

ATTACHMENT B
CONDITIONS OF APPROVAL

I. PRIOR TO COMMENCING ANY ON-SITE IMPROVEMENTS, INCLUDING GRADING, EXCAVATION AND/OR FILL ACTIVITIES THE APPLICANT SHALL:

A. Submit to Building Services (846-3470) for review and approval:

Grading/drainage plan consistent with the standards of Section 410 (Type I procedure).

B. Submit to the Unified Sewerage Agency (USA) (648-8621) for review and approval:

1. Detailed grading and erosion control plan.

2. Hydraulic and hydrological analysis of storm conveyance. If downstream storm conveyance does not have the capacity to convey the volume during a 25-year, 24-hour storm event, the applicant is responsible for mitigating the flow as provided in R&O 96-44 (Unified Sewerage Agency's Design and Construction Standards, July 1996 edition). **NOTE:** A revised analysis will be required due to the loss of pervious area.

3. Detailed plans showing each lot within the development having access to public storm and sanitary sewer. **NOTE:** Line tap permits will be required.

4. Provisions for water quality in accordance with the requirements of the above named Design Standards. An all-weather access shall be provided to the water quality facility. **NOTE:** The water quality facility will need to be sized to accommodate the new impervious area of the additional lots based on 2,640 sq. ft. per lot.

   NOTE: Prior to sewer connection permit issuance: (a) The above noted improvements must be completed to the Agency's satisfaction. (b) The as-constructed drawings, or a bond guaranteeing the as-builts shall be submitted and accepted by the Agency.

II. PRIOR TO SUBMITTAL OF THE PROPOSED FINAL SUBDIVISION PLAT TO THE COUNTY SURVEY DIVISION:

Submit two copies of the proposed final plat to the Unified Sewerage Agency (648-8621), the Engineering Division (846-7900), and Land Development Services (846-8761).

Contact the County Surveyor's Office (846-8723) for information regarding submittal and review procedures.

III. PRIOR TO FINAL APPROVAL, SUBDIVISION PLAT RECORDATION AND ISSUANCE OF BUILDING PERMITS:

A. Submit to the County Survey Division (846-8723):

Fourteen copies of the proposed final plat which shall comply with Oregon Revised Statutes, Chapter 92 and Section 605 of the Washington County Community Development Code.

The following shall be shown on the plat:

1. All easements and Tracts.

2. The use, ownership and maintenance rights for all easements and Tracts all Common Open Spaces and any screening and buffering which must be maintained.

3. The applicant shall grant a public easement over all sidewalks on the site.

B. Submit to Land Development Services (Public Assurance Staff, Tracy Stone/ Carolyn Cook, 846-3843):

1. Completed "Design Option" form.

2. $2,125.00 Administration Deposit.

   NOTE: The estimated Administration Deposit for the required public improvements is $4,250.00.

3. Two (2) sets of complete engineering plans for the construction of the following public improvements:

   a. Repair and/or maintain the Cornelius Pass Road frontage sidewalk (Tax Map/Lots SW 1N2 35CD/200 & 300).

   b. Provide adequate illumination at the site access intersection with Cornelius Pass Road. Adequate illumination shall consist of at least one 200 watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet on existing utility poles if available. The fixture shall have a medium semi-cutoff type III distribution. The pole shall be located within the area defined by

the radius returns of the intersection. The fixture shall be oriented at 90 degrees to centerline of the collector or arterial. For intersections of collectors with arterials, or arterials with arterials, the luminaiare fixture shall be installed at 90 degrees to the higher classified roadway. If the intersecting roadways are of the same functional classification, the fixture may be oriented at 90 degrees to either roadway. If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land Use and Transportation 1991 Roadway Illumination Standards, latest revision. The Traffic Engineer may require illumination in addition to the above-stated minimums. Direct technical questions concerning this condition or the 1991 Roadway Illumination Standards to Tom Wolch, Traffic Engineer at (503) 846-7960.

These improvements shall be constructed in accordance with the requirements of the Washington County Uniform Road Improvement Design Standards. They shall be completed and accepted by the County within the time frame specified in the public assurance contract, or prior to final building inspection approval, whichever occurs first.

C. Obtain Engineering Division approval, provide financial assurance and obtain a Facility Permit for:

Construction of the public improvements listed in conditions III.B.3. a through b.

D. Form a street lighting service district (or ensure through other measures as approved by the Operations Division) for:

Public street light at the intersection of the site access and Cornelius Pass Road.

E. Submit to Land Development Services, Project Planner (Albert Boesel, 846-3835):

1. Final Approval form (Type I procedure).

2. Final Approval fee.

3. Final site plan showing:

   a. Screening, buffering and setbacks between the development site and land to the east (1N235DC00101), south (1N235CD04300 and 04400) and west (1N235CD00300 and 05000) as show on the submitted plans with the following exceptions:

      i. A solid sight-obscuring fence or masonry wall six feet high

abutting the south and west property lines (see standard S-2 or S-3 in CDC 411-7). The fence or wall shall extend across the south edge of the common open space at the intersection of Kian Lane and 215th Avenue but is not required along the drainage tract.

ii. Dense evergreen shrubs (e.g., arborvitae) abutting the south and west property lines at least six feet high at planting and spaced apart on center at planting not more than 75 percent of their expected diameter at maturity, based on commonly recognized authority acceptable to the Director or a statement from a landscape architect licensed in Oregon. The shrubs are required to be planted only within the lots on the site; they are not required abutting the common open space or drainage. **NOTE**: For example, if shrubs are used with a mature diameter of 4 feet, they shall be spaced not more than 3 feet apart on center at planting

iii. To ensure survival the vegetation required in Condition III.E.3.a.ii, the applicant shall provide an underground irrigation system for them. Bylaws of the neighborhood association shall require the association to be responsible for the cost of irrigation system operation and maintenance, and shall require the neighborhood association to maintain the vegetation in these buffers and to replace with like species any vegetation in the buffer that does not survive. the applicant shall grant an easement over the irrigation system to allow access to it by the neighborhood association.

b. Landscaping for the water detention facility meeting the Principles of Section 431-9 & 10, Landscaping and Water Quantity/Quality Facilities.

c. Pedestrian scale lighting (i.e., light fixtures generally situated not more than five feet above grade), shall be used within the open spaces on the site where lights are not required to be provided in those open spaces for illuminating roadways.

d. Front yard setbacks meeting the requirements of Section 375-8, Table B.

4. Common Open Spaces shall be constructed as shown on the submitted site plan.

5. Architectural features on the townhomes shall be constructed as shown on the submitted plans.

6. Five foot wide sidewalks.

7. Fencing along the east-west property lines of Lots 5 and 6, abutting the Common Open Space/gazebo, shall not exceed five feet in height and not be solid or opaque. This requirement shall be in the private Covenants, Codes and Restrictions (CCRs).

8. No parking signs to be placed along the private streets except (a) along the south side of Kian Lane between the west edge of the site and the private tract serving lots 19 through 21 and (b) along the west side of 215th Avenue north of Kian Lane.

9. Striping, elevation changes, speed bumps, a different paving material, signage and/or other similar methods the applicant elects to use to identify pedestrian crossing in the vicinity of the open spaces on the site (i.e., at the intersection of Kian Lane and 215th Avenue). NOTE: Such measures are not required to be provided but shall be shown on final plans if the applicant elects to provide them.

10. The accessway serving proposed lots 19 through 21 shall be identified as a tract and shall include a turn-around approved by the fire marshal; provided a turn-around is not required if the fire marshal waives the requirements for a turn-around in writing.

IV. PRIOR TO FINAL DEVELOPMENT REVIEW APPROVAL AND ISSUANCE OF BUILDING PERMITS FOR ANY OF THE TOWNHOMES THE APPLICANT SHALL (WITHIN TWO YEARS):

A. Submit to Land Development Services (Public Assurance Staff, Tracy Stone/ Carolyn Cook, 846-3843):

1. Completed "Design Option" form.

2. $2,125.00 Administration Deposit.

   NOTE: The estimated Administration Deposit for the required public improvements is $4,250.00.

3. Two (2) sets of complete engineering plans for the construction of the following public improvements:

a. Repair and/or maintain the Cornelius Pass Road frontage sidewalk (Tax Map/Lots SW 1N2 35CD/200 & 300).

b. Provide adequate illumination at the site access intersection with Cornelius Pass Road. Adequate illumination shall consist of at least one 200 watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet on existing utility poles if available. The fixture shall have a medium semi-cutoff type III distribution. The pole shall be located within the area defined by the radius returns of the intersection. The fixture shall be oriented at 90 degrees to centerline of the collector or arterial. For intersections of collectors with arterials, or arterials with arterials, the luminaiare fixture shall be installed at 90 degrees to the higher classified roadway. If the intersecting roadways are of the same functional classification, the fixture may be oriented at 90 degrees to either roadway. If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land Use and Transportation 1991 Roadway Illumination Standards, latest revision. The Traffic Engineer may require illumination in addition to the above-stated minimums. Direct technical questions concerning this condition or the 1991 Roadway Illumination Standards to Tom Wolch, Traffic Engineer at (503) 846-7960.

These improvements shall be constructed in accordance with the requirements of the Washington County Uniform Road Improvement Design Standards. They shall be completed and accepted by the County within the time frame specified in the public assurance contract, or prior to final building inspection approval, whichever occurs first.

B. Obtain Engineering Division approval, provide financial assurance and obtain a Facility Permit for:

Construction of the public improvements listed in conditions IV.A.3. a through b.

C. Form a street lighting service district (or ensure through other measures as approved by the Operations Division) for:

Public street light at the intersection of the site access and Cornelius Pass Road.

D. Submit to Land Development Services, Project Planner (Albert Boesel, 846-3835):

1. Final Approval form (Type I procedure).

2. Final Approval fee.

3. Final site plan showing:

a. Screening, buffering and setbacks between the development site and land to the east (1N235DC00101), south (1N235CD04300 and 04400) and west (1N235CD00300 and 05000) as show on the submitted plans with the following exceptions:

i. A solid sight-obscuring fence or masonry wall six feet high abutting the south and west property lines (see standard S-2 or S-3 in CDC 411-7). The fence or wall shall extend across the south edge of the common open space at the intersection of Kian Lane and 215th Avenue but is not required along the drainage tract.

ii Dense evergreen shrubs (e.g., arborvitae) abutting the south and west property lines at least six feet high at planting and spaced apart on center at planting not more than 75 percent of their expected diameter at maturity, based on commonly recognized authority acceptable to the Director or a statement from a landscape architect licensed in Oregon. The shrubs are required to be planted only within the lots on the site; they are not required abutting the common open space or drainage. NOTE: For example, if shrubs are used with a mature diameter of 4 feet, they shall be spaced not more than 3 feet apart on center at planting.

iii. To ensure survival the vegetation required in Condition III.E.3.a.ii, the applicant shall provide an underground irrigation system for them. Bylaws of the neighborhood association shall require the association to be responsible for the cost of irrigation system operation and maintenance, and shall require the neighborhood association to maintain the vegetation in these buffers and to replace with like species any vegetation in the buffer that does not survive. the applicant shall grant an easement over the irrigation system to allow access to it by the neighborhood association.

b. Landscaping for the water detention facility meeting the Principles of Section 431-9 & 10, Landscaping and Water Quantity/Quality Facilities.

c. Pedestrian scale lighting (i.e., light fixtures generally situated not more than five feet above grade), shall be used within the open

spaces on the site where lights are not required to be provided in those open spaces for illuminating roadways.

d. Front yard setbacks meeting the requirements of Section 375-8, Table B.

4. Common Open Spaces shall be constructed as shown on the submitted site plan.

5. Architectural features on the townhomes shall be constructed as shown on the submitted plans.

6. Five foot wide sidewalks.

7. Fencing along the east-west property lines of Lots 5 and 6, abutting the Common Open Space/gazebo, shall not exceed five feet in height and not be solid or opaque. This requirement shall be in the private Covenants, Codes and Restrictions (CCRs).

8. No parking signs to be placed along the private streets except (a) along the south side of Kian lane between the west edge of the site and the private tract serving lots 19 through 21 and (b) along the west side of 215th Avenue north of Kian Lane.

9. Striping, elevation changes, speed bumps, a different paving material, signage and/or other similar methods the applicant elects to use to identify pedestrian crossing in the vicinity of the open spaces on the site (i.e., at the intersection of Kian lane and 215th Avenue). NOTE: Such measures are not required to be provided but shall be shown on final plans if the applicant elects to provide them.

10. The accessway serving proposed lots 19 through 21 shall be identified as a tract and shall include a turn-around approved by the fire marshal; provided a turn-around is not required if the fire marshal waives the requirements for a turn-around in writing.

E. Submit with the building plans to Building Services (846-3470) a site plan showing:

1. Architectural features as shown on the submitted plans.

2. Setbacks as follows: Frontage yard – 10 foot minimum, 15 foot maximum.

3. Street trees as shown on the submitted plans and as required by Section 431-5.1.

4. Pay Traffic Impact Fee.

V. PRIOR TO ANY BUILDING OCCUPANCY AND/OR FINAL BUILDING INSPECTION APPROVAL:

A. Submit to Land Development Services, Project Planner (Albert Boesel, 846-3835):

Automatic irrigation system plan and details in accordance with Section 417 for the Common Open Space and Screening and Buffering required by Section 431.

B. The public improvements as required by Conditions III.B.3. a. through b. and as shown on the final approved plans shall be completed and accepted by the County.

C. Sidewalks shall be constructed. **NOTE:** All sidewalks shall have a five foot unobstructed width.

D. Street trees shall be planted.

E. Site improvements shall be completed in accordance with the approved final plans.

F. All facilities and improvements required by USA shall be completed and approved by USA.

VI. ADDITIONAL CONDITIONS:

A. Conditions of Approval regarding eventual closure of the interim access to Cornelius Pass Road shall continue to apply (Casefile No.96-065-S/HRV, Conditions II.C.3.e & f).

B. Adequate sight distance shall be continuously maintained by the property owner. This may require the property owner to periodically remove obstructing vegetation from the road right-of-way.

C. Landscaping and street trees shall be maintained in accordance with Section 407-8.10. Maintenance shall include, but is not limited to regular watering, weeding, pruning and replacement.

D. Obtain a Sign Permit prior to the placement of signs on the site unless otherwise exempt under Section 414-5.

E. This development shall be constructed in accordance with the conditions of this decision, the approved final plans and the standards of the Community Development Code (Section 207-6.1).

F. All conditions of approval shall be binding upon all heirs, successors and assigns (Section 207-5).

G. Transferability of this Development Permit shall be in accordance with Section 201-8.

H. This approval shall automatically expire two years from the date of this approval, unless development has commenced, an application for an extension is filed, or this approval is revoked or invalidated (CDC Section 201-4).

CASE NO. CDP 1-06. 2D1
OFFERED BY Stoff
DATE 10-22-08
EXHIBIT 0.

CITY OF HILLSBORO

October 17, 2008

TO: Washington County Coordinating Committee

FROM: Gary Stockhoff, LUT Capital Project Management Manager
Don Odermott, Transportation Planning Engineer, City of Hillsboro

SUBJECT: **PROPOSED EXPENDITURE OF TRAFFIC IMPACT FEES**

City of Hillsboro and Washington County hereby requests your review and recommendation of the following expenditure of Traffic Impact Fees at the following location:

	LOCATION	REQUESTED TIF	ESTIMATED PROJECT COST
1	**Cornelius Pass Rd (Baseline – Wilkins)**		**$16,427,000**
	City - Cornelius Pass Rd (Baseline – Quatama)	$4,250,000	$4,250,000
	County - Cornelius Pass Rd (Baseline – Quatama)	$4,000,000	$4,000,000
	Private - Cornelius Pass Rd (Quatama - Wilkins)		$2,177,000
	County - Cornelius Pass Rd (Beaverton Creek Bridge)		$6,000,000

Project description:

#1 – This funding will be used to widen Cornelius Pass Road to 4 and 5 lane sections between Baseline Road and the Light Rail right-of-way, modify the existing traffic signal at the Cornelius Pass/Quatama intersection, and add sidewalks and bike lanes. MSTIP 3C will fund the replacement of the bridge at Beaverton Creek. Additional improvement costs will be, or have been, contributed by the Orenco Woods Crossing, Beaver Creek Manor and Carlysle Gardens developments.

Department of Land Use & Transportation – Capital Project Management Division
1400 SW Walnut Street, MS 18, Hillsboro, OR 97123-5625
phone 503.846.7800 fax: 503.846.7810

Washington County hereby requests your review and recommendation of the following expenditure of Traffic Impact Fees at the following locations:

	LOCATION	REQUESTED TIF	ESTIMATED PROJECT COST
2	**Kaiser Rd & Bethany Blvd Intersection**	**$680,000**	**$680,000**
3	**Kaiser Rd & Laidlaw Rd Intersection**	**$1,550,000**	**$1,550,000**
4	**Scholls Ferry Rd & River Rd Intersection**	**$3,000,000**	**$3,000,000**
5	**Bull Mountain Rd & Roshak Rd Intersection**	**$3,000,000**	**$3,000,000**
6	**Cornell Rd (143rd – Science Park)**	**$1,400,000**	**$2,400,000**
7	**Hwy 99W & Hall Blvd Intersection**	**$500,000**	**$6,100,000**
8	**Tualatin Sherwood Rd & Gerda Rd Intersection**	**$500,000**	**$500,000**

The estimated costs shown are for budget purposes and will be refined during the final design process.

#2 - Provide a new traffic signal, sidewalks, signing and striping

#3 - Provide a new traffic signal, turn lanes, sidewalks, signing and striping

#4 – Investigate intersection alternatives, construct selected alternative

#5 - Investigate intersection alternatives, construct selected alternative

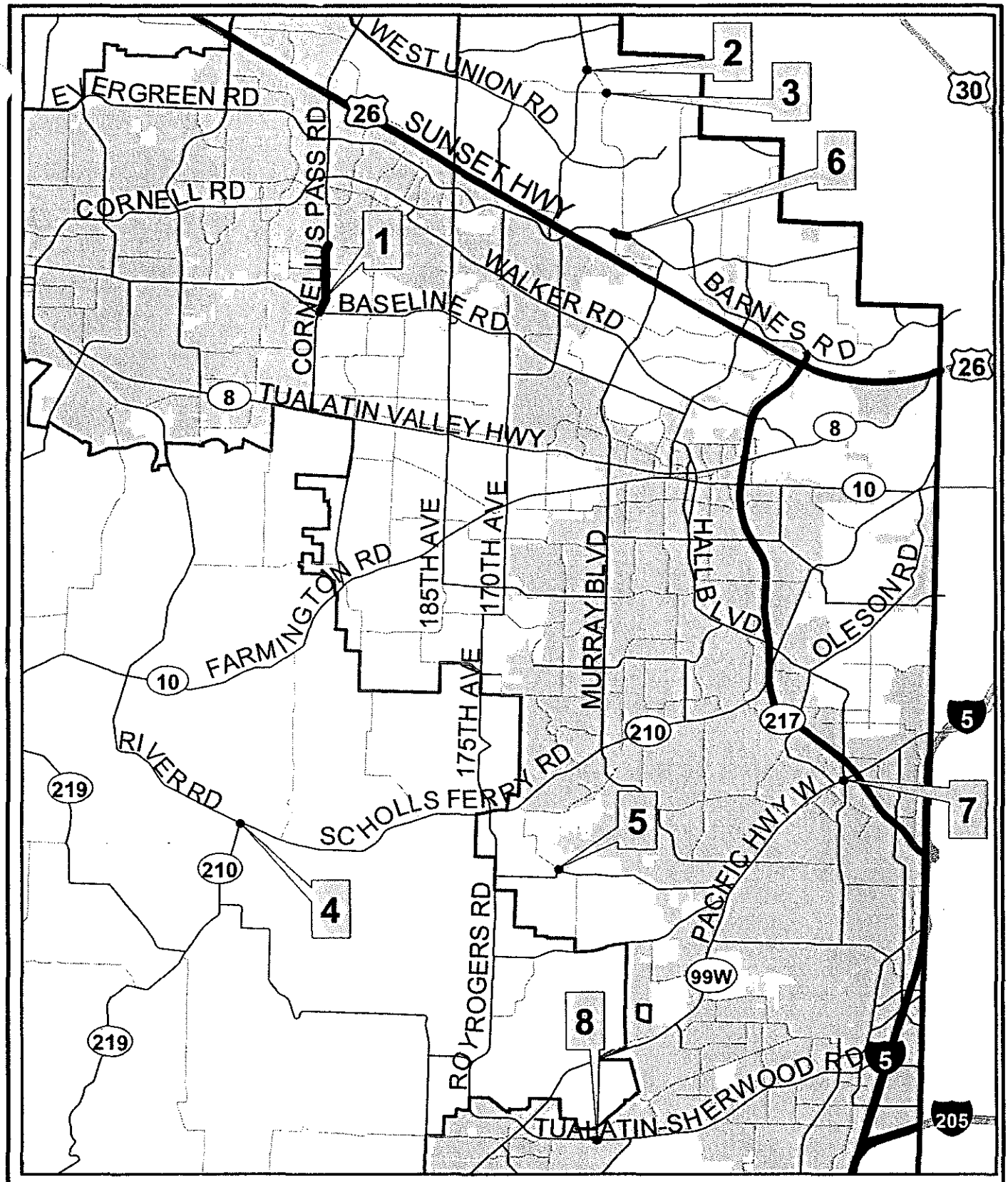
#6 - Construct additional turn lanes & through lanes, traffic signals, sidewalks, bike lanes, signing and striping

#7 - Construct additional turn lanes & through lanes, modify traffic signal, sidewalks, bike lanes, signing and striping

#8 - Provide a new traffic signal, sidewalks, signing and striping

If you have any questions, please contact me at 503-846-7820 or Joe Younkins at 503-846-7832.

Department of Land Use & Transportation – Capital Project Management Division
1400 SW Walnut Street, MS 18, Hillsboro, OR 97123-5625
phone 503.846.7800 fax: 503.846.7810



Disclaimer: This product is for informational purposesand may not have been prepared for, or be suitablefor legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Proposed Expenditure of Traffic Impact Fees October 2008

For information: Washington County Department of Land Use and Transportation Capital Projects Management

0 0.5 1 2 Miles

CASE NO. CDP 1-06 MOD
OFFERED BY Staff
DATE 10-22-08
EXHIBIT NO. _____

Ruth Klein

From: Bonnie Kooken [wekookens@verizon.net]
Sent: Saturday, October 18, 2008 5:10 PM
To: Ruth Klein
Subject: RE: WHAT IS A VILLAGE(Orenco Woods Crossing CDP 1-06

Ruth: I would appreciate it if you could hand it out to the Planning commission on or before the October 22 meeting.

I was unsure of the deadline date and should have reaffirmed it. Just got busy with my husband's health problems. Sometimes priorities change within minutes!!

Thank you for your help and assistance

bonnie

-----Original Message-----
From: Ruth Klein [mailto:ruthk@ci.hillsboro.or.us]
Sent: Friday, October 17, 2008 8:38 AM
To: Bonnie Kooken
Subject: RE: WHAT IS A VILLAGE(Orenco Woods Crossing CDP 1-06

Good morning Bonnie,

The packet went out yesterday. Would you like for me to hand it out at the PC hearing or would you rather do that yourself?? Either way will work for me.

Ruth Klein, Urban Planner
City of Hillsboro Planning Department

(503) 681-6465 - Phone
(503) 681-6245 - Fax
-----Original Message-----
From: Bonnie Kooken [mailto:wekookens@verizon.net]
Sent: Thursday, October 16, 2008 9:20 PM
To: Ruth Klein
Subject: WHAT IS A VILLAGE(Orenco Woods Crossing CDP 1-06

Ruth will you please add the attached written testimony to the Planning Commissioners' packet.

I'm working on a new computer and hope this gets to you on time.

Thank you for your help

Bonnie kooken
503-648-3743

CASE NO. CDP 1-06 MOD1
OFFERED BY Staff/Kooken
DATE 10-22-08
EXHIBIT NO.

October 16, 2008

Hillsboro City Planning Commissioners
Hillsboro City Civic Center
Emailed to Ruth Klein ruthk@ci.hillsboro.us.or

Subject: Orenco Woods Crossing Modification – CDP 1-06

Visualize a self-sustaining Village. Now visualize a neighborhood/community/district with a strip-mall. All meet the criteria stated in the Zoning Ordinance (HZO) Section 136 (B) and Section 136 (III) (YY). Except a village must be a self-contained and facilitate neighborhood self-sufficiency and sense of community.

Zoning Ordinance (HZO) Section 136 (III) (YY): Residential Village.

As used in conjunction with the Station Community Residential Village District of this ordinance, a **residential village is a self-contained community** where residents can live, work and recreate on a day-to-day basis without an over-reliance on the larger community or region, as opposed to being a euphemism for a quaint or intentionally picturesque housing project. **A residential village project includes all of the following**: a range of housing types to fully integrate the community without a feeling of exclusivity; a variety of commercial and public services, parks and natural areas, employment opportunities, and other amenities found in a small community; an integrated pedestrian-sensitive, multi-modal street and alley system to make it easy to walk and travel to, from and throughout the community; and **an organized site plan that facilitates neighborhood self-sufficiency and a sense of community**

A Village, Neighborhood, and Community have many of the same development characteristics as per: Hillsboro Zoning Ordinance (HZO) Section 136 I (B) However, there are major differences:

Station Community Planning Areas consist of zoning districts which share a number of qualities and characteristics but are distinguished by differences in emphasis on primary uses and intensity of development. The land use districts are designed to work together to result in a lively, prosperous mixed-use neighborhood providing an attractive place to live, work, shop and recreate with less reliance on the automobile than is typical elsewhere in the community:

1. A balanced pedestrian orientation featuring buildings, streets and public spaces oriented towards the pedestrian while not excluding the automobile. (Same for all)

2. Concentration of housing and/or jobs in centers which encourage transit users to live and work near transit stations. *(Not knowing what type of commercial will be built – we do not know if these jobs will be minimal wage or high paying income. If the jobs pay minimal wage,* day-care, offices, shopping centers, pharmacy, *the employees will not be able to afford to live in the Orenco Woods Crossing. Therefore, they would either ride the Max with over one-half mile to walk to work or will drive. Driving adds to the negative transportation problem that already exists without the commercial development. If the jobs are high pay, will people who can afford to live in Orenco Woods Crossing chose to live here or someplace else where they have open space and less traffic?)*

3. Public amenities, including parks, plazas and other community facilities. (Same for all)

4. A multi-modal circulation system that links uses of bus, bicycle, van pool, auto and light rail with pedestrians. *(The Orenco and the 206-Quatama Max stations are more than one-half mile away, and sections of the walking areas are not pedestrian safe due to lack of sidewalks in some areas. There is no bus service except on 231.)*

5. A development and circulation plan that provides convenient access to light rail stations while minimizing and overcoming physical and psychological barriers. *(Same reasons as #4)*

6. Placement of automobile intensive uses in locations where the existing road and street system will support such uses and where such uses do not adversely impact other transit-oriented uses." (The Orenco Woods Crossing project traffic design continues to be a negative impact on the town of Orenco and now the addition of the commercial will have the same negative impact on all the residents living along Quatama - a transportation nightmare.)

7. Many villages and neighborhoods are located near or around public transportation. *(The property in question is near two MAX stations; however, the property is not within easy, safe walking distance of either station. (Map section 1N2W35) So people will tend to drive to work adding to the existing traffic congestion problem.)*

8. Village businesses are largely independent, and in many instances they are the anchor of the village. The owners and employees have strong ties to the surrounding neighborhood. They are often owned and operated by people fulfilling their dreams. *(We do not know at this time if this pertains to this modification because we do not know what type of commerce will occupy this property.)*

9. Many villages are older, well-established neighborhoods whose residents have a sense of community. Examples of local villages are Multnomah Village, Kenton District, St.Johns, Ladd's Addition, First Addition of Lake

Oswego and Orenco. In the early 1900s Orenco was the prime example of a self-sustaining village with its stores, post offices, churches, printing shop. People raised most of their own food and livestock.

10. HZO Section 137 #12, Table 1H: states that the maximum building height is three stories. This project proposes four-story condominiums.

The proximity of the Orenco Townsite Conservation (OTC) District demands that the impacts from this "modification" be considered. Is this "modification" "designed to work together with the OTC to result in a lively, prosperous mixed-use, self-reliant neighborhood"?

The following are excerpts of the zoning ordinance that should be considered.

1. Will this commercial proposal create a self-reliant neighborhood?

2. Is the plan innovative and imaginative site planning in order to develop a sense of place?

3. Is it appropriate to propose four-story condominiums when the zoning calls for a maximum of 3-stories.

4. Does this proposed modification conserve and enhance the historic, open space and architectural qualities of the Orenco Townsite.

5. Does this modification protect the Orenco district reminiscent of the turn of the century community which thrived in this location?

6. Does simply requesting a "modification to add commercial property to this SE corner of the Orenco Woods Crossing create a Residential Village? Or does it simply create a community-neighborhood with a strip mall?

Bonnie Kooken
Orenco Neighborhood Organization
503-648-3743

CASE NO. CU-1-06 MOD 1
OFFERED BY Staff
DATE 10-22-08
EXHIBIT NO. _____

Ruth Klein

From: maddreams3712@aol.com
Sent: Monday, October 20, 2008 11:21 PM
To: Ruth Klein
Cc: annejim1@verizon.net; williamtcchapman@yahoo.com
Subject: clarification

Please note that in a recent letter to the Hillsboro Planning Commission dated Oct.16th, 2008, the reference to the Hillsboro Zoning Ordinance in the second paragraph should have read "*Section 136 VII A 1*".

Thank you,
Mark David

McCain or Obama? Stay updated on coverage of the Presidential race while you browse - Download Now!

CASE NO. C 21-06 MOD1
OFFERED BY Staff
DATE 10-22-08
EXHIBIT NO.

Ruth Klein

From: anne lubischer [annejim1@verizon.net]
Sent: Wednesday, October 22, 2008 10:20 AM
To: Ruth Klein
Subject: Request by Lubischer to leave the record open

Ruth, could you please submit the following request to the Planning Commission?

10-22-2008 (10:20 PST)

To: Hillsboro Planning Commission
Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)

President Coulter and Commissioners,

I would like to request, pursuant to ORS 197.763 (6)(b), 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 submitted since the previous hearing.

I would also request, pursuant to ORS 197.763 (6)(c), that if new evidence is submitted during the period the record is left open that I, and others, be allowed to respond.

Thank you,

Jim Lubischer
22720 NW Quatama
Hillsboro, Oregon 97124

ORS 197.763 (6a – 7)

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:

(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.

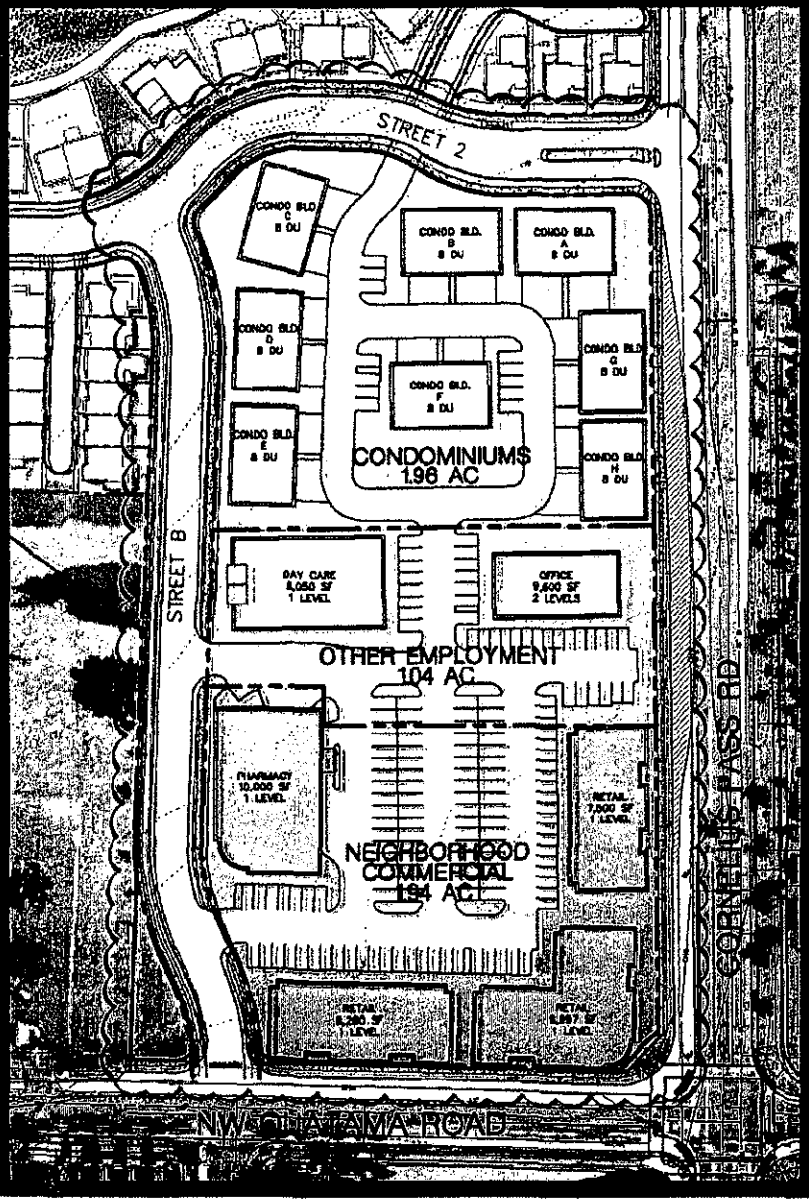
(c) If the hearings authority leaves the record open for additional written evidence, arguments or testimony, the record shall be left open for at least seven days. Any participant may file a written request with the local government for an opportunity to respond to new evidence submitted during the 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.

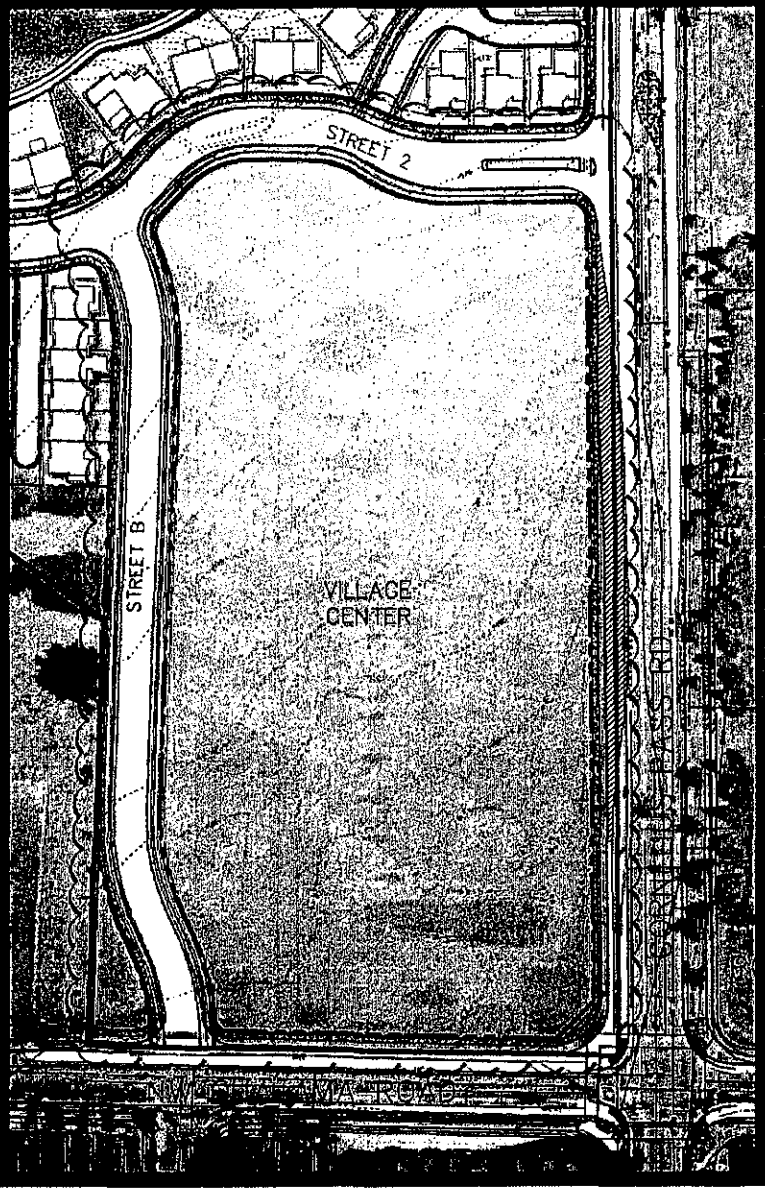
(e) Unless waived by the applicant, the local government shall allow the applicant at least seven days after the record is closed to all other parties to submit final written arguments in support of the application. The applicant's final submittal shall be considered part of the record, but shall not 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.

Original Submittal



Proposed Revision



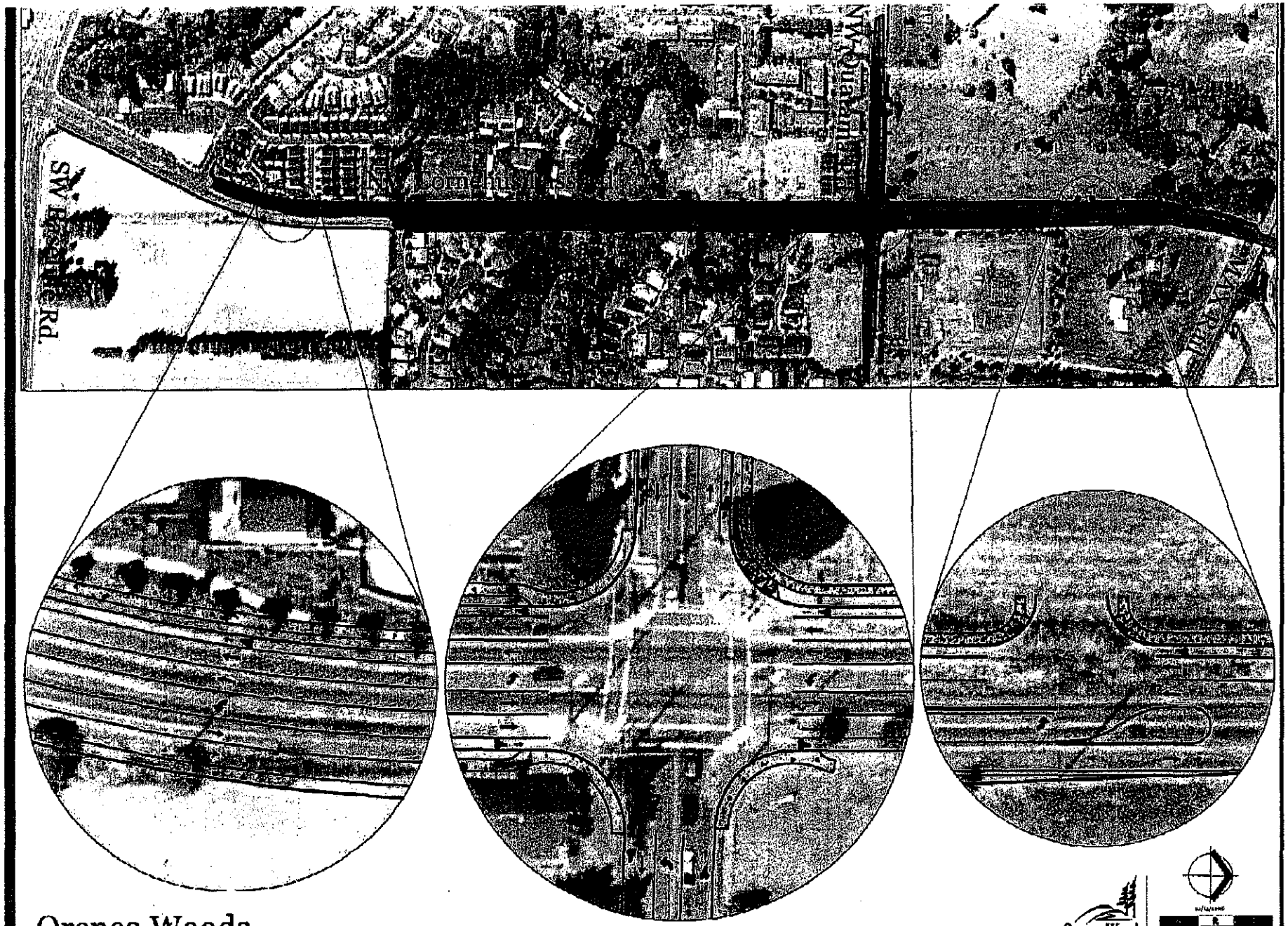
Why is this modification request better than the existing approval?

- More complete community with a vibrant mix of uses as envisioned by the SCR-V zone, incorporating jobs and services into the community fabric, which encourages walkability .
- Introduces a single-story living option into the residential mix of housing choices.
- Introduce a new architectural design feature.
- Replaces the portion of the residential plan that the Commission had concerns about.
- Changing the land use tool to a Village Center District increases the flexibility for creativity, and allows for the true mixed use Village the Commission asked about.

Why is this modification request better than the existing approval?

Transportation Improvements:

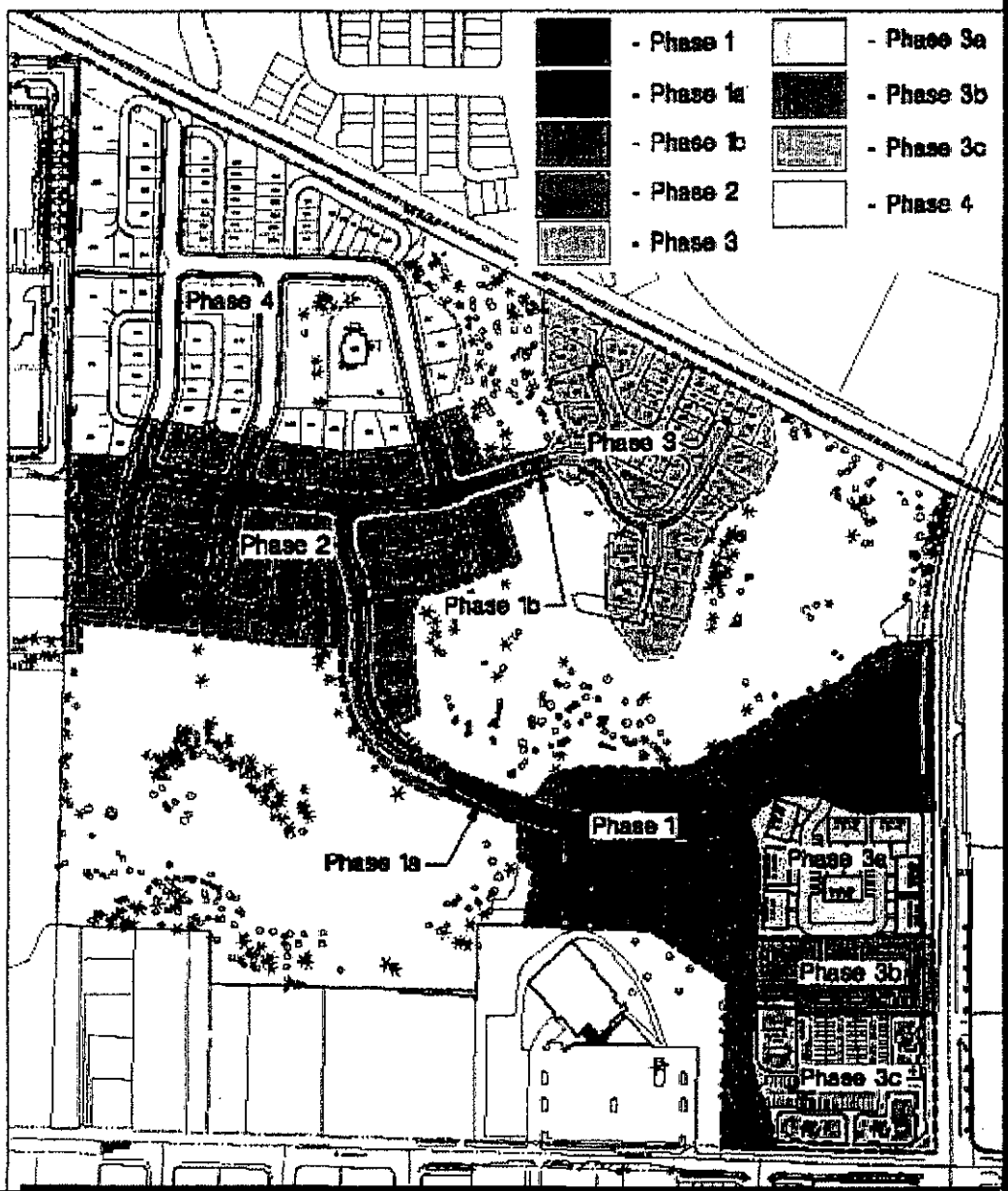
- Orenco Woods private investment for Cornelius Pass Road improvements has leveraged the $10.4 million County MSTIP project for the Beavercreek bridge replacement to a top priority. Further, the City of Hillsboro has contributed $4.1 million in matching funds to complete a five lane facility from Baseline Road through the Quatama Road intersection.



Orenco Woods

A "Venture Properties" Development

Cornelius Pass Road Improvements



- Phasing begins in the southeast corner, transitions around the site, and ends in the northwest corner, "allowing for the purchase of additional parkland, should funds become available".
- Notice of construction of Phase 4 was sent on May 17, 2007 with an Affidavit of Notice of Mailing, far exceeding the 180 day timeline argued by Dr. Lubischer.
- Neighborhood Commercial uses need 'rooftops' to be viable.

Transportation Mitigation Measures

Will the transportation be 'No Worse' with new commercial and office uses?

- In his October 10, 2008 letter, Brian Dunn has provided a study of the build-out year 2011 conditions for Cornelius Pass Road both with and without the Orenco Woods Crossing development and it's required transportation improvements. The Wilkins and Quatama intersections experience less delay in both the AM and PM peak hour with the Orenco Woods development.

- New interconnect between the signal at Wilkins Street and the signal at Quatama Road (improved progression through the corridor).

- Safety improvements at Quatama and 227th.

- Dedication of right-of-way for a southbound right-turn lane on Cornelius Pass Road turning onto Quatama Road to accommodate the South Hillsboro Plan area.

- Commercial and Office uses generate additional System Development Charges for additional improvements to the regional transportation system.

Analysis Questions: South Hillsboro Concept Plan

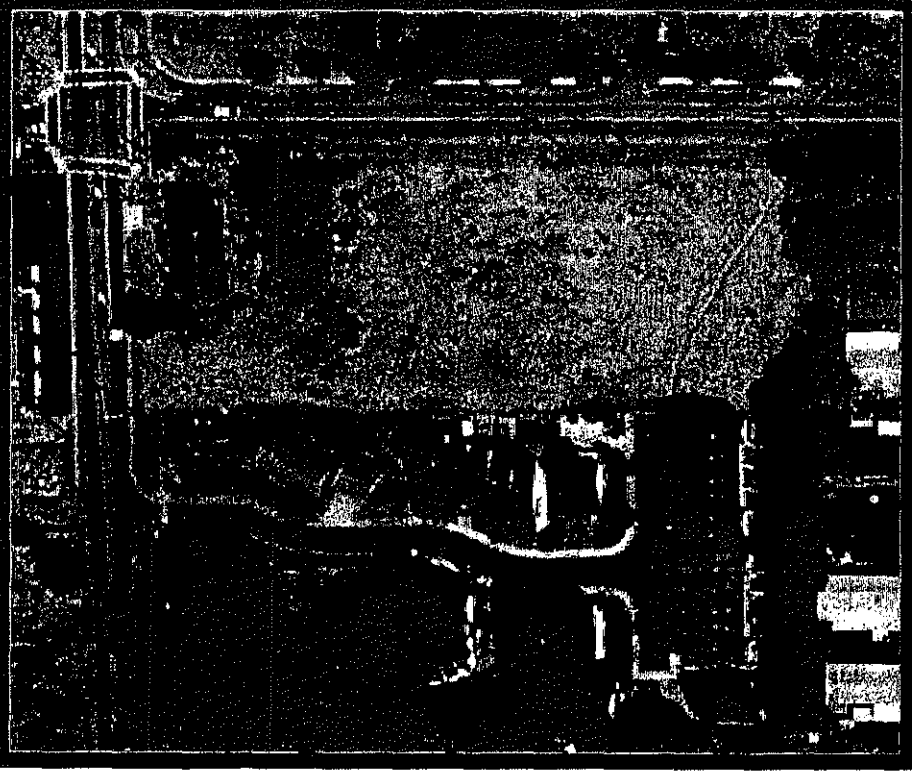
The Planning Commission asked if the South Hillsboro Concept Plan had been included in the Traffic Impact Analysis.

- It was not included because development proposals only analyze the build-out year, and the impacts of a proposed development on the transportation system including existing background traffic and any in-process projects. A twenty year analysis is only completed with Comprehensive Plan Amendments.
- Per the Planning Commission's request, a long range analysis was completed with Areas 69 and 71 included. This analysis was included in Brian Dunn's October 10, 2008 letter.
- All intersections met the operational standards of both Washington County and the City of Hillsboro.

Impacts to Kian Lane Access

- The Land Use Approval Decision for "Mann Park" subdivision (Washington County Casefile 99-535-S/D) that created Kian Lane expressly described the access point to Cornelius Pass Road as interim, until access to the north becomes available.

- Access to Quatama Road is being discussed in conjunction with the County/City Cornelius Pass Road improvements.



Analysis Questions: Provide a Mid-Day Peak Hour Operations Analysis

- Detailed analysis is included in Brian Dunn's October 10, 2008 letter.
- Meets the City's LOS standards
- Meets the County's V/C Ratio standards

Access Modification Application for the Mid-Point Access

- Washington County has issued approval for the Mid-Point access for Orenco Woods Crossing. A copy was included as an attachment to the October 14, 2008 letter from WRG Design.

- Conditions of Approval were carried forward from the previous approval.

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 7

October 22, 2008 Supplemental Staff Report with Attachment:

- October 22, 2008 Supplemental Staff Report with Track Changes On

CITY OF HILLSBORO

October 22, 2008

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan
Orenco Woods Crossing – File No. CDP 1-06 (MOD 1)

The City staff, City attorney and Planning Commission president have requested the following changes to the draft conditions.

DRAFT CONDITIONS

1. The conditions of approval contained in Orenco Woods Crossing Resolution Nos. 1561-P and 2172 shall remain in full effect except as modified as a part of this Concept Development Plan Modification approval. The area of modification is identified on Exhibit B as the portion of the Orenco Woods Crossing development located south of Street 2 and east of Street B.

2. Application(s) for Detailed Development Plan approval shall be reviewed and approved by the Planning Commission.

3. Each non-residential Detailed Development Plan submittal for this site shall include, but not be limited to, a letter from the traffic engineer documenting compliance with the trip generation cap for this site to the satisfaction of the City Transportation Planning Engineer prior to approval of each non-residential Detailed Development Plan. The submitted letter shall address the trip generation cap for this site which shall restrict development of non-residential commercial and retail uses on the site to the generation of no more than 2848 average weekday daily new vehicle trips, 199 morning peak hour new vehicle trips, and 274 afternoon peak hour new vehicle trips. Trips which are generated using non-vehicular modes or which are comprised of pass-by and diverted link trip types are not subject to the trip cap limits. Submitted Detailed Development Plan applications which include a request that exceeds the new vehicle trip generation caps detailed above

shall first be required to apply for and receive a new Concept Development Plan Modification approval.

4. Prior to the final inspection approval of any residential structure or issuance of any occupancy permit within the Orenco Woods Crossing development, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

   a) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

   Cornelius Pass Road

   b) On NW Cornelius Pass Road dedicate additional right-of-way across the entire site frontage to meet the Washington County A-4 arterial roadway standard. The dedication shall match the adopted roadway centerline alignment for NW Cornelius Pass Road.

   c) On NW Cornelius Pass Road record an 8 foot wide public utility easement (PUE) adjacent to the dedicated right-of-way across the entire site frontage.

   d) On NW Cornelius Pass Road construct the western half-street improvements along the entire site frontage in accordance with Washington County A-4 arterial roadway standards.

   e) On NW Cornelius Pass Road widen the eastern side of the existing paved roadway to provide for the required turn lanes and pavement tapers as detailed in other Conditions of Approval. These improvements shall include obtaining required permits and constructing required pavement widening, pavement markings and roadway signage, curb and gutter, street lights, storm drainage and other utility modifications, landscape planters and street trees, five (5) foot wide sidewalk, and associated improvements as approved by the County Engineer. Record slope easements where directed by the County Engineer.

   f) The approach of Street 2 to NW Cornelius Pass Road shall meet Washington County sight distance requirements.

   Quatama Road

   g) On NW Quatama Road, dedicate additional right of way across the entire site frontage to meet the Washington County C-3 collector roadway standard. Dedication of additional right of way may be required at the northwest corner of NW Cornelius Pass Road and NW Quatama Road in order to accommodate conditioned intersection and traffic signal improvements.

h) On NW Quatama Road, record an 8 foot wide public utility easement (PUE) adjacent to the dedicated right-of-way across the entire site frontage.

i) The approach of Street B to NW Quatama Road shall meet Washington County sight distance requirements.

5. Prior to issuance of any certificate of occupancy of any non-residential use within the Orenco Woods Crossing development, and subject to the approval of Washington County, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

a) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

Cornelius Pass Road

b) On NW Cornelius Pass Road dedicate additional public right of way necessary to allow for the future construction of a southbound 175 foot right turn storage lane with transition tapers and intersection corner radius and traffic signal improvements at the approach to NW Quatama Road. Future improvements shall include an 8 foot wide curb tight sidewalk with integrated street trees in grates.

c) On NW Cornelius Pass Road record a minimum of 4 foot wide public utility easement (PUE), in lieu of the otherwise required 8 foot PUE, adjacent to public right of way dedication for a future 175 foot long southbound right turn storage lane on NW Cornelius Pass Road at the approach to NW Quatama Road through placement of underground utility infrastructure under the public sidewalk. Coordinate design and construction of improvements behind the street curb with Washington County, City of Hillsboro, and utility service providers.

d) Obtain required permits from Washington County and implement a traffic signal interconnect linking the traffic signals on NW Cornelius Pass Road at NW Quatama Road and NW Wilkins Street (currently under construction).

e) On NW Cornelius Pass Road utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate a new interim southbound right turn lane using the fifth lane at its approach to NW Quatama Road, including provision of 150 feet of striped right turn storage lane, transition striping, and required signage. Modify the existing traffic signal as required by conditioned road improvements in accordance with Washington County standards.

f) Construct a new public street access to NW Cornelius Pass Road, subject to County approval and receipt of required permits from the County Engineer and City Engineer, at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate an interim southbound

right-turn lane using the fifth lane, with storage length and deceleration taper to be determined by Washington County, at the new public street access to NW Cornelius Pass Road. Construct a northbound left turn lane with 75 feet of vehicle storage and required lane transitions as determined by Washington County at the new public street access to NW Cornelius Pass Road. Traffic movements at the new public street access to NW Cornelius Pass Road shall be limited to right-in, right-out, and left-in movements through the use of raised medians and barrier curbs, signage, and striping on the approach street and/or NW Cornelius Pass Road as determined by the County Engineer.

Quatama Road

g) On NW Quatama Road obtain required permits and construct improvements to establish a left turn median lane with 50 feet of storage at the eastbound approach to the intersection with Street B. Subject to the availability of adequate right of way, obtain required permits and construct a continuous left turn median and bi-directional bike lanes between NE 76th Avenue and NW Cornelius Pass Road including a striped 150 foot eastbound storage lane at the traffic signal approach. Within existing public right of way, widen NW Quatama Road to provide a 175 foot westbound left turn storage lane with tapers at the approach to NW Cornelius Pass Road.

h) Modify the existing traffic signal at NW Cornelius Pass Road and NW Quatama Road to accommodate conditioned roadway widening. Maintain the existing protected/permitted left turn signal phasing on the northbound and southbound approaches of NW Cornelius Pass Road and the existing permitted left turn signal phasing on the eastbound and westbound approaches of NW Quatama Road.

Quatama Road / NW 227th Avenue Intersection Improvements

i) Widen NW 227th Avenue and NW Quatama Road, within the boundaries of the existing right-of-way, extending south and east from the southern termini of the Rock Creek Bridge roadway guardrails to provide a minimum 13-foot wide southbound to eastbound lane and a minimum 13-foot wide westbound to northbound lane within the turn radius unless approved otherwise by the County Engineer.

j) On NW Quatama Road east of the intersection with NW 227th Avenue and extending to the eastern boundary of Tract A of the Alder Creek Estates subdivision, realign and widen NW Quatama Road to the south, within the boundaries of the existing right-of-way, to provide a minimum 20-foot roadway width, unless approved otherwise by the County Engineer. Install guardrail to AASHTO and County standards along the north shoulder of NW Quatama Road adjacent the segment of roadway where road shoulder subsidence has occurred adjacent to Rock Creek.

Quatama Road Bridge Signage

k) On both roadway approaches install additional warning signage in advance of the bridge on NW 227th Avenue in accordance with MUTCD standards. Signing may include signs warning of a "bridge ahead", "narrow bridge", "road narrows" or "pedestrians on bridge". Coordinate with, and obtain required permits, from Washington County.

7. Prior to the issuance of any certificate of occupancy for any non-residential use, the developer shall demonstrate compliance to the City Engineer and/or Transportation Committee with the following items:

a) Obtain all necessary permits from the City of Hillsboro for access onto and work within the City right-of-way.

Pedestrian Signage on Dogwood Street

b) Subject to the approval of the City Engineer, install pedestrian signage on NW Dogwood Street in the vicinity of NW 227th Avenue directing pedestrians to use the existing north sidewalk located adjacent the public school and the new sidewalk/pathway facilities provided in the Orenco Woods Crossing development to access the Rock Creek regional trail, Cornelius Pass Road and Quatama Road.

Internal Streets: Street 2 and Street B

c) Construct Street 2 between Street B and NW Cornelius Pass Road to accommodate a 25 mph design speed. On-street parking, except where restricted to preserve required sight distance, shall be allowed; however, the City reserves the right to restrict or prohibit future on-street parking between NW Cornelius Pass Road and Tract "M" as depicted on Sheet 601 of the application. Obtain all required permits through the City Engineer.

d) Construct Street B between NW Quatama Road and Street 2 to accommodate a 25 mph design speed.

e) No parking shall be permitted along either side of Street B within 100 feet of NW Quatama Road. Street B shall have a paved width of 36 feet within 125 feet of NW Quatama Road to allow adequate width for two southbound lanes at the NW Quatama Road approach. Street B shall be constructed to align opposite NE 76th Avenue. Obtain all required permits through the City Engineer.

f) Commercial and multi-family driveway approaches to Street 2, and to Street B shall be addressed during Detailed Development Plan review.

RECOMMENDATION

Planning staff recommends that the Commission re-open the hearing and receive the applicant's presentation, public testimony, and rebuttal. Following, the applicant's rebuttal, staff recommends that the Commission deliberate and reach a tentative decision. In anticipation that the Commission may recommend tentative approval, staff has prepared this draft set of conditions. Should the Commission recommend approval at the November 12th meeting, then staff and the applicant will return with a draft resolution and findings respectively.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

October 22, 2008

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan
Orenco Woods Crossing – File No. CDP 1-06 (MOD 1)

The City staff, City attorney and Planning Commission president have requested the following changes to the draft conditions.

DRAFT CONDITIONS

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Quatama Road

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<#>¶
<#>Obtain required permits from Washington County and implement a traffic signal interconnect linking the traffic signals on NW Cornelius Pass Road at NW Quatama Road and NW Wilkins Street (currently under construction).¶

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a) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

Cornelius Pass Road

b) On NW Cornelius Pass Road dedicate additional public right of way necessary to allow for the future construction of a southbound 175 foot right turn storage lane with transition tapers and intersection corner radius and traffic signal improvements at the approach to NW Quatama Road. Future improvements shall include an 8 foot wide curb tight sidewalk with integrated street trees in grates.

c) On NW Cornelius Pass Road record a minimum of 4 foot wide public utility easement (PUE), in lieu of the otherwise required 8 foot PUE, adjacent to public right of way dedication for a future 175 foot long southbound right turn storage lane on NW Cornelius Pass Road at the approach to NW Quatama Road through placement of underground utility infrastructure under the public sidewalk. Coordinate design and construction of improvements behind the street curb with Washington County, City of Hillsboro, and utility service providers.

d) Obtain required permits from Washington County and implement a traffic signal interconnect linking the traffic signals on NW Cornelius Pass Road at NW Quatama Road and NW Wilkins Street (currently under construction).

e) On NW Cornelius Pass Road utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate a new interim southbound right turn lane using the fifth lane at its approach to NW Quatama Road, including provision of 150 feet of striped right turn storage lane, transition striping, and required signage. Modify the existing traffic signal as required by conditioned road improvements in accordance with Washington County standards.

f) Construct a new public street access to NW Cornelius Pass Road, subject to County approval and receipt of required permits from the County Engineer and City Engineer, at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate an interim southbound

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right-turn lane using the fifth lane, with storage length and deceleration taper to be determined by Washington County, at the new public street access to NW Cornelius Pass Road. Construct a northbound left turn lane with 75 feet of vehicle storage and required lane transitions as determined by Washington County at the new public street access to NW Cornelius Pass Road. Traffic movements at the new public street access to NW Cornelius Pass Road shall be limited to right-in, right-out, and left-in movements through the use of raised medians and barrier curbs, signage, and striping on the approach street and/or NW Cornelius Pass Road as determined by the County Engineer.

Quatama Road

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g) On NW Quatama Road obtain required permits and construct improvements to establish a left turn median lane with 50 feet of storage at the eastbound approach to the intersection with Street B. Subject to the availability of adequate right of way, obtain required permits and construct a continuous left turn median and bi-directional bike lanes between NE 76th Avenue and NW Cornelius Pass Road including a striped 150 foot eastbound storage lane at the traffic signal approach. Within existing public right of way, widen NW Quatama Road to provide a 175 foot westbound left turn storage lane with tapers at the approach to NW Cornelius Pass Road.

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h) Modify the existing traffic signal at NW Cornelius Pass Road and NW Quatama Road to accommodate conditioned roadway widening. Maintain the existing protected/permitted left turn signal phasing on the northbound and southbound approaches of NW Cornelius Pass Road and the existing permitted left turn signal phasing on the eastbound and westbound approaches of NW Quatama Road.

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Quatama Road / NW 227th Avenue Intersection Improvements

i) Widen NW 227th Avenue and NW Quatama Road, within the boundaries of the existing right-of-way, extending south and east from the southern termini of the Rock Creek Bridge roadway guardrails to provide a minimum 13-foot wide southbound to eastbound lane and a minimum 13-foot wide westbound to northbound lane within the turn radius unless approved otherwise by the County Engineer.

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j) On NW Quatama Road east of the intersection with NW 227th Avenue and extending to the eastern boundary of Tract A of the Alder Creek Estates subdivision, realign and widen NW Quatama Road to the south, within the boundaries of the existing right-of-way, to provide a minimum 20-foot roadway width, unless approved otherwise by the County Engineer. Install guardrail to AASHTO and County standards along the north shoulder of NW Quatama Road adjacent the segment of roadway where road shoulder subsidence has occurred adjacent to Rock Creek.

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Quatama Road Bridge Signage

k) On both roadway approaches, install additional warning signage in advance of the bridge on NW 227th Avenue in accordance with MUTCD standards. Signing may include signs warning of a "bridge ahead", "narrow bridge", "road narrows" or "pedestrians on bridge". Coordinate with, and obtain required permits, from Washington County.

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7. Prior to the issuance of any certificate of occupancy for any non-residential use, the developer shall demonstrate compliance to the City Engineer and/or Transportation Committee with the following items:

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a) Obtain all necessary permits from the City of Hillsboro for access onto and work within the City right-of-way.

Pedestrian Signage on Dogwood Street

b) Subject to the approval of the City Engineer, install pedestrian signage on NW Dogwood Street in the vicinity of NW 227th Avenue directing pedestrians to use the existing north sidewalk located adjacent the public school and the new sidewalk/pathway facilities provided in the Orenco Woods Crossing development to access the Rock Creek regional trail, Cornelius Pass Road and Quatama Road.

Internal Streets: Street 2 and Street B

c) Construct Street 2 between Street B and NW Cornelius Pass Road to accommodate a 25 mph design speed. On-street parking, except where restricted to preserve required sight distance, shall be allowed; however, the City reserves the right to restrict or prohibit future on-street parking between NW Cornelius Pass Road and Tract "M" as depicted on Sheet 601 of the application. Obtain all required permits through the City Engineer.

d) Construct Street B between NW Quatama Road and Street 2 to accommodate a 25 mph design speed.

e) No parking shall be permitted along either side of Street B within 100 feet of NW Quatama Road. Street B shall have a paved width of 36 feet within 125 feet of NW Quatama Road to allow adequate width for two southbound lanes at the NW Quatama Road approach. Street B shall be constructed to align opposite NE 76th Avenue. Obtain all required permits through the City Engineer.

f) Commercial and multi-family driveway approaches to Street 2, and to Street B shall be addressed during Detailed Development Plan review.

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RECOMMENDATION

Planning staff recommends that the Commission re-open the hearing and receive the applicant's presentation, public testimony, and rebuttal. Following, the applicant's rebuttal, staff recommends that the Commission deliberate and reach a tentative decision. In anticipation that the Commission may recommend tentative approval, staff has prepared this draft set of conditions. Should the Commission recommend approval at the November 12th meeting, then staff and the applicant will return with a draft resolution and findings respectively.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 8

October 21, 2008 Supplemental Staff Report

CITY OF HILLSBORO

October 21, 2008

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan
Orenco Woods Crossing – File No. CDP 1-06 (MOD 1)

Prior to the October 22, 2008 Planning Commission meeting, a staff report dated October 16th was transmitted to the Planning Commission. The October 16th staff report stated that a traffic analysis and draft conditions of approval would be forthcoming within a supplement staff report. The Transportation Planning Engineering worked closely with Planning staff and County Engineering staff crafting the following draft conditions. In addition, City staff have reviewed the August 2008, Traffic Impact Analysis and Supplemental Report dated October 10, 2008, prepared by Dunn Traffic Engineering, LLC together with the Safety Audit report prepared under contract to the City of Hillsboro by Group MacKenzie Inc. dated October 16, 2008 and propose the following conditions of approval as recommended mitigation for the requested modification to the Concept Development Plan.

DRAFT CONDITIONS

1. The conditions of approval contained in Orenco Woods Crossing Resolution Nos. 1561-P and 2172 shall remain in full effect except as modified as a part of this Concept Development Plan Modification approval. The area of modification is identified on Exhibit B as the portion of the Orenco Woods Crossing development located south of Street 2 and east of Street B.

2. Application(s) for Detailed Development Plan approval shall be reviewed and approved by the Planning Commission.

3. Each non-residential Detailed Development Plan submittal for this site shall include, but not be limited to, a letter from the traffic engineer documenting compliance with the trip generation cap for this site.

4. The trip generation cap for this site shall restrict development of non-residential commercial and retail uses on the site to the generation of no more than 2848 average weekday daily new vehicle trips, 199 morning peak hour new vehicle trips, and 274 afternoon peak hour new vehicle trips. Trips which are generated using non-vehicular modes or which are comprised of pass-by and diverted link trip types are not subject to the trip cap limits.

5. Prior to the occupancy of any use within the Orenco Woods Crossing development, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

   a) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

   Cornelius Pass Road

   b) On NW Cornelius Pass Road dedicate additional right-of-way across the entire site frontage to meet the Washington County A-4 arterial roadway standard. The dedication shall match the adopted roadway centerline alignment for NW Cornelius Pass Road.

   c) On NW Cornelius Pass Road record an 8 foot wide public utility easement (PUE) across the entire site frontage.

   d) On NW Cornelius Pass Road construct the western half-street improvements along the entire site frontage in accordance with Washington County A-4 arterial roadway standards.

   e) On NW Cornelius Pass Road widen the eastern side of the existing paved roadway to provide for the required turn lanes and pavement tapers as detailed in other Conditions of Approval. These improvements shall include obtaining required permits and constructing required pavement widening, pavement markings and roadway signage, curb and gutter, street lights, storm drainage and other utility modifications, landscape planters and street trees, five (5) foot wide sidewalk, and associated improvements as approved by the County Engineer. Record slope easements where directed by the County Engineer.

   f) On NW Cornelius Pass Road utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate a new interim southbound right turn lane using the fifth lane at its approach to NW Quatama Road, including provision of 150 feet of striped right turn storage lane, transition striping, and required signage. Modify the existing traffic signal as required to meet Washington County standards.

g) Obtain required permits from Washington County and implement a traffic signal interconnect linking the traffic signals on NW Cornelius Pass Road at NW Quatama Road and NW Wilkins Street (currently under construction).

h) Construct a new public street access to NW Cornelius Pass Road, subject to County approval and receipt of required permits from the County Engineer and City Engineer, at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Utilize the southbound west curb lane of the County A-4 standard 5-lane road section to delineate an interim southbound right-turn lane using the fifth lane, with storage length and deceleration taper to be determined by Washington County, at the new public street access to NW Cornelius Pass Road. Construct a northbound left turn lane with 75 feet of vehicle storage and required lane transitions as determined by Washington County at the new public street access to NW Cornelius Pass Road. Traffic movements at the new public street access to NW Cornelius Pass Road shall be limited to right-in, right-out, and left-in movements through the use of raised medians and barrier curbs, signage, and striping on the approach street and/or NW Cornelius Pass Road as determined by the County Engineer.

i) Sight distance requirements at the approach of Street 2 to NW Cornelius Pass Road shall meet Washington County requirements.

Quatama Road

j) On NW Quatama Road, dedicate additional right of way across the entire site frontage to meet the Washington County C-3 collector roadway standard. Dedication of additional right of way may be required at the northwest corner of NW Cornelius Pass Road and NW Quatama Road in order to accommodate conditioned intersection and traffic signal improvements.

k) On NW Quatama Road, record an 8 foot wide public utility easement (PUE) across the entire site frontage.

l) On NW Quatama Road obtain required permits and construct improvements to establish a left turn median lane with 50 feet of storage at the eastbound approach to the intersection with Street B. Subject to the availability of adequate right of way, obtain required permits and construct a continuous left turn median and bi-directional bike lanes between NE 76th Avenue and NW Cornelius Pass Road including a striped 150 foot eastbound storage lane at the traffic signal approach. Within existing public right of way, widen NW Quatama Road to provide a 175 foot westbound left turn storage lane with tapers at the approach to NW Cornelius Pass Road.

m) Modify the existing traffic signal at NW Cornelius Pass Road and NW Quatama Road to accommodate conditioned roadway widening. Maintain the existing protected/permitted left turn signal phasing on the northbound and southbound

approaches of NW Cornelius Pass Road and the existing permitted left turn signal phasing on the eastbound and westbound approaches of NW Quatama Road.

n) Sight distance requirements at the approaches of Street 2 to NW Quatama Road shall meet Washington County requirements.

6. Prior to the occupancy of any use within the Orenco Woods Crossing development, the developer shall demonstrate to Washington County and the City of Hillsboro compliance with the following items:

a) Obtain all necessary permits from City of Hillsboro and Washington County for access onto and work within the County right-of-way.

Cornelius Pass Road

b) On NW Cornelius Pass Road dedicate additional public right of way necessary to allow for the future construction of a southbound 175 foot right turn storage lane with transition tapers and intersection corner radius and traffic signal improvements at the approach to NW Quatama Road. Future improvements shall include an 8 foot wide curb tight sidewalk with integrated street trees in grates.

c) On NW Cornelius Pass Road record a minimum of 4 foot wide public utility easement (PUE), in lieu of the otherwise required 8 foot PUE, adjacent to public right of way dedication for a future 175 foot long southbound right turn storage lane on NW Cornelius Pass Road at the approach to NW Quatama Road through placement of underground utility infrastructure under the public sidewalk. Coordinate design and construction of improvements behind the street curb with Washington County, City of Hillsboro, and utility service providers.

Quatama Road / NW 227th Avenue Intersection Improvements

d) Widen NW 227th Avenue and NW Quatama Road, within the boundaries of the existing right-of-way, extending south and east from the southern termini of the Rock Creek Bridge roadway guardrails to provide a minimum 13-foot wide southbound to eastbound lane and a minimum 13-foot wide westbound to northbound lane within the turn radius unless approved otherwise by the County Engineer.

e) On NW Quatama Road east of the intersection with NW 227th Avenue and extending to the eastern boundary of Tract A of the Alder Creek Estates subdivision, realign and widen NW Quatama Road to the south, within the boundaries of the existing right-of-way, to provide a minimum 20-foot roadway width, unless approved otherwise by the County Engineer. Install guardrail to AASHTO and County standards along the north shoulder of NW Quatama Road adjacent the segment of roadway where road shoulder subsidence has occurred adjacent to Rock Creek.

Quatama Road Bridge Signage

f) On both roadway approaches, if approved by the County Engineer, install additional warning signage in advance of the bridge on NW 227th Avenue in accordance with MUTCD standards. Signing may include signs warning of a "bridge ahead", "narrow bridge", "road narrows" or "pedestrians on bridge". Coordinate with, and obtain required permits, from Washington County.

7. Prior to the occupancy of any non-residential building, the developer shall demonstrate compliance to the City Engineer and/or Transportation Committee with the following items:

a) Obtain all necessary permits from the City of Hillsboro for access onto and work within the City right-of-way.

Pedestrian Signage on Dogwood Street

b) Subject to the approval of the City Engineer, install pedestrian signage on NW Dogwood Street in the vicinity of NW 227th Avenue directing pedestrians to use the existing north sidewalk located adjacent the public school and the new sidewalk/pathway facilities provided in the Orenco Woods Crossing development to access the Rock Creek regional trail, Cornelius Pass Road and Quatama Road.

Internal Streets: Street 2 and Street B

c) Construct Street 2 between Street B and NW Cornelius Pass Road to accommodate a 25 mph design speed. On-street parking, except where restricted to preserve required sight distance, shall be allowed; however, the City reserves the right to restrict or prohibit future on-street parking between NW Cornelius Pass Road and accesses to the northern and southern housing. Obtain all required permits through the City Engineer.

d) Construct Street B between NW Quatama Road and Street 2 to accommodate a 25 mph design speed.

e) No parking shall be permitted along either side of Street B within 100 feet of NW Quatama Road. Street B shall have a paved width of 36 feet within 125 feet of NW Quatama Road to allow adequate width for two southbound lanes at the NW Quatama Road approach. Street B shall be constructed to align opposite NE 76th Avenue. Obtain all required permits through the City Engineer.

f) Commercial and multi-family driveway approaches to Street 2, and to Street B shall be addressed during Detailed Development Plan review.

RECOMMENDATION

Planning staff recommends that the Commission re-open the hearing and receive the applicant's presentation, public testimony, and rebuttal. Following, the applicant's rebuttal, staff recommends that the Commission deliberate and reach a tentative decision. In anticipation that the Commission may recommend tentative approval, staff has prepared this draft set of conditions. Should the Commission recommend approval at the November 12th meeting, then staff and the applicant will return with a draft resolution and findings respectively.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 9

October 16, 2008 Supplemental Staff Report with Attachments:

- Letter from Pam Beery, Beery, Elsner & Hammond, titled "Planning Commission Review of Original CDP Applications & Modifications", received October 15, 2008
- Staff report from Brent Ahrend P.E., Group MacKenzie, titled "Orenco Woods Crossing Traffic Review Old Orenco Safety Audit", received October 16, 2008
- Memo from Ruth Klein, Planning Department, titled "Divergences Between Adopted Resolutions For Orenco Woods Crossing", received October 16, 2008
- Letter from Mark David, titled "Orenco Woods Crossing", received October 16, 2008
- Letter from Jim Lubischer, titled "CDP 1-06 (MOD 1) Improper Modification procedure", received October 16, 2008
- Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1), Does the LOS = E at the Dogwood/231st intersection meet the standard found in Table 137.4", received October 15, 2008
- Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1) Facts in the record", received October 15, 2008
- Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1), 9/4/08 Revised Access Modification Request predicts the access to Quatama will become impracticable", received October 15, 2008

- Letter from Rob Kidd, titled "Orenco Woods Crossing CDP 1-06 (MOD 1)", received October 15, 2008
- Letter from Mimi Doukas, titled "Orenco Woods CDP Modification (CDP 1-06 (MOD)) Response to Questions from September 10, 2008 Planning Commission Hearing", with attachments, received October 14, 2008

CITY OF HILLSBORO

October 16, 2008

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan
Orenco Woods Crossing – File No. CDP 1-06 (MOD 1)

REQUEST

The applicant's representative, WRG Design, Inc., requests Planning Commission approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing(OWC), a phased residential development on a site approximately 55 acres in size.

The proposed modification to the CDP revises the approved layout at the southeast corner of the site. Since the modification is confined to southeast corner, this staff report will limit the discussion to that area unless otherwise noted. The approved CDP layout, for the southeast corner, includes 26 detached single family residential lots and 40 attached single family residential lots. The requested CDP modification layout includes 64 residential condominium units and six commercial buildings. The commercial buildings are divided into two use categories: with the first group allocated for neighborhood commercial uses and containing approximately 35,777 square feet building area and the second group allocated for other employment uses and containing approximately 17,650 square feet in area.

The applicant and property owner is Venture Properties, Inc. The traffic engineer is Dunn Traffic Engineering, LLC.

BACKGROUND

At the September 10, 2008 meeting, the Commission heard the presentation of the September 4 and September 10, 2008 staff reports. President Coulter then opened the hearing. The applicant's representative Mimi Doukas, of WRG Design, Inc., and Brian Dunn, of Dunn Traffic Engineering, LLC, gave an overview of the requested modification and the reasons for the

request. President Coulter then opened the discussion for questions of the applicant. At the conclusion of the questioning, public testimony was received. The Planning Commission decided, at their September 10, 2008 meeting, to continue the public hearing on Orenco Woods Crossing to the meeting date of October 8, 2008 to allow for the submittal of testimony addressing the concerns raised and for testimony in response to those concerns.

Prior to the October 8, 2008 meeting, Planning staff received a request from the applicant's representative, WRG Design, Inc. to continue the hearing to the October 22, 2008 meeting. The request was made to allow City staff and the applicant sufficient time to address the concerns raised by the Commission and public testimony at the September 10th meeting. Following receipt of the request, Planning staff mailed notice to the attendees of the September 10th meeting that the applicant was requesting from the Commission a continuance. The mailing list for the attendees was derived from the sign-in sheet posted at the September 10th meeting.

At the October 8, 2008 meeting, the Commission heard the presentation of the October 1st staff report which transmitted the testimony received since the issuance of the September 10th staff report and the applicant's request for a continuance. President Coulter then opened the hearing for public testimony. Following the receipt of testimony, the Commission then granted the applicant's request for a continuance to October 22nd.

MAJOR ISSUES

Transportation

During the September 10, 2008 hearing, the Planning Commission posed a series of transportation questions to the applicant and to staff regarding the impact of the increased number of trips generated by the proposed CDP modification and in particular the commercial development on the surrounding network of streets. In response, the City's Transportation Planning Engineer, Don Odermott, hired Brent Ahrend of Group MacKenzie, to conduct a safety and traffic analysis of the applicable street network west of the site, specifically the historic Orenco neighborhood. Mr. Ahrend's staff report, with recommendations, is attached for the Commission's review. In addition, Mr. Odermott is preparing a traffic analysis that will address the street network immediately adjacent and internal to the site. Mr. Odermott's staff report, with recommendations, will be transmitted electronically to the Commission on October 20th. The applicant's responses to the Planning Commission's concerns are attached to this staff report.

Reconciliation of Planning Commission and City Council Resolutions

During the September 10, 2008 hearing, the Planning Commission also requested that staff provide a list that identifies where and how the Planning Commission's adopted resolution diverges from the City Council's adopted resolution for Orenco Woods Crossing. This list is attached for the Commission's review. At the September 10th hearing, the City Attorney stated that staff has the authority to enforce both resolutions. The reason for this is that the Planning Commission resolution approved the concept development plan, subdivision tentative plat,

floodplain alteration permit, significant natural resource permit, and detailed development plan whereas the City Council resolution addressed only the concept development plan. This means that the other four applications remain bound to the conditions within the Commission's resolution because only the concept development plan application was appealed to the City Council.

Concept Development Plan Modification Procedure

During the October 8, 2008 hearing, the Planning Commission re-iterated their concerns regarding the legal boundaries of the Concept Development Plan Modification process. In response, the City Attorney Pam Beery has prepared a memo which addresses whether the Commission may consider an application for a CDP modification and may the Commission reconsider the CDP application or a portion of the CDP application. The memo responding to this issue is attached to this staff report. In addition, the City Attorney will be present at the October 22nd meeting to answer any follow-up questions.

TESTIMONY

The following additional items have been submitted since the October 8, 2008 meeting, and are attached for the Planning Commission's review:

1. Letter from Mark David, titled "Orenco Woods Crossing", received October 16, 2008.

2. Letter from Jim Lubischer, titled "CDP 1-06 (MOD 1) Improper Modification procedure", received October 16, 2008.

3. Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1), Does the LOS = E at the Dogwood/231st intersection meet the standard found in Table 137.4", received October 15, 2008.

4. Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1) Facts in the record", received October 15, 2008.

5. Letter from Jim Lubischer, titled "Orenco Woods Crossing CDP 1-06 (MOD 1), 9/4/08 Revised Access Modification Request predicts the access to Quatama will become impracticable", received October 15, 2008.

6. Letter from Rob Kidd, titled "Orenco Woods Crossing CDP 1-06 (MOD 1)", received October 15, 2008.

7. Letter from Mimi Doukas, titled "Orenco Woods CDP Modification (CDP 1-06 (MOD)) Response to Questions from September 10, 2008 Planning Commission Hearing", received October 15, 2008, with attachments.

120 DAY RULE

As per state law ORS 227.178, the City of Hillsboro has 120 days from the date an application is deemed complete to issue a final action. On August 1, 2008 the CDP modification application was deemed complete with a 120-day time frame end date of November 29, 2008. The continuance request granted on October 8th included a two week extension of the 120 day rule. The 120 day time frame will now end on December 13, 2008.

RECOMMENDATION

Planning staff recommends that the Commission re-open the hearing and receive the applicant's presentation, public testimony, and rebuttal. Following, the applicant's rebuttal, staff recommends that the Commission deliberate and reach a tentative decision. In anticipation that the Commission may recommend tentative approval, staff will be preparing and transmitting a draft set of conditions as a supplemental staff report which will be transmitted electronically on October 20th. Should the Commission recommend approval at the November 12th meeting, then staff and the applicant will return with a draft resolution and findings respectively.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Attachments:

Letter from Pam Beery, Beery, Elsner & Hammond, received October 15, 2008.
Staff report from Brent Ahrend, Group MacKenzie, received October 16, 2008.
Memo from Ruth Klein, Planning Department, titled "Divergences Between Adopted Resolutions For Orenco Woods Crossing", received October 16, 2008.

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Letter from Rob Kidd, titled "Orenco Woods Crossing CDP 1-06 (MOD 1)", received October 15, 2008.

Letter from Mimi Doukas, titled "Orenco Woods CDP Modification (CDP 1-06 (MOD)) Response to Questions from September 10, 2008 Planning Commission Hearing", received September 12, 2008, with attachments.

BEH ATTORNEYS AT LAW | Beery Elsner & Hammond LLP

MEMORANDUM

TO: Hillsboro Planning Commission

FROM: Pamela J. Beery and Heather R. Martin, City Attorney's Office

SUBJECT: Planning Commission Review of Original CDP Applications & Modifications

DATE: October 15, 2008

INTRODUCTION

Venture Properties has requested approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing, a phased residential development on 55 acres zoned SCR-V located in a Station Community Planning Area. The modification would change the previously approved CDP for the southeast corner of the development to include 1.94 acres of neighborhood commercial, 1.04 acres of areas for employment use and 64 condominium units instead of the townhouses that were originally planned.

The original CDP, Detailed Development Plan (DDP), Subdivision Natural Resource Permit (SNRP) and Floodplain Alteration application for the development were approved by the City Council on July 18, 2006. The approvals were appealed, and all appeals have now been resolved in the City's favor. As such, the earlier approvals are now final.

The appellants in the challenge to the original approvals now raise questions about the Planning Commission's authority to review a modification of a CDP, and the scope of that review. This memorandum is intended to aid the Commission in responding to these issues.

QUESTIONS PRESENTED

1. May the Commission consider an application for a CDP modification?
2. May the Commission reconsider the entire original approved CDP in the context of an application for a modification of only a portion of the CDP ?

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ANALYSIS AND RESPONSES

1. The Commission may consider a CDP modification.

It is clear that under the Hillsboro Zoning Ordinance (HZO) 136 VII(A)(1) modifications of approved CDPs are allowed. LUBA concurred with that assessment in a recent decision quoting the language in HZO 136 VII(A)(1), using the following reasoning:

"Development Review, *or any amendment thereof* (emphasis LUBA's), and the provisions of this subsection shall apply to all uses permitted in a Station Community Planning Area except construction of detached single family, duplex and ancillary dwellings built on single lots in any district other than the SCR-OTC and SCR-DNC Districts" (*David, et al v. City of Hillsboro, Pacific University*, et al, Slip Opinion at 36). LUBA thus determined that the City's zoning ordinance expressly allows for amendments, revisions and modifications to previously approved Development Review permits, such as a CDP, in these zones. As you know, the *David* case is on appeal to the Court of Appeals. That said, the interpretation applied by the City and approved by LUBA is the one that the Planning Commission must follow in this case, as it is not only a reasonable and correct interpretation, it has been approved on review. In such a situation, the Commission may not deviate from its original interpretation to the effect that a modification to an approved CDP can be considered, since the identical code provisions are at issue in this case as were at issue in *David*.

2. The Commission may not reconsider the initial CDP application that was approved in 2006 in the context of this modification application.

While a land use applicant may seek modifications to originally submitted CDPs as stated above, the Commission may not reopen the original application and reconsider decisions that have already been approved. This type of action would be an impermissible collateral attack on prior approvals. Furthermore, the Commission only has jurisdiction over the application as filed, and not over the earlier decisions to the extent they are not addressed in the application.

There are several Oregon cases that are illustrative of this point. In a recent example, Corvallis approved a conceptual development plan (CDP) that contemplated an industrial business park within a General Industrial zone (GI) where part of the subject property was also designated as Limited Industrial Office (LI-O). *Heilman v. Corvallis*, 47 Or. LUBA 305 (2004), *aff'd* 199 Or. App. 217 (2005). The original CDP was approved in 1998 and in 2003 the applicant applied for a major modification of the original CDP. The petitioners in that case appealed the approval of the 2003 modifications arguing among other things that the proposed home improvement center was not allowed in the GI zoning district. LUBA held that the petitioners' argument that the

home improvement center was not allowed was a "collateral attack on earlier decisions to apply the GI zone to the property and to change a portion of the subject property's plan designation from GI to LI-O." In effect, LUBA determined that the petitioners could not attack an issue that was first raised and approved in 1998, when the application under review was a modification of the earlier approval.

The rationale for this long-standing principle of Oregon land use law is that an applicant relies on prior approvals in moving forward with approved projects, particularly after those decisions have been appealed and further validated as in this case. Prior approvals are still relevant to the extent that they inform the current review and provide context pertaining to the entire development, but those original approvals must not be revisited. A system where approvals could be continually re-examined would lead to a frustrating, confusing, and potentially moribund development process, and one that Oregon's courts have specifically disapproved.

CONCLUSION

As the Planning Commission considers a modification to the Orenco Woods CDP, which is allowed pursuant to the Hillsboro Zoning Ordinance, the Commission cannot re-open the original CDP application and consider conditions or issues that have been finally approved. Instead, the Commission must focus only on those issues presented by the CDP modification. The Commission lacks jurisdiction to go outside the pending application, and to do so would constitute an unlawful collateral attack on an approved development plan.

We will be happy to answer any questions the Commission may have at next week's continued hearing in this matter.

GROUP MACKENZIE

October 16, 2008

City of Hillsboro
Attention: Don Odermott
150 E Main St Fourth Floor
Hillsboro, OR 97123

Re: **Orenco Woods Crossing Traffic Review**
Old Orenco Safety Audit
Project Number 2080110.02

Dear Mr. Odermott:

At your request, Group Mackenzie has prepared this Safety Audit of roadways in Old Orenco for purposes of assessing impacts and potential mitigation measures of the Orenco Woods Crossing (OWC) revised application. This audit considers Quatama Road west of the OWC site, NW 227th Avenue between Quatama Road and Dogwood Street, and Dogwood Street between NW 225th and NW 231st Avenues. This route was identified as the most likely to be used through Old Orenco by trips to and from the Orenco Woods Crossing project.

ORENCO WOODS CROSSING IMPACTS

The OWC project will access Quatama Road at Street "B", with a full movement intersection opposite NE 76th Avenue. Access to Cornelius Pass Road will also be provided approximately 600 feet north of Quatama with an intersection limited to right in, right out and left in. In accordance with the previous approval, no vehicular access will be provided to the streets adjacent to the elementary school. Instead, only pedestrian and bicycle access will be provided at Dogwood and Chestnut Streets, identified as Street D and Street 1 respectively on the OWC site plan.

The traffic analysis prepared by Dunn Engineering for the OWC, dated August 2008, estimates 22.5% of the residential traffic from OWC will travel along Quatama Road, NW 227th Avenue and Dogwood Street to NW 231st Avenue. It also estimates 25% of the retail/commercial traffic in OWC will originate from the Old Orenco and neighborhood as well as the neighborhood on the south side of Quatama Road (Figure 12), and an additional 10% would travel to NW 231st Avenue. This estimate (Figure 14), would add 133 peak hour vehicle trips on Quatama Road and at least 64 trips on Dogwood Street near NW 231st Avenue. By comparison, the previous approval for residential uses only estimated 47 trips would be added to these roadways.

The addition of traffic from OWC is shown in the table presented later in this report. We have identified the number of peak hour trips approved with the original residential application, and the additional commercial trips with the revised application. In addition, a small number of in-process trips have been included in the traffic volume estimates. These trips are from projects in the area that are already approved.

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Group Mackenzie, Incorporated

Architecture
Interiors
Structural Engineering
Civil Engineering
Land Use Planning
Transportation Planning
Landscape Architecture

Locations:
Portland, Oregon
Seattle, Washington
Vancouver, Washington

In general, the additional commercial trips will increase PM peak hour existing roadway volumes by 75% on Quatama west of the site, 50% on 227th Avenue, and 10% on Dogwood near 231st Avenue.

CITY STANDARDS

The Transportation Section of the City of Hillsboro's Comprehensive Plan includes a standard of no more than 1,500 vehicles per day on local residential streets. It states that these streets are intended to serve abutting land and should carry less than 1,500 vehicles per day. If the volume exceeds 1,500 vehicles per day, traffic management measures shall be considered. This assumes a standard road width of 32 feet with sidewalks. The section on local streets allows for narrower roads when volumes are less than certain thresholds. For volumes less than 250 vehicles per day, the roadway width can be reduced to 24 feet. For roadways with 600 to 1500 vehicles per day, the width can be reduced to 28 feet. In these cases sidewalks are specified and on-street parking is limited.

The roads in Old Orenco are provided special street standards with Type "A" and "B" streets having a paved width of 20 feet with 3-foot shoulders, and Type "C" streets having a paved width of 18 feet and 3-foot shoulders. These widths are less than the allowed minimum width for roadways with volumes less than 250 vehicles per day. Dogwood Street and NW 227th Avenue are classified as collector roadways and a Type "A" street, with a paved width standard of 20 feet. A standard collector roadway in Hillsboro has a paved width of 46 feet. Alder Street is classified as a neighborhood street and is also a 20-foot Type "A" street. By comparison, the City's Neighborhood Street standards call for a paved width of 36 feet.

It should also be noted that the overall traffic volumes with development are consistent with City and County standards for each road's classification as either a local (1,500 vpd), neighborhood (5,000 vpd) or collector (10,000 vpd) roadway. In accordance with the City's standards, traffic management should be considered on roadways with traffic volumes in excess of the design standard.

It is unclear what impact the new collector roadway between Baseline and Quatama at NW 227th Avenue will have on these volumes. We anticipate traffic volumes on Dogwood would decrease slightly, and possibly on the other streets in Old Orenco as well.

EXISTING CONDITIONS

A review of existing roadway conditions along Quatama, NW 227th Avenue and Dogwood Street was conducted to assess roadway volumes, travel speeds, geometry and safety. Measurements were made along each roadway to assess the roadway width, presence of sidewalks and number of driveways. A summary of the data is included in the table below.

Roadway Summary				
		Quatama	**NW 227th**	**Dogwood**
		227th to Autumn	**Dogwood to Quatama**	**231st to 225th**
Geometry	Length (feet)	1154	996	2005
	Width (feet)	19.5 – 32	21 – 24	18.5 – 36
	Driveways	7	16	29
	Sidewalks N/E	7%	37%	48%
	Sidewalks S/W	34%	0%	70%
	Posted Speed (mph)	25	25	25
Travel Speed 85th Percentile	East/Northbound (mph)	32.7	30.0	26.0
	West/Southbound (mph)	36.7	29.0	28.0
Existing Volumes	ADT	1244	1202	1354
	AM	200	171	132
	PM	118	109	179
In-Process Volumes	AM	10	10	10
	PM	15	15	15
Original OWC Residential Volumes	AM	36	36	36
	PM	47	47	47
Added OWC Commercial Volumes	AM	66 (33%)	42 (25%)	17 (13%)
	PM	87 (74%)	52 (48%)	17 (9%)
Future Total Volumes	AM	312	259	195
	PM	267	223	258

At its narrowest between 228th and 229th Avenues, Dogwood Street is 18.5 feet wide, which is less than the City's standard of 20 feet. Sidewalks are provided along the north side of Dogwood for the entire school frontage, and most of the south side between 225th and 231st Avenues. Crosswalks are provided on the north and west legs of the NW 228th Avenue intersection. No sidewalks are provided between NW 228th and 229th Avenues, while sidewalks are available on the south side between NW 229th and NW 231st Avenues with the exception of one parcel at NE 66th Avenue. A total of 21 residential driveways are located between NW 227th and 231st Avenues.

NW 227th Avenue is 21 feet wide at its narrowest, exceeding the City's 20-foot standard; however, sidewalks are only provided on the east side between Dogwood and Elm Streets. A total of 16 residential driveways exist on NW 227th Avenue between the Dogwood and the bridge. The bridge is 20 feet wide between the guardrails, and the roadway approaches are only slightly wider. No pedestrian facilities are provided on the bridge or immediately adjacent to the bridge, and there is a gap of approximately 100 feet from the bridge to the existing section of sidewalk on the south side of Quatama. Washington County's bridge inventory in the 2020 TSP lists the bridge as "functionally obsolete," meaning it does not meet current standards. Washington County has determined the bridge is structurally sound, although is beyond its typical service life, and would need to be replaced some time in the relatively near future. County staff provided a cost estimate of $200,000 to $300,000 for construction of a pedestrian bridge cantilevered off the vehicle bridge, along with sidewalk approach improvements. The OWC project would add little pedestrian traffic at this location. The additional vehicle traffic would, however, increase conflicts with existing pedestrians, who must cross the bridge in the travel lane. The cost of such a pedestrian bridge would likely be considered disproportionate to the project impacts at this location.

Quatama is 19.5 feet at its narrowest, just east of the bridge, where the roadway is along a steep slope approximately 30 feet above the creek. In this section, the westbound lane was measured to at 9.25 feet. No shoulder exists at this location and evidence of road and shoulder instability was noted. This section of the road has been identified by Washington County as needing improvements to shore up the slope and improve roadside shoulder safety. No funding has been identified to date. A sidewalk is provided on the south side of Quatama in this narrow section, but no sidewalk is provided to the east for a distance of approximately 460 feet (NE 72nd Place). The narrow travel lanes and small, 70-foot radius as Quatama approaches the bridge, result in larger vehicles such as school buses encroaching on the opposing lanes by approximately 1 foot. Therefore, the lanes need to be approximately 12 feet wide at the curve.

New traffic counts and speed studies were conducted on NW 227th Avenue and Dogwood Street, while City data for Quatama was used from February 2008. Existing traffic volumes on all roadways are under the 1,500 vpd standard for a local street. A comparison of counts from the previous application for OWC indicates volumes have changed little in the last several years. A comparison of traffic volumes in the summer and during the school year on Dogwood indicates an increase of about 200 vehicles per day with school in session (15% of daily traffic).

Field observations during the afternoon school commute indicated no bicycle traffic, and most pedestrian activity was from children being dropped off by school buses along Dogwood.

All three roadways are posted for 25 mph along their entire length. A school speed zone of 20 mph is in effect on Dogwood Street east of NW 228th Avenue and on NW 227th Avenue just south of Dogwood Street. Speed surveys were conducted by Quality Counts for this analysis on Dogwood and 227th Avenue in October 2008, and City data from February 2008 was utilized for Quatama. Data from the surveys is reported as the 85th percentile speed, which is the speed at which 85% of vehicles are traveling at or below. This is generally considered the speed at which drivers find driving comfortable and is used in setting speed limits. Speed data on Quatama indicates eastbound speeds just under 33 mph and westbound speeds just under 37 mph, at a location between 227th Avenue and NE Autumnwood Terrace. NE Autumnwood Terrace is located on the south side of Quatama Road within the Danbury Park subdivision. Speed surveys on Dogwood between 229th and 230th Avenues (outside the school zone) indicate 26 and 28 mph for eastbound and westbound vehicles, respectively. On NW 227th Avenue, speeds were measured between Fir and Elm Streets where most residences are located, and were found to be 30 and 29 mph northbound and southbound, respectively. The higher speeds on NW 227th compared to Dogwood are likely due to the wider roadway and fewer driveways and other impedances.

Collision data for the Old Orenco area was obtained from the City of Hillsboro staff, which includes data from January 2005 through September 2008. Six crashes were reported during the 3.75 years; three of which were single vehicle crashes (i.e., fixed object, ditch, pole). The other three crashes were two rear-end and one angle. The rear-end collisions were at the intersections of NW 231st Avenue/NW Dogwood and NW 228th Avenue/NW Birch Street. The angle collision was at the intersection of NW 227th Avenue/NW Dogwood Street. No injuries or fatalities were reported with any of the crashes. Based on the limited number of crashes, especially those involving two vehicles in the Old Orenco neighborhood, no safety improvements would be required to address crashes.

TRAFFIC CALMING

The City of Hillsboro Public Works Department Engineering Division is currently reviewing the need for traffic calming on Dogwood, and will be presenting their findings and recommendations to the Transportation Committee at the end of October.

Our review indicates travel speeds are not significantly higher than the posted speed of 25 mph, as would typically be required for consideration of traffic calming devices. Dogwood, as well as 227th Avenue, are narrow with a residential character, which in itself helps to keep vehicle speeds slower.

Typical traffic calming measures to consider for speed reduction would include speed humps, curb extensions and raised crosswalks. Stop signs can have an impact on speeds but should only be installed when traffic volumes on side streets meet minimum standards, which is not the case for intersections along Dogwood and 227th Avenue. City staff has historically indicated a preference against speed humps as a traffic calming measure, instead relying on measures such as curb extensions and raised crosswalks. The narrow roadway width, lack of curbing and drainage ditches along the roadway edge does not lend itself to installation of curb extensions and raised crosswalks. A decision on the need for traffic calming measures in Old Orenco will be made by the Transportation Committee.

RECOMMENDATIONS

Based on our review of the existing roadway conditions and impacts of the Orenco Woods Crossing development, we recommend the following mitigation measures for consideration by City staff and the Planning Commission. These mitigation measures would address impacts of the project and could be considered proportionate to the impacts of the additional commercial trips. Cost estimates are provided for each mitigation measure for purposes of considering proportionality and are based only on a short field visit and general construction costs.

- **Quatama Road Widening.** Widen just east of the bridge to provide a minimum 20-foot width and move the roadway south, away from the slope. The widening could occur within the existing right of way on the south side and allow space for placement of a guardrail along the north side slope. Additional widening to 12-foot lanes may be needed at the curve to ensure vehicles do not encroach on the opposing lane. This project would allow vehicles to stay in their lane and provide increased safety along the slope on the north side of the roadway. Estimated costs for the improvement are $140,000.

- **Bridge Signing.** Install additional signing in advance of the bridge on NW 227th Avenue, especially on the Quatama approach. Signing could include signs warning of a "bridge ahead," a "narrow bridge" (MUTCD standards are currently not met), "road narrows," and/or "pedestrians on bridge." Signing costs are estimated to be $1000.

- **Sidewalks on Dogwood.** Complete a sidewalk route on Dogwood to provide continuous sidewalks from NW 225th Avenue to NW 231st Avenue. Sidewalks in OWC will connect to Dogwood at NW 225th Avenue and provide a link to Cornelius Pass Road. Sidewalks are already completed on the north side between NW 225th and 228th Avenues. Sidewalk gaps could be completed on the south side of Dogwood between NW 228th and 231st Avenues, at a distance of approximately 400 ft, including the block between NW 228th and 229th Avenues and one parcel at NE 66th Avenue. This would provide continuous sidewalk between Cornelius Pass Road and 231st Avenue. Pedestrians would need to cross Dogwood at the existing crosswalk at the intersection with NW 228th Avenue, which may require improved landings to meet ADA standards. The estimated cost of completing the existing sidewalk route on Dogwood is $35,000 to $50,000.

- **Pedestrian Signage.** Install pedestrian signage at the intersection of Dogwood with NW 227th Avenue directing pedestrians to use the sidewalks and pathways provided in the OWC to access the Rock Creek regional trail, Cornelius Pass Road and Quatama. Signing costs are estimated to be $1,000.

Please call if you have any questions or would like additional information.

Sincerely,

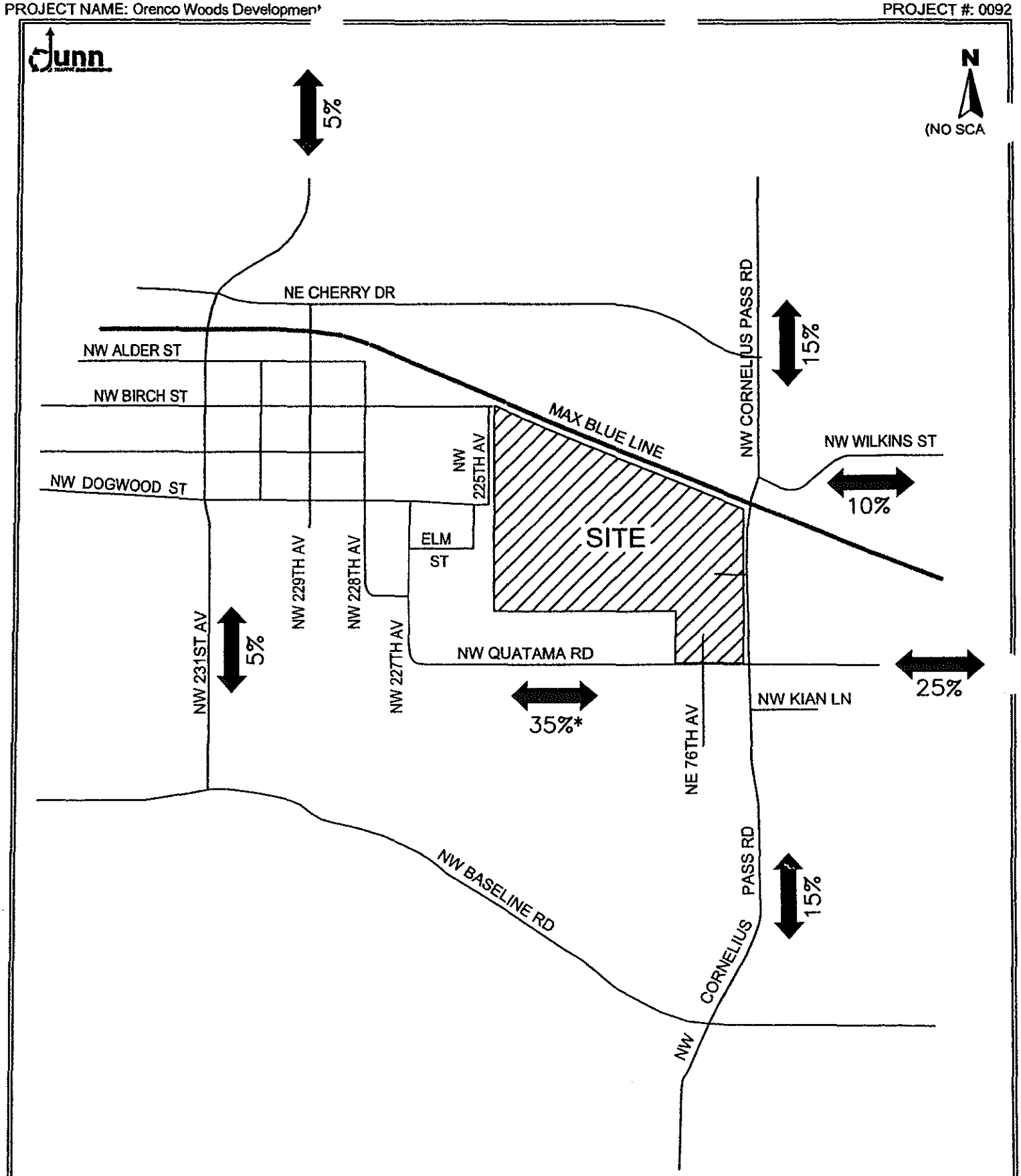
Brent Ahrend, P.E., Transportation Engineer
Senior Associate

Enclosures

c: Ruth Klein – City of Hillsboro

REGISTERED PROFESSIONAL ENGINEER
OREGON
MARCH 02, 1998
BRENT T. AHREND
EXPIRES: 12/31/09

Site Distribution & Site Generated Trips

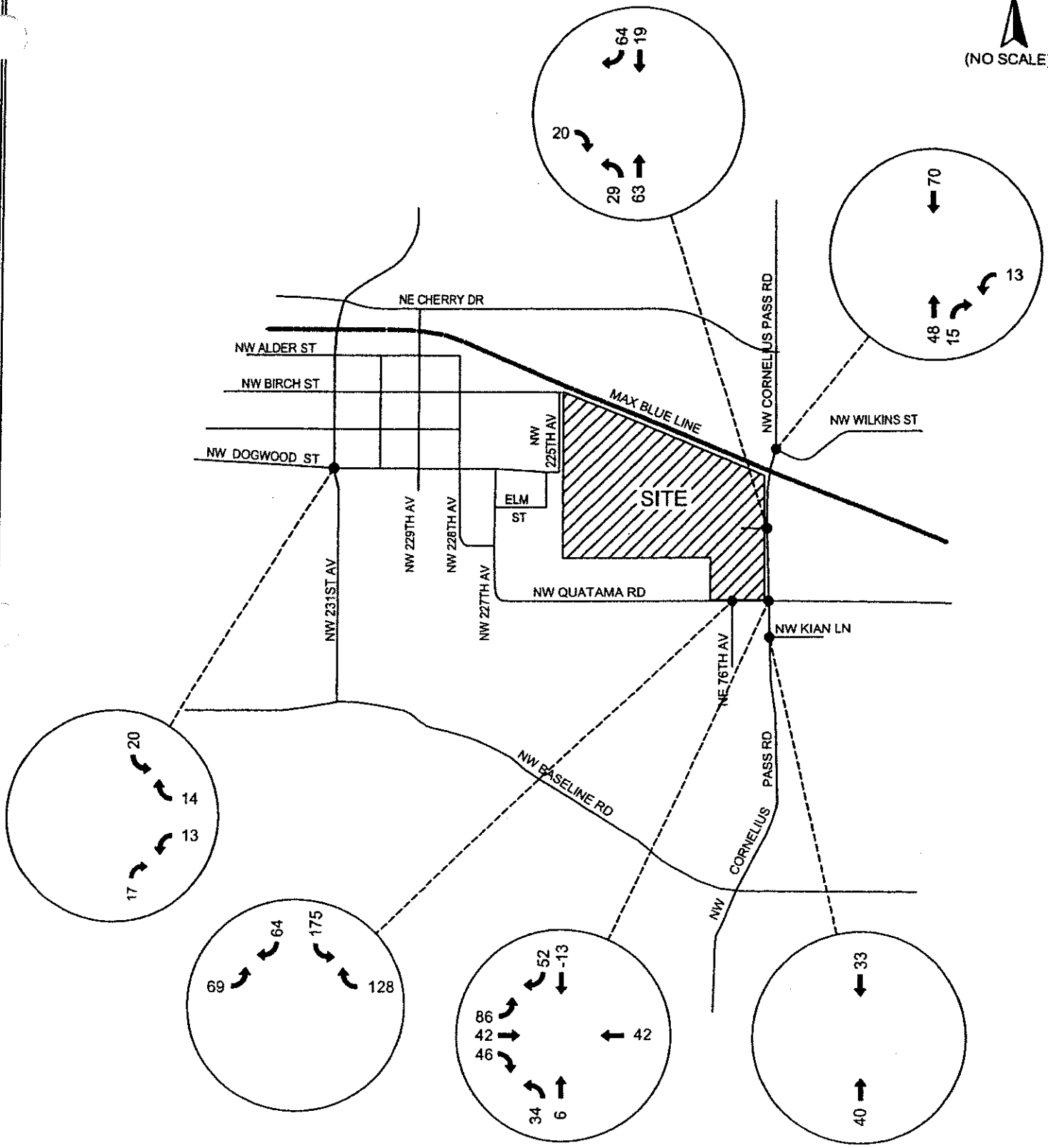


* - 25% of the Commercial/Employment site trips are anticipated to travel to/from the residences within the old Orenco Neighborhood, and the subdivisions adjacent to NW Quatama Road.

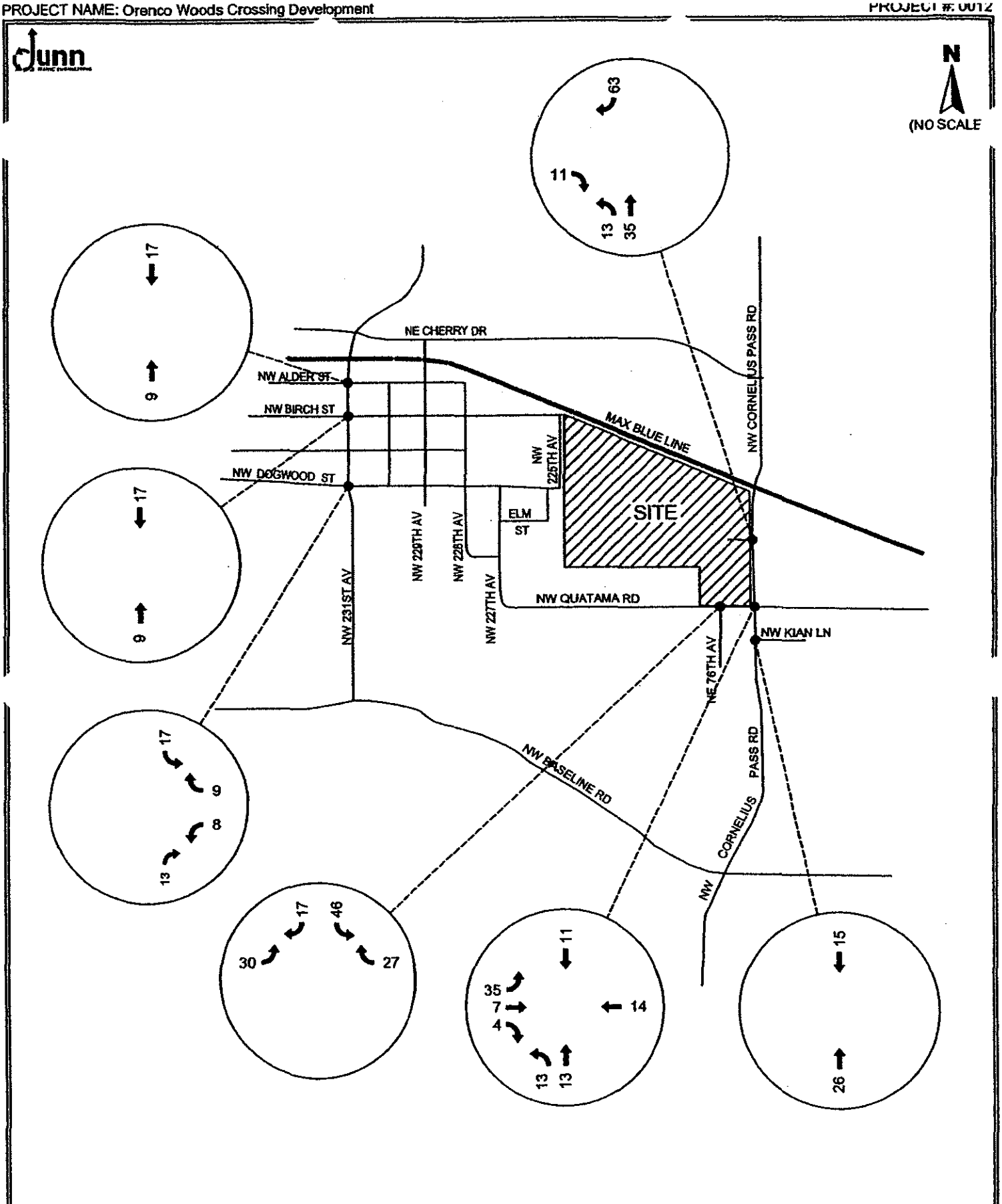
LEGEND	ESTIMATED SITE TRIP DISTRIBUTION PATTERN (COMMERCIAL/EMPLOYMENT PORTION)	FIGURE No.
x = PERCENT SITE TRAFFIC DISTRIBUTION	AUGUST, 2008	12

Dunn

N
(NO SCALE)



LEGEND	TOTAL SITE-GENERATED TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR AUGUST, 2008	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		14



LEGEND	SITE-GENERATED TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR	FIGURE No.:
EAK HOUR TRAFFIC VOLUME	DECEMBER, 2005	12

City of Hillsboro
Standards

C **Collector streets** provide both access and circulation between residential, commercial, industrial and agricultural community areas and the Arterial system. As such, Collectors tend to carry fewer motor vehicles than Arterials, with reduced travel speeds. Collectors may serve as freight access routes, providing local connections to the Arterial network.

Typically, Collector characteristics are as follows:

- Collectors connect neighborhoods to nearby centers, corridors, station areas, main streets and nearby destinations in the urban area. Land development should not be sited to obstruct the logical continuation of Collector streets.
- In the rural area, Collectors are a primary link between the local street system and Arterials for freight, people, goods and services.
- Access control on Collectors is relatively low, with moderately frequent access points; direct driveway connections from residential, commercial, industrial and agricultural uses are allowed within spacing parameters.
- Collector Streets are typically over 1-2 miles in length, and are spaced ½ mile to 1 mile apart.
- There is a balance between mobility and access. Traffic management measures generally are not appropriate.
- Motor vehicle traffic volumes are typically 2,000 to 10,000 vehicles per day.

D **Neighborhood Routes** (generally former Minor Collectors) are in residential neighborhoods and provide connectivity to the Collector and Arterial system. They do not serve citywide or community circulation. Because traffic needs are greater than a Local street, certain measures should be considered to retain the neighborhood character and livability of these routes. Neighborhood traffic management measures are allowed (including devices such as speed humps, traffic circles and other devices). New neighborhood routes may be established via the land development process.

Typically, characteristics of Neighborhood Routes are as follows:

- The Neighborhood Route designation is appropriate for urban areas where neighborhood forms are more compact and the routes are much shorter than typically occur in the rural area.
- Traffic management measures are allowed.
- Neighborhood Routes are typically up to 2 miles in length, and are spaced ½ mile to 1 mile apart.
- Motor vehicle traffic volumes are typically up to 5,000 vehicles per day.

E **Commercial/Industrial Streets** are intended to provide access to commercial or industrial properties. The application of this designation through the development review process

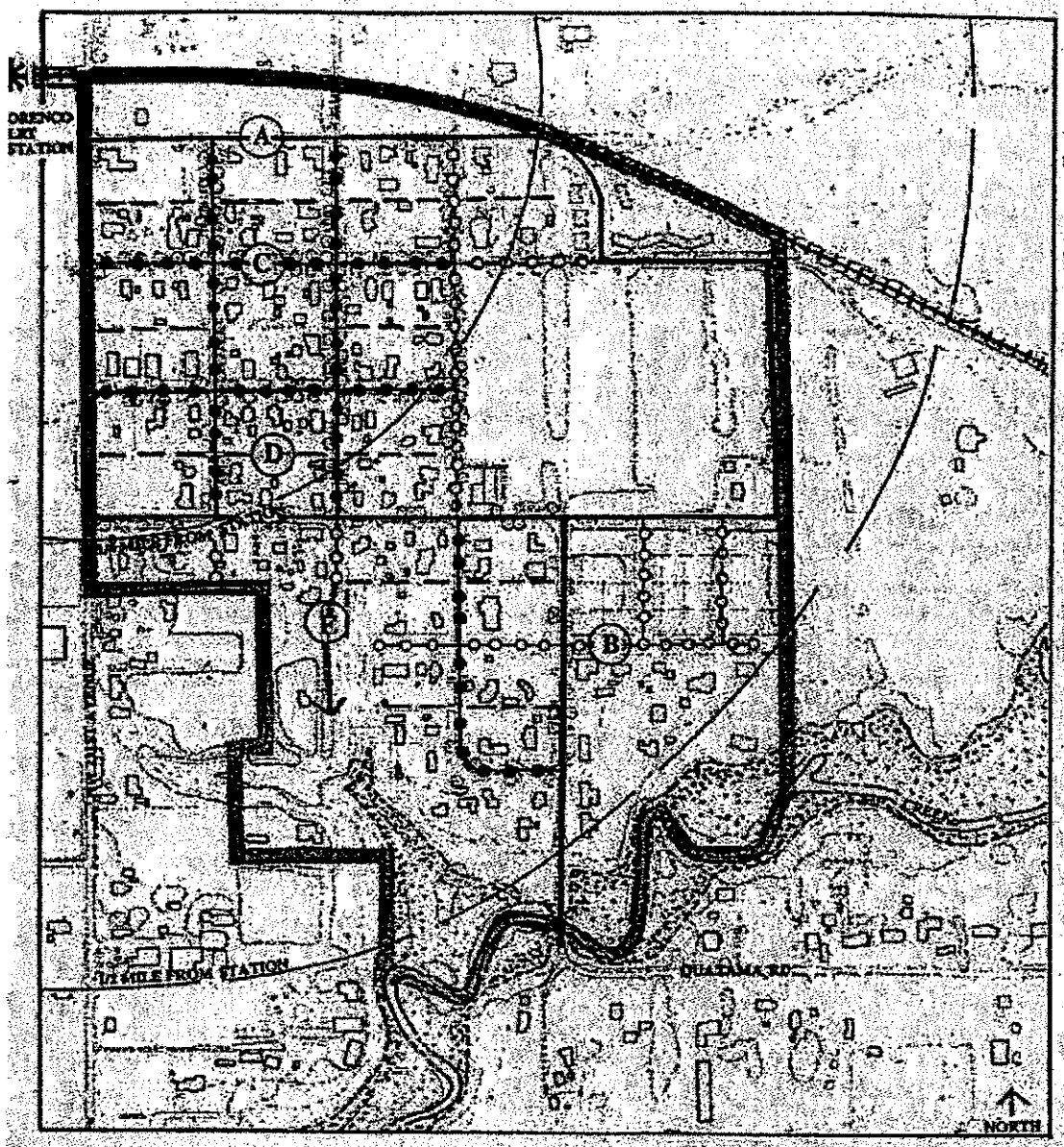
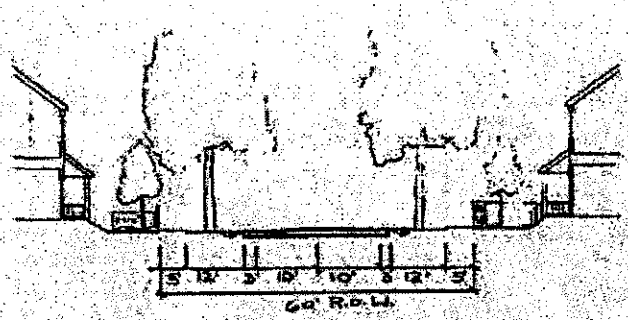
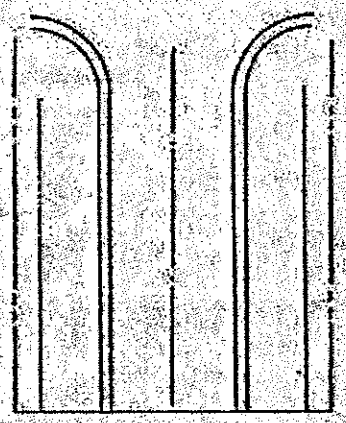


Figure 5.1: Station Community Street Types

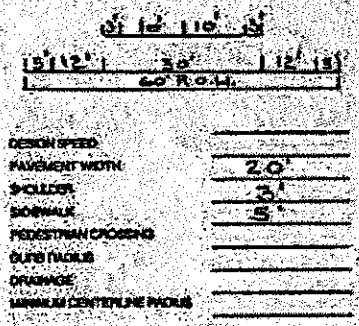
SCR-OTC DISTRICT
Orenco Station Community Planning Area



SECTION



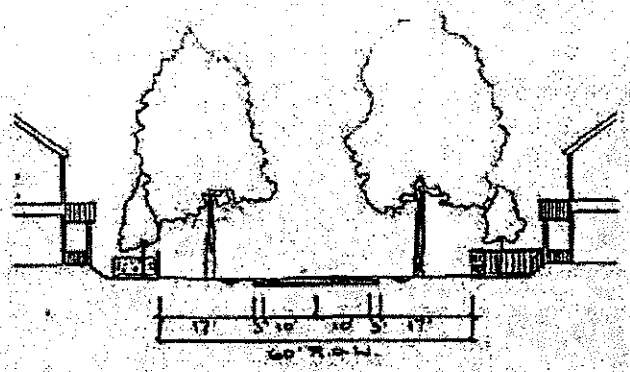
PLAN



SPECIFICATIONS

Figure 5.4 Street Standard Type "A"

SCR-OTC DISTRICT
Orenco Station Community Planning Area



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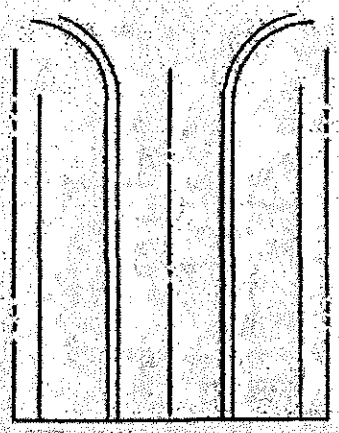
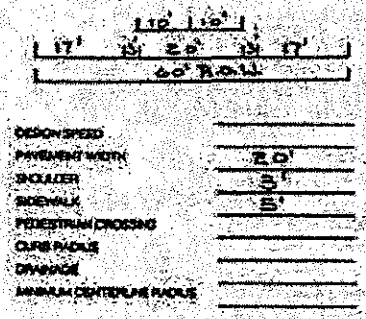


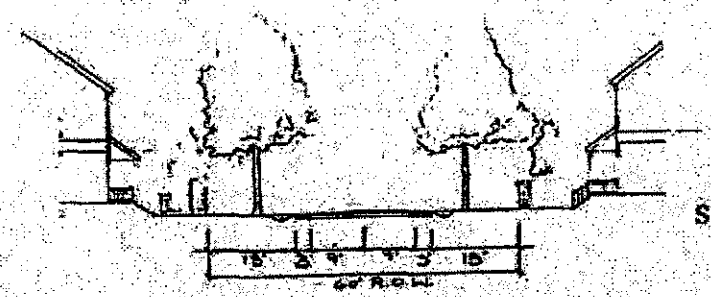
PLAN



SPECIFICATIONS

Figure 5.5 Street Standard Type "B"

SCR-OTC DISTRICT
Orenco Station Community Planning Area



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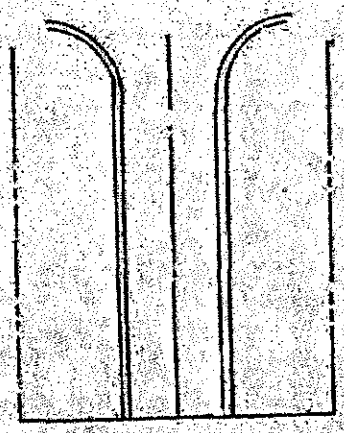


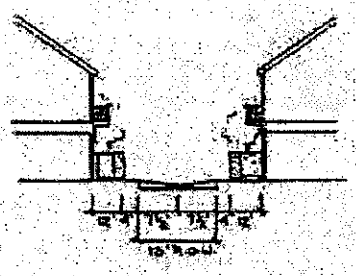
PLAN

DESIGN SPEED	
PAVEMENT WIDTH	18'
SHOULDER	3'
SIDEWALK	
PEDESTRIAN CROSSING	
CURB RADIUS	
DRAINAGE	
MINIMUM CENTERLINE RADIUS	

SPECIFICATIONS

Figure 5.6 Street Standard Type "C"

SCR-OTC DISTRICT
Orenco Station Community Planning Area



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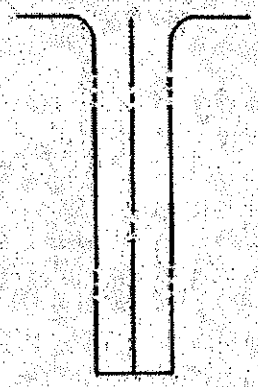


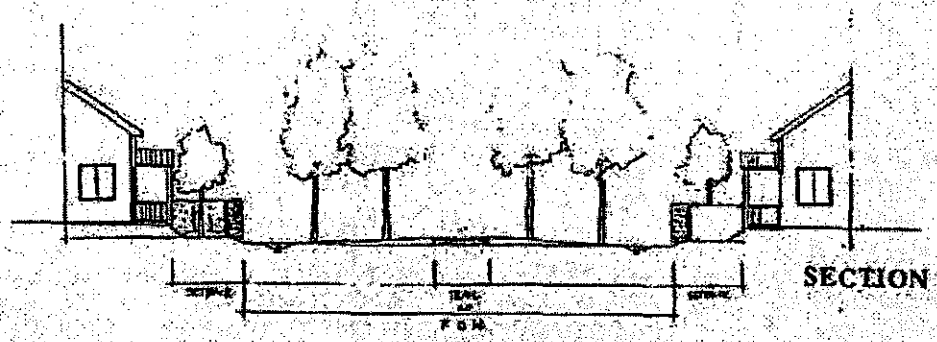
PLAN

DESIGN SPEED	
PAVEMENT WIDTH	15'
SHOULDER	
SIDEWALK	
PEDESTRIAN CROSSING	
CURB RADIUS	
DRAINAGE	
MINIMUM CENTERLINE RADIUS	

SPECIFICATIONS

Figure 5.7 Street Standard Type "D"

SCR-OTC DISTRICT
Orenco Station Community Planning Area



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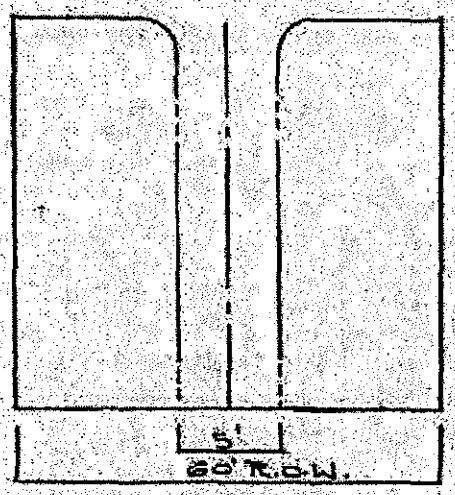


PLAN

DESIGN SPEED
PAVEMENT WIDTH
SHOULDER
SIDEWALK
PEDESTRIAN CROSSING
CURB RADIUS
DRAINAGE
MINIMUM CENTERLINE RADIUS

SPECIFICATIONS

Figure 5.8 Street Standard Type "E"

SCR-OTC DISTRICT
Orenco Station Community Planning Area

Volume & Speed Data
(Oct. 7th 2008)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: NW 227th Ave btwn NW Fir St and NW Elm St
SPECIFIC LOCATION: 200 ft from NW Fir St
CITY/STATE: Hillsboro, OR

QC JOB #: 10387702
DIRECTION: NB
DATE: Oct 07 2008 - Oct 07 2008

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	26	60	227	221	86	13	0	0	0	0	0	0	0	0	633	21-30	448
Percent	4.1%	9.5%	35.9%	34.9%	13.6%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	4.1%	13.6%	49.4%	84.4%	97.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

85th Percentile: 30 MPH

Mean Speed(Average): 24 MPH
Median 25 MPH
Mode: 23 MPH

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: NW 227th Ave btwn NW Fir St and NW Elm St
SPECIFIC LOCATION: 200 ft from NW Fir St
CITY/STATE: Hillsboro, OR

QC JOB #: 10387702
DIRECTION: NB
DATE: Oct 07 2008 - Oct 07 2008

Start Time	Mon	Tue 07-Oct-08	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		1				1			1	
2:00 AM		0				0			0	
3:00 AM		3				3			3	
4:00 AM		3				3			3	
5:00 AM		7				7			7	
6:00 AM		17				17			17	
7:00 AM		**112**				**112**			**112**	
8:00 AM		46				46			46	
9:00 AM		22				22			22	
10:00 AM		19				19			19	
11:00 AM		40				40			40	
12:00 PM		33				33			33	
1:00 PM		34				34			34	
2:00 PM		**53**				**53**			**53**	
3:00 PM		35				35			35	
4:00 PM		40				40			40	
5:00 PM		51				51			51	
6:00 PM		48				48			48	
7:00 PM		26				26			26	
8:00 PM		16				16			16	
9:00 PM		16				16			16	
10:00 PM		7				7			7	
11:00 PM		0				0			0	
Day Total		633				633			633	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 112				7:00 AM 112			7:00 AM 112	
PM Peak Volume		2:00 PM 53				2:00 PM 53			2:00 PM 53	

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: NW 227th Ave btwn NW Fir St and NW Elm St
SPECIFIC LOCATION: 200 ft from NW Fir St
CITY/STATE: Hillsboro, OR

QC JOB #: 10387702
DIRECTION: NB
DATE: Oct 07 2008

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	21-30	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	16-25	2
4:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
5:00 AM	1	1	3	2	0	0	0	0	0	0	0	0	0	0	7	21-30	5
6:00 AM	1	1	7	5	3	0	0	0	0	0	0	0	0	0	17	21-30	12
7:00 AM	0	**19**	**59**	**29**	4	1	0	0	0	0	0	0	0	0	**112**	21-30	88
8:00 AM	**2**	3	19	17	3	**2**	0	0	0	0	0	0	0	0	46	21-30	36
9:00 AM	0	2	3	9	**8**	0	0	0	0	0	0	0	0	0	22	26-35	17
10:00 AM	0	2	6	7	3	1	0	0	0	0	0	0	0	0	19	22-31	12
11:00 AM	2	3	17	14	4	0	0	0	0	0	0	0	0	0	40	21-30	30
12:00 PM	2	2	12	12	4	1	0	0	0	0	0	0	0	0	33	21-30	23
1:00 PM	1	4	11	13	4	1	0	0	0	0	0	0	0	0	34	21-30	24
2:00 PM	4	4	**18**	18	8	1	0	0	0	0	0	0	0	0	**53**	21-30	36
3:00 PM	1	3	13	10	7	1	0	0	0	0	0	0	0	0	35	21-30	23
4:00 PM	4	**5**	16	13	2	0	0	0	0	0	0	0	0	0	40	21-30	29
5:00 PM	**5**	2	12	**22**	9	1	0	0	0	0	0	0	0	0	51	21-30	34
6:00 PM	2	1	11	21	**11**	**2**	0	0	0	0	0	0	0	0	48	26-35	32
7:00 PM	1	2	8	10	4	1	0	0	0	0	0	0	0	0	26	21-30	18
8:00 PM	0	1	2	7	5	1	0	0	0	0	0	0	0	0	16	26-35	12
9:00 PM	0	3	5	5	3	0	0	0	0	0	0	0	0	0	16	21-30	10
10:00 PM	0	0	2	2	3	0	0	0	0	0	0	0	0	0	7	28-37	4
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	26	60	227	221	86	13	0	0	0	0	0	0	0	0	633	21-30	448
Percent	4.1%	9.5%	35.9%	34.9%	13.6%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

AM Peak Volume	8:00 AM 2	7:00 AM 19	7:00 AM 59	7:00 AM 29	9:00 AM 8	8:00 AM 2									7:00 AM 112		
PM Peak Volume	5:00 PM 5	4:00 PM 5	2:00 PM 18	5:00 PM 22	6:00 PM 11	6:00 PM 2									2:00 PM 53		

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

SUMMARY - Tube Count - Speed Data

LOCATION: NW 227th Ave btwn NW Fir St and NW Elm St
SPECIFIC LOCATION: 200 ft from NW Fir St
CITY/STATE: Hillsboro, OR

QC JOB #: 10387702
DIRECTION: SB
DATE: Oct 07 2008 - Oct 07 2008

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	28	65	217	198	56	5	0	0	0	0	0	0	0	0	569	21-30	415
Percent	4.9%	11.4%	38.1%	34.8%	9.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	4.9%	16.3%	54.5%	89.3%	99.1%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

85th Percentile: 29 MPH

Mean Speed(Average): 24 MPH
Median 24 MPH
Mode: 23 MPH

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: NW 227th Ave btwn NW Fir St and NW Elm St
SPECIFIC LOCATION: 200 ft from NW Fir St
CITY/STATE: Hillsboro, OR

QC JOB #: 10387702
DIRECTION: SB
DATE: Oct 07 2008 - Oct 07 2008

Start Time	Mon	Tue 07-Oct-08	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		1				1			1	
2:00 AM		0				0			0	
3:00 AM		3				3			3	
4:00 AM		2				2			2	
5:00 AM		4				4			4	
6:00 AM		8				8			8	
7:00 AM		**59**				**59**			**59**	
8:00 AM		42				42			42	
9:00 AM		9				9			9	
10:00 AM		21				21			21	
11:00 AM		39				39			39	
12:00 PM		29				29			29	
1:00 PM		25				25			25	
2:00 PM		47				47			47	
3:00 PM		44				44			44	
4:00 PM		41				41			41	
5:00 PM		**58**				**58**			**58**	
6:00 PM		52				52			52	
7:00 PM		33				33			33	
8:00 PM		30				30			30	
9:00 PM		10				10			10	
10:00 PM		5				5			5	
11:00 PM		3				3			3	
Day Total		569				569			569	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 59				7:00 AM 59			7:00 AM 59	
PM Peak Volume		5:00 PM 58				5:00 PM 58			5:00 PM 58	

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: NW 227th Ave btwn NW Fir St and NW Elm St
SPECIFIC LOCATION: 200 ft from NW Fir St
CITY/STATE: Hillsboro, OR

QC JOB #: 10387702
DIRECTION: SB
DATE: Oct 07 2008

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	21-30	3
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8-17	1
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	2
5:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	21-30	3
6:00 AM	1	0	4	3	0	0	0	0	0	0	0	0	0	0	8	22-31	6
7:00 AM	**3**	**9**	**28**	14	3	**2**	0	0	0	0	0	0	0	0	**59**	21-30	41
8:00 AM	1	8	19	9	**5**	0	0	0	0	0	0	0	0	0	42	21-30	27
9:00 AM	0	1	4	2	2	0	0	0	0	0	0	0	0	0	9	21-30	6
10:00 AM	0	3	5	11	2	0	0	0	0	0	0	0	0	0	21	22-31	15
11:00 AM	2	5	15	**16**	1	0	0	0	0	0	0	0	0	0	39	21-30	31
12:00 PM	1	4	13	9	2	0	0	0	0	0	0	0	0	0	29	21-30	21
1:00 PM	1	1	8	11	3	1	0	0	0	0	0	0	0	0	25	21-30	19
2:00 PM	3	7	15	**21**	1	0	0	0	0	0	0	0	0	0	47	21-30	36
3:00 PM	3	0	**20**	20	1	0	0	0	0	0	0	0	0	0	44	21-30	40
4:00 PM	**6**	4	15	13	3	0	0	0	0	0	0	0	0	0	41	21-30	28
5:00 PM	2	4	18	18	**14**	**2**	0	0	0	0	0	0	0	0	**58**	21-30	36
6:00 PM	1	**8**	19	18	6	0	0	0	0	0	0	0	0	0	52	21-30	37
7:00 PM	0	3	14	14	2	0	0	0	0	0	0	0	0	0	33	21-30	27
8:00 PM	1	2	7	12	8	0	0	0	0	0	0	0	0	0	30	26-35	20
9:00 PM	0	1	5	3	1	0	0	0	0	0	0	0	0	0	10	22-31	7
10:00 PM	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5	26-35	2
11:00 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	21-30	2
Day Total	28	65	217	198	56	5	0	0	0	0	0	0	0	0	569	21-30	415
Percent	4.9%	11.4%	38.1%	34.8%	9.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

AM Peak Volume	7:00 AM 3	7:00 AM 9	7:00 AM 28	11:00 AM 16	8:00 AM 5	7:00 AM 2		7:00 AM 59	
PM Peak Volume	4:00 PM 6	6:00 PM 8	3:00 PM 20	2:00 PM 21	5:00 PM 14	5:00 PM 2		5:00 PM 58	

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

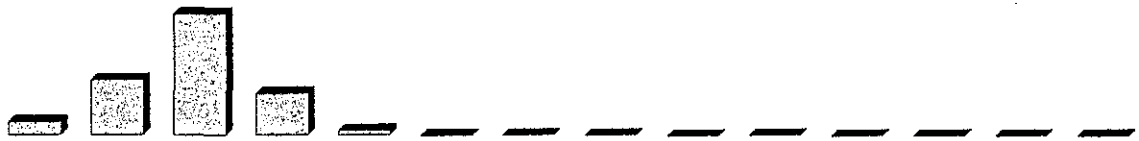
Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: NW Dogwood St btwn NW 230th and NW 229th
SPECIFIC LOCATION: 200 ft from NW 230th Ave
CITY/STATE: Hillsboro, OR

QC JOB #: 10387701
DIRECTION: EB
DATE: Oct 07 2008 - Oct 07 2008

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	38	157	344	118	13	1	0	0	0	0	0	0	0	0	671	16-25	501
Percent	5.7%	23.4%	51.3%	17.6%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	5.7%	29.1%	80.3%	97.9%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			



85th Percentile: 26 MPH

Mean Speed(Average): 21 MPH
Median 22 MPH
Mode: 23 MPH

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: NW Dogwood St btwn NW 230th and NW 229th
SPECIFIC LOCATION: 200 ft from NW 230th Ave
CITY/STATE: Hillsboro, OR

QC JOB #: 10387701
DIRECTION: EB
DATE: Oct 07 2008 - Oct 07 2008

Start Time	Mon	Tue 07-Oct-08	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		0				0			0	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		2				2			2	
5:00 AM		3				3			3	
6:00 AM		4				4			4	
7:00 AM		**57**				**57**			**57**	
8:00 AM		26				26			26	
9:00 AM		10				10			10	
10:00 AM		21				21			21	
11:00 AM		36				36			36	
12:00 PM		28				28			28	
1:00 PM		32				32			32	
2:00 PM		43				43			43	
3:00 PM		45				45			45	
4:00 PM		53				53			53	
5:00 PM		**125**				**125**			**125**	
6:00 PM		77				77			77	
7:00 PM		38				38			38	
8:00 PM		40				40			40	
9:00 PM		17				17			17	
10:00 PM		7				7			7	
11:00 PM		2				2			2	
Day Total		671				671			671	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 57				7:00 AM 57			7:00 AM 57	
PM Peak Volume		5:00 PM 125				5:00 PM 125			5:00 PM 125	

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: NW Dogwood St btwn NW 230th and NW 229th
SPECIFIC LOCATION: 200 ft from NW 230th Ave
CITY/STATE: Hillsboro, OR

QC JOB #: 10387701
DIRECTION: EB
DATE: Oct 07 2008

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21-30	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
5:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	26-35	2
6:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	21-30	3
7:00 AM	3	**19**	**28**	6	1	0	0	0	0	0	0	0	0	0	**57**	16-25	46
8:00 AM	4	9	11	2	0	0	0	0	0	0	0	0	0	0	26	16-25	20
9:00 AM	0	4	3	3	0	0	0	0	0	0	0	0	0	0	10	20-29	6
10:00 AM	0	5	10	6	0	0	0	0	0	0	0	0	0	0	21	21-30	15
11:00 AM	2	10	14	9	1	0	0	0	0	0	0	0	0	0	36	20-29	23
12:00 PM	3	6	13	6	0	0	0	0	0	0	0	0	0	0	28	21-30	19
1:00 PM	2	1	22	5	2	0	0	0	0	0	0	0	0	0	32	21-30	27
2:00 PM	0	13	21	8	1	0	0	0	0	0	0	0	0	0	43	16-25	34
3:00 PM	3	12	27	3	0	0	0	0	0	0	0	0	0	0	45	16-25	39
4:00 PM	3	13	26	10	1	0	0	0	0	0	0	0	0	0	53	16-25	39
5:00 PM	**8**	**30**	**65**	**21**	1	0	0	0	0	0	0	0	0	0	**125**	16-25	95
6:00 PM	4	15	38	18	2	0	0	0	0	0	0	0	0	0	77	21-30	55
7:00 PM	1	1	23	10	2	1	0	0	0	0	0	0	0	0	38	21-30	33
8:00 PM	2	10	23	4	1	0	0	0	0	0	0	0	0	0	40	16-25	33
9:00 PM	1	5	9	2	0	0	0	0	0	0	0	0	0	0	17	16-25	14
10:00 PM	2	0	3	2	0	0	0	0	0	0	0	0	0	0	7	21-30	5
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
Day Total	38	157	344	118	13	1	0	0	0	0	0	0	0	0	671	16-25	501
Percent	5.7%	23.4%	51.3%	17.6%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

AM Peak Volume	8:00 AM 4	7:00 AM 19	7:00 AM 28	11:00 AM 9	5:00 AM 1		7:00 AM 57
PM Peak Volume	5:00 PM 8	5:00 PM 30	5:00 PM 65	5:00 PM 21	1:00 PM 2	7:00 PM 1	5:00 PM 125

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

SUMMARY - Tube Count - Speed Data

LOCATION: NW Dogwood St btwn NW 230th and NW 229th
SPECIFIC LOCATION: 200 ft from NW 230th Ave
CITY/STATE: Hillsboro, OR

QC JOB #: 10387701
DIRECTION: WB
DATE: Oct 07 2008 - Oct 07 2008

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	29	127	310	186	26	4	0	0	1	0	0	0	0	0	683	21-30	496
Percent	4.2%	18.6%	45.4%	27.2%	3.8%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	4.2%	22.8%	68.2%	95.5%	99.3%	99.9%	99.9%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

85th Percentile: 28 MPH

Mean Speed(Average): 22 MPH
Median 22 MPH
Mode: 23 MPH

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: NW Dogwood St btwn NW 230th and NW 229th
SPECIFIC LOCATION: 200 ft from NW 230th Ave
CITY/STATE: Hillsboro, OR

QC JOB #: 10387701
DIRECTION: WB
DATE: Oct 07 2008 - Oct 07 2008

Start Time	Mon	Tue 07-Oct-08	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
1:00 AM		2				2			2	
2:00 AM		1				1			1	
3:00 AM		9				9			9	
4:00 AM		4				4			4	
5:00 AM		9				9			9	
6:00 AM		25				25			25	
7:00 AM		**75**				**75**			**75**	
8:00 AM		46				46			46	
9:00 AM		33				33			33	
10:00 AM		29				29			29	
11:00 AM		33				33			33	
12:00 PM		40				40			40	
1:00 PM		45				45			45	
2:00 PM		40				40			40	
3:00 PM		54				54			54	
4:00 PM		38				38			38	
5:00 PM		54				54			54	
6:00 PM		**67**				**67**			**67**	
7:00 PM		36				36			36	
8:00 PM		22				22			22	
9:00 PM		12				12			12	
10:00 PM		7				7			7	
11:00 PM		1				1			1	
Day Total		683				683			683	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 75				7:00 AM 75			7:00 AM 75	
PM Peak Volume		6:00 PM 67				6:00 PM 67			6:00 PM 67	

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: NW Dogwood St btwn NW 230th and NW 229th
SPECIFIC LOCATION: 200 ft from NW 230th Ave
CITY/STATE: Hillsboro, OR

QC JOB #: 10387701
DIRECTION: WB
DATE: Oct 07 2008

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
3:00 AM	4	2	2	1	0	0	0	0	0	0	0	0	0	0	9	16-25	4
4:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	21-30	3
5:00 AM	0	1	7	1	0	0	0	0	0	0	0	0	0	0	9	16-25	8
6:00 AM	0	5	11	8	1	0	0	0	0	0	0	0	0	0	25	21-30	19
7:00 AM	2	24	33	14	2	0	0	0	0	0	0	0	0	0	75	16-25	56
8:00 AM	1	10	21	13	1	0	0	0	0	0	0	0	0	0	46	21-30	34
9:00 AM	2	7	12	10	1	1	0	0	0	0	0	0	0	0	33	21-30	22
10:00 AM	2	4	11	10	2	0	0	0	0	0	0	0	0	0	29	21-30	21
11:00 AM	2	9	16	3	3	0	0	0	0	0	0	0	0	0	33	16-25	25
12:00 PM	3	6	14	15	1	1	0	0	0	0	0	0	0	0	40	21-30	29
1:00 PM	4	6	18	15	1	1	0	0	0	0	0	0	0	0	45	21-30	33
2:00 PM	0	5	17	15	3	0	0	0	0	0	0	0	0	0	40	21-30	32
3:00 PM	0	5	27	21	1	0	0	0	0	0	0	0	0	0	54	21-30	48
4:00 PM	2	8	20	6	1	0	0	0	1	0	0	0	0	0	38	16-25	28
5:00 PM	4	7	29	10	3	1	0	0	0	0	0	0	0	0	54	21-30	39
6:00 PM	1	15	30	17	4	0	0	0	0	0	0	0	0	0	67	21-30	47
7:00 PM	0	9	16	10	1	0	0	0	0	0	0	0	0	0	36	21-30	26
8:00 PM	1	1	11	9	0	0	0	0	0	0	0	0	0	0	22	21-30	19
9:00 PM	0	2	8	2	0	0	0	0	0	0	0	0	0	0	12	16-25	10
10:00 PM	1	1	3	2	0	0	0	0	0	0	0	0	0	0	7	21-30	5
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
Day Total	29	127	310	186	26	4	0	0	1	0	0	0	0	0	683	21-30	496
Percent	4.2%	18.6%	45.4%	27.2%	3.8%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

AM Peak Volume	3:00 AM 4	7:00 AM 24	7:00 AM 33	7:00 AM 14	11:00 AM 3	9:00 AM 1									7:00 AM 75		
PM Peak Volume	1:00 PM 4	6:00 PM 15	6:00 PM 30	3:00 PM 21	6:00 PM 4	12:00 PM 1			4:00 PM 1						6:00 PM 67		

Comments:

Report generated on 10/9/2008 8:10 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

2008 ANNUAL TRAFFIC COUNTS
CITY OF HILLSBORO, ENGINEERING DIVISION
PHONE: 503-681-6146
FAX: 503-681-6245

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L = Local

SL = Speed Limit
85th % = 85th Percentile Speed in MPH
N/E = Northbound and Eastbound Direction of travel
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ADT = Average Daily Traffic
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PM Peak = Evening Peak Hour Volume
SZ = School Zone

ROAD	SECTION	CL	SL	SZ	DATE	85th % N/E	85th % S/W	AM N/E	AM S/W	ADT N/E	ADT S/W	ADT Total	PM N/E	PM S/W	PM Total	N/E	S/W	Total
NW JOHN OLSEN AVE	BETWEEN CORNELL/EVERGREEN	C	35	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
* NW QUATAMA RD	BETWEEN 227TH/AUTUMNWOOD	C	25	0	2/21	32.69	36.71	4.0	4.0	588	656	1244	73	127	200	68	50	118
NW STUCKI AVE	BETWEEN CORNELL/VENETIAN	C	45	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW STUCKI AVE	BETWEEN VENETIAN/EVERGREEN	C	45	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW WAGON WAY	BETWEEN CROENI/CORNELIUS PASS	C	0	1		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW WILKINS STREET	BETWEEN 206TH/AMBERGLEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 12TH AVE	BETWEEN BASELINE/WASHINGTON	NR	25	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 13TH AVE	BETWEEN SPRUCE/ALDER	NR	25	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 18TH AVE	BETWEEN MAPLE.OAK CREST	C	25	0	2/13	29.46	29.72	6.0	7.0	935	1059	1994	0	0	0	0	0	0
SE 21ST AVE	BETWEEN BUSH/SPRUCE	C	25	1		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 24TH AVE	BETWEEN MAPLE/MAIN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 32ND AVE	BETWEEN ALDER/MAPLE	A	25	0	5/7	31.00	32.46	4.0	6.0	4441	3977	8418	347	233	580	363	437	800
SE 3RD AVE	BETWEEN OAK/BASELINE	NR	20	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 53RD AVE	BETWEEN HACIENDA/RANCHO	NR	25	0	4/4	31.25	24.83	16.0	13.0	93	67	160	14	6	20	9	8	17
SE 67TH AVE	BETWEEN MOSCATO/BLAINE	NR	25	0	4/10	35.68	35.25	3.0	11.0	474	309	783	24	37	61	51	25	76
SE 6TH AVE	BETWEEN OAK/BASELINE	NR	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 73RD AVE	BETWEEN DRAKE/AUGUSTA	NR	25	1	4/10	33.00	30.10	3.0	3.0	324	335	659	27	33	60	38	35	73
SE 73RD AVE	BETWEEN VILLA/FRANCES	NR	25	0	4/10	31.41	30.91	4.0	9.0	557	778	1335	40	47	87	82	100	182
SE BENTLEY RD	BETWEEN 37TH/39TH	C	25	1	5/7	39.11	39.48	3.0	3.0	1018	1164	2182	91	94	185	88	140	228
SE BORWICK RD	BETWEEN 229TH/68TH	C	25	0	4/16	34.39	35.75	5.0	5.0	1360	1171	2531	178	44	222	101	233	334
SE BROOKWOOD AVE	BETWEEN LONE OAK/ALEXANDER	C	40	0	2/13	34.44	33.52	5.0	7.0	1464	1629	3093	154	135	289	124	186	310
SE CEDAR ST	BETWEEN 36TH/39TH	C	20	1	5/7	32.71	31.35	2.0	3.0	726	857	1583	102	77	179	77	81	158
SE CENTURY AVE	BETWEEN ARIEL/MAPLE	C	25	0	4/16	36.90	37.01	6.0	4.0	877	1026	1903	105	59	164	74	177	251
SE CENTURY BLVD	BETWEEN PEGASUS/HACIENDA	C	35	1	4/10	34.36	32.16	4.0	5.0	2325	2249	4574	238	194	432	214	249	463
SE CENTURY BLVD	BETWEEN FRANCES/GREEN	C	35	0	4/10	35.86	36.81	4.0	6.0	1767	1714	3481	159	174	333	163	191	354
SE CYPRESS ST	BETWEEN 21ST/28TH	A	25	0	5/7	33.67	34.24	4.0	4.0	4301	3424	7725	281	231	512	371	399	770
SE DRAKE ST	BETWEEN 53RD/55TH	C	25	0	4/2	32.74	32.64	9.0	7.0	819	710	1529	61	47	108	76	70	146

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ROAD	LOCATION	CL	SL	SZ	DATE	85th %		PEAK %		ADT			AM Peak			PM Peak		
						NE	SW	NE	SW	NE	SW	Total	NE	SW	Total	NE	SW	Total
NE SUNRISE LANE	BETWEEN 12TH/14TH	C	25	1	3/19	29.05	28.63	4.0	6.0	1482	1644	3126	142	94	236	120	216	336
NE SUNRISE LANE	BETWEEN 17TH/21ST	C	25	0	3/12	36.50	35.13	5.0	3.0	1335	1195	2530	102	51	153	109	130	239
NE SUNRISE LANE	BETWEEN 9TH/10TH	C	25	1	3/12	31.65	33.88	5.0	6.0	1237	1390	2627	107	69	176	104	164	268
NW 188TH AVE	BETWEEN CORNELL/EVERGREEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 194TH TER	BETWEEN CORNELL/VENETIAN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 194TH TER	BETWEEN VENETIAN/EVERGREEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 206TH AVE	BTWN ROCKSPRING/BROWNSTONE	C	35	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 227TH AVE	BETWEEN FIR/QUATAMA	C	25	0	2/21	36.54	34.66	7.0	4.0	578	641	1219	71	126	197	65	48	113
NW 228TH AVE	BETWEEN BIRCH/ALDER	NR	25	1	2/21	30.07	25.82	6.0	3.0	189	236	425	25	34	59	24	21	45
NW 229TH AVE	BETWEEN BUTLER/EVERGREEN	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 231ST AVE	BETWEEN CHERRY/CAMPUS	C	35	0	3/5	41.50	48.67	6.0	15.0	4236	3327	7563	509	157	666	268	390	658
NW 231ST AVE	BETWEEN OELRICH/MARINA	C	35	0	3/5	49.01	47.61	14.0	7.0	3852	3889	7741	468	225	693	261	503	764
NW 235TH AVE	BETWEEN EVERGREEN/BENNETT	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW ALDER ST	BETWEEN 231ST/228TH	NR	25	0	2/21	36.63	39.95	9.0	8.0	252	272	524	31	35	66	20	25	45
NW ALOCLEK DR	BETWEEN CORNELL/211TH	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW AMBERGLEN PKWY	BETWEEN VON NEUMANN/AMBERGLEN CT	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW AMBERWOOD DR	BETWEEN ALOCLEK/JOHN OLSEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW BENNETT ST	BETWEEN 235TH/229TH	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW CONNELL AVE	BETWEEN VAL/DALE	C	20	1	1/16	31.82	33.13	11.0	5.0	1758	1623	3381	131	127	258	194	156	350
NW CONNELL AVE	BETWEEN JACKSON/RACHEL	C	25	0	1/16	31.68	32.19	7.0	12.0	1922	2105	4027	167	205	372	204	212	416
NW DOGWOOD ST	BETWEEN 228TH/227TH	C	20	1	2/21	28.22	27.62	9.0	8.0	523	649	1172	50	101	151	67	55	122
NW DOGWOOD ST	BETWEEN 231ST/229TH	C	25	0	2/21	30.00	29.93	12.0	9.0	513	625	1138	58	77	135	55	54	109
NW EVERGREEN PKWY	BETWEEN 185TH/CORNELL	A	30	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW HUFFMAN AVE	EAST OF SHUTE RD	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW IMBRIE DR	BEWN EVERGREEN/CORNELIUS PASS	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW JACOBSON RD	BETWEEN PINEFARM/CENTURY	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW JACOBSON RD	BTWN CROENI/CORNELIUS PASS	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0

Crash Data

BASIC ACCIDENT DATA

228TH/BIRCH

Between 1/1/05 and 10/1/08

POLICE INCIDENT 08805600 ✓

DATE 06/04/2008

ROAD ON WHICH ACCIDENT OCCURED NW 228TH AVENUE

DISTANCE FROM INTERSECTION (FEET) 30 DIRECTION FROM INTERSECTION SOUTH

DMV OREGON POLICE TRAFFIC CRASH REPORT

PAGE 1 OF 5

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK	CRASH TIME	POLICE NOTIFIED	POLICE ARRIVAL	DMV FILE NUMBER
08805600	06-04-08	M T W TH F S SN	0915 AM PM	1029 AM PM	1049 ~~1100~~ AM PM	

COUNTY	ROAD ON WHICH CRASH OCCURRED	LATITUDE	LONGITUDE	MILE POST	DMV CODE
Washington	NW 228th Avenue				

30 FEET N S OF NEAREST INTERSECTING ROAD: NW Birch st
☐ NEAR ____ MILES E W

☑ WITHIN ____ FEET N S OF NEAREST CITY / TOWN: Hillsboro OR
☐ NEAR ____ MILES E W

☐ PROPERTY DAMAGE ☑ PUBLIC PROPERTY DAMAGE ESTIMATE ☐ UNDER $1500 ☐ OVER $1500 ☐ UNKNOWN ☐ HAZ MATERIALS ☑ PHOTOS TAKEN ☐ TRAIN RR ☐ TRUCK / BUS

UNIT 1

NAME (LAST, FIRST, MIDDLE): Unknown | DRIVER LICENSE NUMBER | STATE | SEX | RACE | DOB

ADDRESS | PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

VEHICLE OWNER ☐ SAME | PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

FIRE	STD SPD	PST SPD	INSURANCE COMPANY	INSURANCE POLICY NUMBER
Y N			☐ NONE	

EJECTED	EXTRCTD	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL	STYLE	COLOR
P N	Y N								

VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N ☐ UNKNOWN TO: | DRIVER TAKEN: Y N BY: ☐ UNKNOWN TO:

VEHICLE DAMAGE — FRONT — MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☑ UNKNOWN

INJURY: ☐ NONE ☐ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA) | ACTION / ARREST / CITES

SUSPECT NAME: Unknown | AKA | IN CUSTODY Y N

ADDRESS | OTHER INFORMATION: Dark pick up with a black canopy

SEX	RACE	DOB	HT	WT	HAIR	EYES	LOCAL ID

UNIT 2

NAME (LAST, FIRST, MIDDLE): PGE Pole # 203310 B12/358/51 | DRIVER LICENSE NUMBER: N/A | STATE: — | SEX: — | RACE: — | DOB: —

ADDRESS: South of NW Birch on NW 228th st., Hillsboro | PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

VEHICLE OWNER ☐ SAME | PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

FIRE	STD SPD	PST SPD	INSURANCE COMPANY	INSURANCE POLICY NUMBER
Y N			☐ NONE	

EJECTED	EXTRCTD	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL	STYLE	COLOR
P N	Y N								

VEHICLE TOWED DUE TO VEHICLE DAMAGE Y N ☐ UNKNOWN TO: | DRIVER TAKEN: Y N BY: ☐ UNKNOWN TO:

VEHICLE DAMAGE — FRONT — MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☑ UNKNOWN

INJURY: ☐ NONE ☐ COMPLAINT OF PAIN ☑ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA) | ACTION / ARREST / CITES

PASSENGER 1

☐ PASSENGER NAME ☑ WITNESS | ADDRESS

RACE | DOB | PHONE: ☑ HOME ☐ WORK ☐ CELL

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

PASSENGER 2

☐ PASSENGER NAME ☑ WITNESS | ADDRESS

RACE | DOB | PHONE: ☑ HOME ☐ WORK ☐ CELL

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

PASSENGER 3

☐ PASSENGER NAME ☐ WITNESS | ADDRESS

DOB | PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☐ NONE ☐ VISIBLE INJURY ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

DISTRIBUTION: File, DMV, ITD, ENG, P&E Shop

27535

OFFICER NAME / NUMBER	DATE	AGENCY	APPROVED BY
Jesus Rios-Cabrera DPSST 49568	06-04-08	HPD	Rdz/22205

FO BUR 3539

0840 5600 | AM PM | AM PM | A | B | C | D | E | 2 | 5

Check ONE box in all [illegible]gories. Check ALL boxes that apply in ca[illegible]gories with (★).

RST HARMFUL EVENT

- N COLLISION
- OVERTURN
- [illegible] XPLOSION
- [illegible]SION
- GAS INHALATION
- OTHER NON COLLISION
- MEDICAL (Explain)
- LISION WITH
- PEDESTRIAN
- PARKED MOTOR VEHICLE
- RAILWAY TRAIN
- BICYCLIST
- ISH TYPE
- HEAD ON
- REAR END
- ANGLE
- SIDESWIPE
- MANNER UNKNOWN
- ED OBJECT
- BARRICADE
- BOULDER / ROCK
- BRIDGE O/PASS or RAILING
- BUILDING
- CULVERT HEADWALL
- CURBING
- DITCH
- DIVIDER - CNCRT or STEEL
- FENCE - NOT MEDIAN
- FIRE HYDRANT
- HIGHWAY GUARDRAIL
- HIGHWAY SIGN
- IMPACT ABSORBER
- LIGHT STANDARD
- MAILBOX
- OVERHEAD SIGN POST
- OVERHEAD STRUCTURE
- PIER or COLUMN
- RETAINING WALL
- [illegible]OPE EARTH
- [illegible]OPE ROCK or STONE
- TRAFFIC SIGNAL POST
- TREE
- UNDERPASS TUNNEL
- UTILITY POLE
- OTHER FIXED (Explain)
- ER OBJECT (NOT FIXED)
- ANIMAL
- THROWN / FALLING OBJECT
- UNKNOWN
- OTHER OBJECT (Explain)

EVENT LOCATION

- ROADWAY
- ON-INTERSECTION
- INTERSECTION
- INTERSECTION RELATED
- DRIVEWAY ACCESS
- INTERCHANGE AREA
- RAILROAD CROSSING
- BRIDGE
- TUNNEL
- OTHER ON-ROAD AREA
- ROADWAY
- SHOULDER
- TURNOUT
- ROADSIDE
- BEYOND RIGHT OF WAY
- MEDIAN
- DRIVEWAY
- PRIVATE DRIVE
- RAILROAD CROSSING
- OTHER OFF ROAD
- PARKING LOT
- [illegible]WN
- [illegible]IAL ZONE
- ONE
- CONSTRUCTION
- MAINTENANCE
- UTILITY
- LOW
- SCHOOL
- UNKNOWN WORK
- OTHER

WEATHER

- [x] CLEAR
- [ ] CLOUDY (OVERCAST)
- [ ] RAIN
- [ ] SNOW
- [ ] SLEET / HAIL / ETC
- [ ] FOG / SMOG
- [ ] SMOKE
- [ ] BLOWING SAND / DIRT
- [ ] SEVERE CROSSWIND
- [ ] OTHER / UNKNOWN

SURFACE CONDITION

#1	#2	
[x]	[ ]	DRY
[ ]	[ ]	WET
[ ]	[ ]	SNOW / SLUSH
[ ]	[ ]	ICY
[ ]	[ ]	MUDDY
[ ]	[ ]	DEBRIS
[ ]	[ ]	RUTS / HOLES / BUMPS
[ ]	[ ]	WORN / POLISHED
[ ]	[ ]	LOW / SOFT SHOULDER
[ ]	[ ]	OTHER (Explain)

SURFACE TYPE

#1	#2	
[ ]	[ ]	CONCRETE
[ ]	[x]	BLACKTOP / ASPHALT
[x]	[ ]	GRAVEL
[ ]	[ ]	DIRT
[ ]	[ ]	OTHER

LIGHT

- [x] FULL DAYLIGHT
- [ ] DAWN
- [ ] DUSK
- [ ] DARK - LIGHTED WAY
- [ ] DARK - NOT LIGHTED
- [ ] UNKNOWN

TRAFFIC CONTROL TYPE

#1	#2	
[x]	[ ]	NONE
[ ]	[ ]	SCHOOL BUS LIGHTS
[ ]	[ ]	OFFICER / CROSSING GUARD or FLAGGER
[ ]	[ ]	TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL
[ ]	[ ]	TRAFFIC SIGNAL
[ ]	[ ]	FLASHING BEACON
[ ]	[ ]	STOP SIGN
[ ]	[ ]	YIELD SIGN
[ ]	[ ]	RR CROSSING GATES
[ ]	[ ]	RR CROSSING BUCKS
[ ]	[ ]	RR FLASHING SIGNAL
[ ]	[ ]	RR CROSSING w/ PAVEMENT MARKINGS
[ ]	[ ]	LANE CNTRLS / LINES / STRIPES / DEVICES
[ ]	[ ]	SCHOOL SIGNAL
[ ]	[ ]	OTHER REG SIGN
[ ]	[ ]	TURN LANES
[ ]	[ ]	UNKNOWN

TRAFFIC CONTROL DEVICE CONDITION

#1	#2	
[x]	[ ]	NO MALFUNCTION
[ ]	[ ]	DOWN / MISSING
[ ]	[ ]	TURNED FROM PROPER POSITION
[ ]	[ ]	OBSCURED BY OTHER SIGNS
[ ]	[ ]	OBSCURED BY PARKED VEHICLE
[ ]	[ ]	OBSCURED BY VEGETATION
[ ]	[ ]	LIGHTS MALFUNCTION
[ ]	[ ]	LIGHTS STUCK
[ ]	[ ]	GATES INOPERATIVE
[ ]	[ ]	GATE ARM MISSING
[ ]	[ ]	OTHER RR MALFUNCTN
[ ]	[ ]	OTHER IMPAIRMENT
[ ]	[ ]	UNKNOWN

ROAD CHARACTER

#1	#2	
[x]	[ ]	STRAIGHT and LEVEL
[ ]	[ ]	STRAIGHT w/ GRADE
[ ]	[ ]	CURVED and LEVEL
[ ]	[ ]	CURVED w/ GRADE

VEH # 1 ____ NUMBER OF LANES

VEH # 2 ____ NUMBER OF LANES

____ TOTAL NUMBER OF LANES

ROAD FLOW

#1	#2	
[ ]	[x]	ONE WAY TRAFFIC
[x]	[ ]	NOT PHYSLY DIVIDED

MEDIAN TYPE

- [ ] [ ] UNPAVED
- [ ] [ ] BARRIER
- [ ] [ ] PAVED
- [ ] [ ] CONT LEFT TURN

DRIVER LICENSE VIOLATION

DRIVER #1	DRIVER #2	
[x]	[ ]	NONE
[ ]	[ ]	INSTRUCTION PERMIT
[ ]	[ ]	LICENSE RESTRICTION
[ ]	[ ]	EXPIRED LICENSE
[ ]	[ ]	OUT OF CLASS
[ ]	[ ]	SUSPNDED / REVOKED
[ ]	[x]	UNLICENSED

★ DRIVER FACTORS

DRIVER #1	DRIVER #2	
[ ]	[ ]	NONE
[ ]	[ ]	CELL PHONE USE
[ ]	[ ]	OBSTRUCTED VIEW
[ ]	[ ]	FAILED TO YIELD ROW
[ ]	[ ]	DISRGRD TRAF SIGN
[ ]	[ ]	TOO FAST FOR COND
[ ]	[ ]	MADE IMPROPER TURN
[ ]	[ ]	WRONG SIDE/WAY
[ ]	[ ]	FOLLOW TOO CLOSELY
[ ]	[ ]	IMPROPER LANE CHNG
[ ]	[ ]	IMPROPER BACKING
[ ]	[ ]	IMPROPER PASSING
[ ]	[ ]	IMPROPER SIGNAL
[ ]	[ ]	IMPROPER PARKING
[ ]	[ ]	FATIGUE / DROWSY
[ ]	[ ]	ILL / BLACKOUT
[x]	[ ]	UNKNOWN
[ ]	[ ]	OTHER (Explain)

★ IMPAIRMENT

DRIVER #1	DRIVER #2	
[ ]	[ ]	NONE
[ ]	[ ]	UNDER INFL - DRUGS
[ ]	[ ]	UNDER INFL - ALCOHOL
[ ]	[x]	UNDER INFL - MEDS
[x]	[ ]	UNKNOWN

DETERMINED BY:

- [ ] [ ] INTOXILYZER TEST
- [ ] [ ] BLOOD OR URINE TEST
- [ ] [ ] FIELD SOB. TEST
- [ ] [ ] OBSERVED (SPEECH, ODOR, ETC.)
- [ ] [ ] DRE EVALUATION
- [ ] [ ] STATEMENTS
- [ ] [ ] UNKNOWN
- [ ] [ ] OTHER (Explain)

RESULTS OF TEST:

D1 ____% D2 ____%

- [ ] [ ] NO TEST GIVEN
- [ ] [ ] TEST REFUSED
- [ ] [ ] TESTED FOR DRUGS
- [ ] [ ] RESLTS NOT AVAILABLE

★VEH RELATED FACTORS

#1	#2	
[ ]	[ ]	NONE
[ ]	[ ]	BRAKES
[ ]	[ ]	STEERING
[ ]	[ ]	POWER PLANT
[ ]	[ ]	SUSPENSION
[ ]	[ ]	TIRES
[ ]	[ ]	EXHAUST
[ ]	[ ]	LIGHTS
[ ]	[ ]	SIGNALS
[ ]	[ ]	WINDOWS / WINDSHLD
[ ]	[ ]	RESTRAINT SYSTEM
[ ]	[ ]	WHEELS
[ ]	[ ]	COUPLING
[ ]	[x]	CARGO
[ ]	[ ]	OTHER

VEHICLE MOVEMENT

#1	#2	
[x]	[ ]	BACKING
[ ]	[ ]	STOPPED
[ ]	[ ]	STRAIGHT AHEAD
[ ]	[ ]	TURNING RIGHT
[ ]	[ ]	TURNING LEFT
[ ]	[ ]	MAKING U-TURN
[ ]	[ ]	ENTER TRAFFIC LANE
[ ]	[ ]	LEAVE TRAFFIC LANE
[ ]	[ ]	OVERTAKING
[ ]	[ ]	CHANGING LANES
[ ]	[ ]	AVOIDING MANEUVER
[ ]	[ ]	MERGING
[ ]	[ ]	PARKING
[ ]	[ ]	NEGOTIATING A CURVE
[ ]	[ ]	OTHER

TRAILER TYPE

#1	#2	
[ ]	[ ]	LOG BUNK
[ ]	[ ]	SEMITRAILER
[ ]	[ ]	POLE TRAILER
[ ]	[ ]	FULL TRAILER
[ ]	[ ]	MOBILE HOME
[ ]	[ ]	UTILITY TRAILER
[ ]	[ ]	TRAVEL TRAILER
[ ]	[ ]	BOAT TRAILER
[ ]	[ ]	FARM EQUIPMENT
[ ]	[ ]	HORSE TRAILER
[ ]	[ ]	VEHICLE IN TOW
[ ]	[ ]	OTHER / UNKNOWN

TRUCK CONFIGURATION

#1	#2	
[ ]	[ ]	TRUCK (2 or 3 AXLE)
[ ]	[ ]	TRUCK / TRACTOR SEMI
[ ]	[ ]	TRUCK and TRAILER
[ ]	[ ]	DOUBLE TRAILERS
[ ]	[ ]	TRIPLE TRAILERS
[ ]	[ ]	DROMEDARY and SEMI
[ ]	[ ]	HEAVY HAUL CONFIG
[ ]	[x]	BUS
[ ]	[ ]	OTHER (Explain)

★ PASSENGER FACTORS

PASS UNIT #1

#1	#2	
[ ]	[ ]	NONE
[ ]	[ ]	INTERFERED w/DRIVER
[ ]	[ ]	UNDER INFL - DRUGS
[ ]	[ ]	UNDER INFL - ALCOHOL
[ ]	[x]	UNKNOWN
[ ]	[ ]	OTHER (Explain)

PASS UNIT #2

#1	#2	
[ ]	[ ]	NONE
[ ]	[ ]	INTERFERED w/DRIVER
[ ]	[ ]	UNDER INFL - DRUGS
[ ]	[ ]	UNDER INFL - ALCOHOL
[ ]	[ ]	UNKNOWN
[ ]	[ ]	OTHER (Explain)

PEDESTRIAN LOCATION

IN ROAD

- [ ] IN X-WALK
- [ ] NOT IN X-WALK
- [ ] NO X-WALK AVAILABLE

INTERSECTION

- [ ] IN X-WALK
- [ ] NOT IN X-WALK
- [ ] NO X-WALK AVAILABLE

OTHER

- [ ] NOT IN ROADWAY
- [ ] SHOULDER
- [ ] MEDIAN
- [ ] BIKE LANE
- [x] UNKNOWN

PEDESTRIAN TYPE

- [ ] NONE
- [ ] PEDESTRIAN
- [ ] BICYCLIST
- [ ] CONVEYANCE
- [ ] WHEELCHAIR
- [ ] ANIMAL RIDER
- [ ] RIDER of ANIM DRAWN VEH
- [ ] UNKNOWN
- [ ] OTHER (Explain)

★ PEDESTRIAN ACTION

- [ ] ENTER / CROSS ROAD
- [ ] WALK / RIDE w/TRAFF
- [ ] WALK / RIDE AGAINST
- [ ] STEP ON / OFF VEHICLE
- [ ] STEP ON / OFF SCH BUS
- [ ] APPRCH / LEAVE SC BUS
- [ ] APPROACH / LEAVE VEH
- [ ] WORK / PUSHING VEHICLE
- [ ] OTHER WORKING
- [ ] PLAYING
- [ ] STANDING
- [ ] LYING DOWN
- [ ] UNKNOWN

PED / BIKE VISIBILITY

CLOTHING

- [ ] NO CONTRAST w/BKGRND
- [ ] CONTRASTED w/BKGRND
- [ ] REFLECTIVE

OTHER

- [ ] OTHER LIGHT SOURCE
- [ ] UNKNOWN

★ PED / BIKE FACTORS

- [ ] NONE
- [ ] FAILED TO YIELD ROW
- [ ] DISREGARD TRAFFIC SIGN
- [ ] ILLEGALLY IN ROAD
- [ ] EQUIPMENT VIOLATION
- [ ] CLOTHING NOT VISIBLE
- [ ] UNDER INFL - DRUGS
- [ ] UNDER INFL - ALCOHOL
- [ ] UNKNOWN
- [ ] OTHER (Explain)

SKETCH & NARRATIVE

North

(NOT TO SCALE)

UNIT 1 2

SKID MARKS TO (FEET) _____ _____

DISTANCE AFTER (FEET) _____ _____

See image on Page five of this report.

CASE NUMBER	CONTINUATION REPORT	PAGE / OF
08805600	HILLSBORO POLICE DEPARTMENT	3 / 5

CT'S NAME	SEX	RACE	DOB
	-	-	-

LOCATION OF OCCURRENCE
NW 228TH/NW BIRCH ST, Hillsboro, Oregon 97123

ITEM 1 ADDITIONAL INCIDENTS	ITEM 4 ADDITIONAL VEHICLE INFO	ITEM 7 ADDITIONAL OFFICERS
ITEM 2 ADDITIONAL PERSON INFO	ITEM 5 ADDITIONAL WORTHLESS DOCUMENT INFORMATION	ITEM 8 SUMMARY
ITEM 3 ADDITIONAL SUSPECT INFO	ITEM 6 ADDITIONAL PROPERTY	ITEM 9 NARRATIVE

ITEM CODE

9

Narrative

On Wednesday, 06-04-08 at approximately 1049 hours I responded to a hit and run call invoving an unknown dark truck versus a lamp post, just west of 22550 NW Birch Street, Hillsboro, Oregon 97124.

Upon my arrival I was directed to employed at Orenco Elementary School, and mother of a student at the same school.

Interview with

I spoke to first and she told me that around 0915 hours in the morning she was outside of the school near the western parking lot walking towards the green area. The green area or grassy area was between the school building and NW 228th Avenue. was helping set up activities, when she heard a loud noise, she looked up and saw a black truck with a black canopy that looked like it had backed into the mentioned lamp post. At the same time she saw the lamp assembly falling off the top of the light pole. The lamp assembly then landed on the ground and rolled down into the green area. The suspect vehicle slowly drove north for a few feet then sped north on NW 228th Avenue and then lost sight of the vehicle.

added that she went to the broken light assembly and moved it closer to the base of the lamp post because she didn't want the children to cut themselves on the broken pieces. had nothing more to add to this report.

Interview with

I then spoke to who told me that she heard a loud noise, like someone clapping next to her ear. looked up to see what caused the noise and saw a dark colored truck or pick up with a black top facing northbound on NW 228th Avenue just north of the listed lamp post. noticed the light assembly of the lamp post lying on the ground. then observed the dark pick up quickly drive north on NW 228th Avenue and she lost sight of the dark pick up moments later. told me that she did not see the pick up strike the lamp post but it was obvious to her that the pick up backed into the lamp post.

then added that she also walked up to the broken lamp assembly and helped move the broken pieces to the base of the lamp post. had nothing more to add to this report.

REPORTING OFFICER	OFC ID NO.	WATCH	ASSN/DIST.	APPROVED BY:	PROCESSED BY:	ENTERED BY/DATE
JESUS RIOS-CALDERON	49568	D	1148			

FTO Bugl 31539

were at about 100 yards east of the lamp post when it was struck and were unable to get the license plate of the suspect pick up.

CRIME SCENE

I walked towards the pole located on the west side of the school ground on the street, and examined the damages. The light assembly was lying on the floor next to the pole. The pole showed evidence of been displaced about half an inch, and scuffs at about 2 feet high. I took pictures of the pole, light assembly, street and surrounding area.

NEIGHBOR

I later talked to a subject that lives across the street were the lamp post was hit. Subject was identified as . He stated been home all morning and do not recall hearing noises. also told me that he does not owned a black truck or knew of any friends or family with a similar vehicle that could have come to see him this morning. explained that a lot of people often use his drive way as a turn around.

EVIDENCE

I removed the light fixture after taking pictures due to the possible hazard to children from the school. The light fixture was taken to HPD and placed in the dumpster. The compact disc was later logged into HPD evidence locker #7, property receipt number 65251.

BASIC ACCIDENT DATA

231ST/DOGWOOD

Between 1/1/05 and 10/1/08

POLICE INCIDENT	07809825
DATE	10/10/2007
ROAD ON WHICH ACCIDENT OCCURED	NW 231ST AVENUE
DISTANCE FROM INTERSECTION (FEET)	0
DIRECTION FROM INTERSECTION	

OREGON POLICE TRAFFIC CRASH REPORT

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK	CRASH TIME	POLICE NOTIFIED	POLICE ARRIVED	DMV FILE NUMBER
09-8-09825	10-10-07	M T W T F S SN	1137 AM PM	1137 AM PM	1144 AM PM	

COUNTY	ROAD ON WHICH CRASH OCCURRED	MILE POST	DMV CODE
34	NW 231st AVE		

☐ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST INTERSECTING ROAD: NE DOGWOOD

☐ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST CITY / TOWN: HILLSBORO

☒ PROPERTY DAMAGE ☐ PUBLIC PROPERTY DAMAGE ☒ INJURY ☐ FATAL ☐ HAZARDOUS MATERIALS ☐ HIT AND RUN ☐ PHOTOS TAKEN ☐ TRAIN R/R ☐ TRUCK / BUS

UNIT 1

NAME (LAST, FIRST, MIDDLE)	DRIVER LICENSE NUMBER	STATE	SEX	RACE	DOB

ADDRESS: HOME PHONE:

VEHICLE OWNER: ☒ SAME WORK PHONE: ( )

FIRE	STD SPD	PST SPD	INSURANCE COMPANY	INSURANCE POLICY NUMBER
Y (N)	5	25	☐ NONE	

EJECTED	EXTRCTD	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL / STYLE	COLOR
Y P (N)	Y (N)					BMW	325I/2D	SILVER

VEHICLE TOWED: (Y) N ☐ UNKNOWN BY:

DRIVER TAKEN: Y (N) ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT

DAMAGE ESTIMATE: ☐ NONE ☐ UNDER $1500 ☒ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: ☒ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☒ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES: FTDTD

HIT AND RUN

SUSPECT NAME	AKA	IN CUSTODY Y N

ADDRESS: OTHER INFORMATION:

SEX	RACE	DOB	HT	WT	HAIR	EYES	LOCAL ID

UNIT 2

NAME (LAST, FIRST, MIDDLE)	DRIVER LICENSE NUMBER	STATE	SEX	RACE	DOB

ADDRESS: HOME PHONE:

VEHICLE OWNER: ☒ SAME WORK PHONE: ( )

FIRE	STD SPD	PST SPD	INSURANCE COMPANY	INSURANCE POLICY NUMBER
(N)	30	35	☐ NONE	

EJECTED	EXTRCTD	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL / STYLE	COLOR
Y P (N)	Y (N)			OR	07	NISSAN	XTERRA/UT	SILVER

VEHICLE TOWED: (Y) N ☐ UNKNOWN BY: TO:

DRIVER TAKEN: (Y) N ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT

DAMAGE ESTIMATE: ☐ NONE ☐ UNDER $1500 ☒ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: ☐ NONE ☒ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☒ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES: —

UNIT 1

☐ PASSENGER NAME ☒ WITNESS — ADDRESS:

SEX	RACE	DOB	HOME PHONE	WORK PHONE
				( )

INJURY: ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL — LOCATION: LF CF RF LR CR RR — OTHER: — EJECTED Y P N — EXTRCTD Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: N/A TO:

EQUIPMENT: ☐ NO EQP USED ☒ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☒ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT 2

☐ PASSENGER NAME ☐ WITNESS — ADDRESS:

SEX	RACE	DOB	HOME PHONE	WORK PHONE
			( )	( )

INJURY: ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL — LOCATION: LF CF RF LR CR RR — OTHER: — EJECTED Y P N — EXTRCTD Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT 3

☐ PASSENGER NAME ☐ WITNESS — ADDRESS:

SEX	RACE	DOB	HOME PHONE	WORK PHONE
			( )	( )

INJURY: ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL — LOCATION: LF CF RF LR CR RR — OTHER: — EJECTED Y P N — EXTRCTD Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN TO:

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

DISTRIBUTION: File, DMV, ITB, ENG, Sheri, MUNI, PAE, PIO

OFFICER NAME / NUMBER	DATE	AGENCY	APPROVED BY
VAIZLER VANGAS #31460	101007	HPD	GG 20028

5A (1-04) AGENCY COPY STK# 300018

07-8-09825 | AM PM | AM PM | A | B | C | D | E | 2 | 3

Check ONE box in all categories. Check ALL boxes that apply in categories with (★).

FIRST HARMFUL EVENT

- ☐ ON COLLISION
- ☐ OVERTURN
- ☐ EXPLOSION
- ☐ FIRE
- ☐ GAS INHALATION
- ☐ OTHER NON COLLISION
- ☐ MEDICAL (Explain)

- COLLISION WITH
- ☐ PEDESTRIAN
- ☐ PARKED MOTOR VEHICLE
- ☐ RAILWAY TRAIN
- ☐ BICYCLIST
- CRASH TYPE
- ☐ HEAD ON
- ☐ REAR END
- ☐ ANGLE
- ☐ SIDESWIPE
- ☐ MANNER UNKNOWN
- FIXED OBJECT
- ☐ BARRICADE
- ☐ BOULDER / ROCK
- ☐ BRIDGE O/PASS or RAILING
- ☐ BUILDING
- ☐ CULVERT HEADWALL
- ☐ CURBING
- ☐ DITCH
- ☐ DIVIDER - CNCRT or STEEL
- ☐ FENCE - NOT MEDIAN
- ☐ FIRE HYDRANT
- ☐ HIGHWAY GUARDRAIL
- ☐ HIGHWAY SIGN
- ☐ IMPACT ABSORBER
- ☐ LIGHT STANDARD
- ☐ MAILBOX
- ☐ OVERHEAD SIGN POST
- ☐ OVERHEAD STRUCTURE
- ☐ PIER or COLUMN
- ☐ RETAINING WALL
- ☐ SIDESLOPE EARTH
- ☐ SLOPE ROCK or STONE
- ☐ TRAFFIC SIGNAL POST
- ☐ TREE
- ☐ UNDERPASS TUNNEL
- ☐ UTILITY POLE
- ☐ OTHER FIXED (Explain)

- OTHER OBJECT (NOT FIXED)
- ☐ ANIMAL
- ☐ THROWN / FALLING OBJECT
- ☐ UNKNOWN
- ☐ OTHER OBJECT (Explain)

EVENT LOCATION

- ON ROADWAY
- ☐ NON-INTERSECTION
- ☐ INTERSECTION
- ☐ INTERSECTION RELATED
- ☐ DRIVEWAY ACCESS
- ☐ INTERCHANGE AREA
- ☐ RAILROAD CROSSING
- ☐ BRIDGE
- ☐ TUNNEL
- ☐ OTHER ON-ROAD AREA
- OFF ROADWAY
- ☐ SHOULDER
- ☐ TURNOUT
- ☐ ROADSIDE
- ☐ BEYOND RIGHT OF WAY
- ☐ MEDIAN
- ☐ DRIVEWAY
- ☐ PRIVATE DRIVE
- ☐ RAILROAD CROSSING
- ☐ OTHER OFF ROAD
- ☐ PARKING LOT
- ☐ UNKNOWN

SPECIAL ZONE

- ☒ [illegible]
- ☐ CONSTRUCTION
- ☐ MAINTENANCE
- ☐ UTILITY
- ☐ SNOW
- ☐ SCHOOL
- ☐ UNKNOWN WORK
- ☐ OTHER

WEATHER

- ☐ CLEAR
- ☐ CLOUDY (OVERCAST)
- ☒ RAIN
- ☐ SNOW
- ☐ SLEET / HAIL / ETC
- ☐ FOG / SMOG
- ☐ SMOKE
- ☐ BLOWING SAND / DIRT
- ☐ SEVERE CROSSWIND
- ☐ OTHER / UNKNOWN

SURFACE CONDITION

#1	#2	
☐	☐	DRY
☒	☒	WET
☐	☐	SNOW / SLUSH
☐	☐	ICY
☐	☐	MUDDY
☐	☐	DEBRIS
☐	☐	RUTS / HOLES / BUMPS
☐	☐	WORN / POLISHED
☐	☐	LOW / SOFT SHOULDER
☐	☐	OTHER / UNKNOWN

SURFACE TYPE

#1	#2	
☐	☐	CONCRETE
☒	☒	BLACKTOP / ASPHALT
☐	☐	GRAVEL
☐	☐	DIRT
☐	☐	OTHER

LIGHT

- ☒ FULL DAYLIGHT
- ☐ DAWN
- ☐ DUSK
- ☐ DARK - LIGHTED WAY
- ☐ DARK - NOT LIGHTED
- ☐ UNKNOWN

TRAFFIC CONTROL TYPE

#1	#2	
☐	☒	NONE
☐	☐	SCHOOL BUS LIGHTS
☐	☐	OFFICER / CROSSING GUARD or FLAGGER
☐	☐	TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL
☐	☐	TRAFFIC SIGNAL
☐	☐	FLASHING BEACON
☒	☐	STOP SIGN
☐	☐	YIELD SIGN
☐	☐	RR CROSSING GATES
☐	☐	RR CROSSING BUCKS
☐	☐	RR FLASHING SIGNAL
☐	☐	RR CROSSING w/ PAVEMENT MARKINGS
☐	☐	LANE CONTRLS / LINES / STRIPES / DEVICES
☐	☐	SCHOOL SIGNAL
☐	☐	OTHER REG SIGN
☐	☐	TURN LANES
☐	☐	UNKNOWN

TRAFFIC CONTROL DEVICE CONDITION

#1	#2	
☒	☒	NO MALFUNCTION
☐	☐	DOWN / MISSING
☐	☐	TURNED FROM PROPER POSITION
☐	☐	OBSCURED BY OTHER SIGNS
☐	☐	OBSCURED BY PARKED VEHICLE
☐	☐	OBSCURED BY VEGETATION
☐	☐	LIGHTS MALFUNCTION
☐	☐	LIGHTS STUCK
☐	☐	GATES INOPERATIVE
☐	☐	GATE ARM MISSING
☐	☐	OTHER RR MALFUNCTN
☐	☐	OTHER IMPAIRMENT
☐	☐	UNKNOWN

ROAD CHARACTER

#1	#2	
☒	☒	STRAIGHT and LEVEL
☐	☐	STRAIGHT w/ GRADE
☐	☐	CURVED and LEVEL
☐	☐	CURVED w/ GRADE

VEH # 1 1 NUMBER OF LANES

VEH # 2 1 NUMBER OF LANES

2 TOTAL NUMBER OF LANES

ROAD FLOW

#1	#2	
☐	☐	ONE WAY TRAFFIC
☒	☒	NOT PHYSLY DIVIDED

MEDIAN TYPE

☐	☐	UNPAVED
☐	☐	BARRIER
☐	☐	PAVED
☐	☐	CONT LEFT TURN

DRIVER LICENSE VIOLATION

DRIVER #1	DRIVER #2	
☒	☒	NONE
☐	☐	INSTRUCTION PERMIT
☐	☐	LICENSE RESTRICTION
☐	☐	EXPIRED LICENSE
☐	☐	OUT OF CLASS
☐	☐	SUSPNDED / REVOKED
☐	☐	UNLICENSED

★ DRIVER FACTORS

DRIVER #1	DRIVER #2	
☐	☒	NONE
☐	☐	CELL PHONE USE
☐	☐	OBSTRUCTED VIEW
☒	☐	FAILED TO YIELD ROW
☐	☐	DISRGRD TRAF SIGN
☐	☐	TOO FAST FOR COND
☐	☐	MADE IMPROPER TURN
☐	☐	WRONG SIDE/WAY
☐	☐	FOLLOW TOO CLOSELY
☐	☐	IMPROPER LANE CHNG
☐	☐	IMPROPER BACKING
☐	☐	IMPROPER PASSING
☐	☐	IMPROPER SIGNAL
☐	☐	IMPROPER PARKING
☐	☐	FATIGUE / DROWSY
☐	☐	ILL / BLACKOUT
☐	☐	UNKNOWN
☐	☐	OTHER

★ IMPAIRMENT

DRIVER #1	DRIVER #2	
☒	☒	NONE
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNDER INFL - MEDS
☐	☐	UNKNOWN

DETERMINED BY:

☐	☐	INTOXILYZER TEST
☐	☐	BLOOD OR URINE TEST
☐	☐	FIELD SOB. TEST
☒	☒	OBSERVED (SPEECH, ODOR, ETC.)
☐	☐	DRE EVALUATION
☐	☐	STATEMENTS
☐	☐	UNKNOWN
☐	☐	OTHER

RESULTS OF TEST:

D1 ____ % D2 ____ %

☒	☒	NO TEST GIVEN
☐	☐	TEST REFUSED
☐	☐	TESTED FOR DRUGS
☐	☐	RESLTS NOT AVAILABLE

★ VEH RELATED FACTORS

#1	#2	
☒	☒	NONE
☐	☐	BRAKES
☐	☐	STEERING
☐	☐	POWER PLANT
☐	☐	SUSPENSION
☐	☐	TIRES
☐	☐	EXHAUST
☐	☐	LIGHTS
☐	☐	SIGNALS
☐	☐	WINDOWS / WINDSHLD
☐	☐	RESTRAINT SYSTEM
☐	☐	WHEELS
☐	☐	COUPLING
☐	☐	CARGO
☐	☐	OTHER

VEHICLE MOVEMENT

#1	#2	
☐	☐	BACKING
☐	☐	STOPPED
☐	☒	STRAIGHT AHEAD
☐	☐	TURNING RIGHT
☒	☐	TURNING LEFT
☐	☐	MAKING U-TURN
☐	☐	ENTER TRAFFIC LANE
☐	☐	LEAVE TRAFFIC LANE
☐	☐	OVERTAKING
☐	☐	CHANGING LANES
☐	☐	AVOIDING MANEUVER
☐	☐	MERGING
☐	☐	PARKING
☐	☐	NEGOTIATING A CURVE
☐	☐	OTHER

TRAILER TYPE

#1	#2	
☐	☐	LOG BUNK
☐	☐	SEMITRAILER
☐	☐	POLE TRAILER
☐	☐	FULL TRAILER
☐	☐	MOBILE HOME
☐	☐	UTILITY TRAILER
☐	☐	TRAVEL TRAILER
☐	☐	BOAT TRAILER
☐	☐	FARM EQUIPMENT
☐	☐	HORSE TRAILER
☐	☐	VEHICLE IN TOW
☐	☐	OTHER / UNKNOWN

TRUCK CONFIGURATION

#1	#2	
☐	☐	TRUCK (2 or 3 AXLE)
☐	☐	TRUCK / TRACTOR-SEMI
☐	☐	TRUCK and TRAILER
☐	☐	DOUBLE TRAILERS
☐	☐	TRIPLE TRAILERS
☐	☐	DROMEDARY and SEMI
☐	☐	HEAVY HAUL CONFIG
☐	☐	BUS
☐	☐	OTHER

★ PASSENGER FACTORS

UNIT #1

PASS #1	PASS #2	
☐	☐	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

UNIT #2

PASS #1	PASS #2	
☐	☐	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

PEDESTRIAN LOCATION

- IN ROAD
- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE
- INTERSECTION
- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE
- OTHER
- ☐ NOT IN ROADWAY
- ☐ SHOULDER
- ☐ MEDIAN
- ☐ BIKE LANE
- ☐ UNKNOWN

PEDESTRIAN TYPE

- ☐ NONE
- ☐ PEDESTRIAN
- ☐ BICYCLIST
- ☐ CONVEYANCE
- ☐ WHEELCHAIR
- ☐ ANIMAL RIDER
- ☐ RIDER of ANIM DRAWN VEH
- ☐ UNKNOWN
- ☐ OTHER (Explain)

★ PEDESTRIAN ACTION

- ☐ ENTER / CROSS ROAD
- ☐ WALK / RIDE w/TRAFF
- ☐ WALK / RIDE AGAINST
- ☐ STEP ON / OFF VEHICLE
- ☐ STEP ON / OFF SCH BUS
- ☐ APPRCH / LEAVE SC BUS
- ☐ APPROACH / LEAVE VEH
- ☐ WORK / PUSHING VEHICLE
- ☐ OTHER WORKING
- ☐ PLAYING
- ☐ STANDING
- ☐ LYING DOWN
- ☐ UNKNOWN

PED / BIKE VISIBILITY

- CLOTHING
- ☐ NO CONTRAST w/BKGRND
- ☐ CONTRASTED w/BKGRND
- ☐ REFLECTIVE
- OTHER
- ☐ OTHER LIGHT SOURCE
- ☐ UNKNOWN

★ PED / BIKE FACTORS

- ☐ NONE
- ☐ FAILED TO YIELD ROW
- ☐ DISREGARD TRAFFIC SIGN
- ☐ ILLEGALLY IN ROAD
- ☐ EQUIPMENT VIOLATION
- ☐ CLOTHING NOT VISIBLE
- ☐ UNDER INFL - DRUGS
- ☐ UNDER INFL - ALCOHOL
- ☐ UNKNOWN
- ☐ OTHER (Explain)

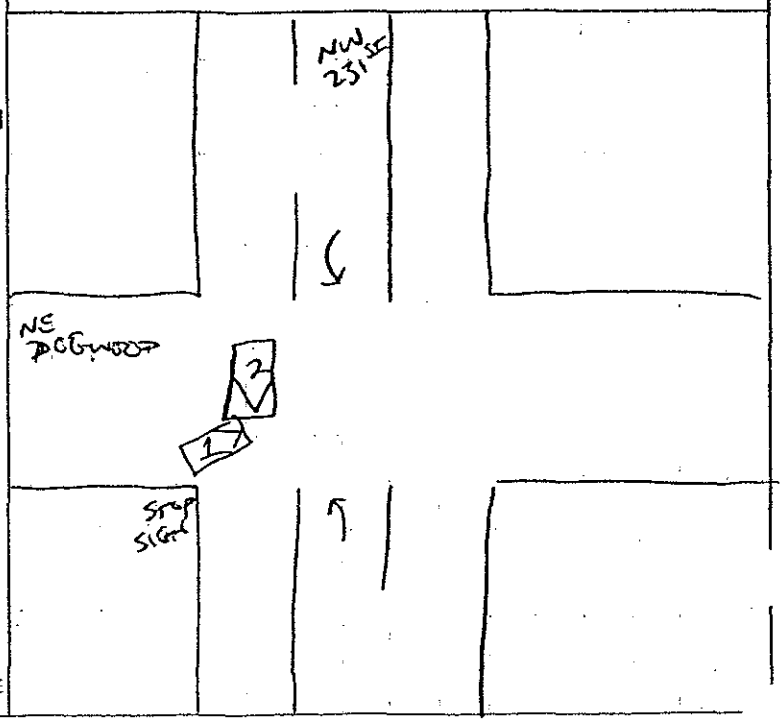
SKETCH & NARRATIVE

North (NOT TO SCALE)

UNIT 1 2

SKID MARKS TO (FEET) ____ ____

DISTANCE AFTER (FEET) ____ ____



CASE NUMBER	CONTINUATION REPORT	PAGE / OF
07-8-09825	HILLSBORO POLICE DEPARTMENT	3/3

SUBJECT'S NAME	SEX	RACE	DOB
	F	W	07-03-88

LOCATION OF OCCURRENCE
NW 231st Avenue & NE Dogwood

ITEM 1: ADDITIONAL INCIDENTS | ITEM 4: ADDITIONAL VEHICLE INFO | ITEM 7: ADDITIONAL OFFICERS
ITEM 2: ADDITIONAL PERSON INFO | ITEM 5: ADDITIONAL WORTHLESS DOCUMENT INFORMATION | ITEM 8: SUMMARY
ITEM 3: ADDITIONAL SUSPECT INFO | ITEM 6: ADDITIONAL PROPERTY | ITEM 9: NARRATIVE

ITEM	CODE	
6	E	(1) Camera Disc Rcpt: 55983

9 On 10-10-07 at about 1137 hours, I responded to the above mentioned location regarding a two vehicle crash.

Unit 2 driver, , told me that she had been traveling southbound on NW 231st Avenue approaching NE Dogwood. She said she saw unit 1 was stopped on Dogwood on the west side of 231st Avenue. said when she got close to Dogwood; unit 1 began to drive out in front of her. She said she had no time to steer away from being hit by unit 1. said she was hit hard enough that the left side of her head hit the driver's window. She was advising of neck and head pain. would later be transported privately to St. Vincent's Hospital for evaluation.

Unit 1 driver, told me that it was her fault. She said she had been traveling eastbound on Dogwood and came to a stop at 231st. She said she first looked to her left (northbound) and then to her right (southbound) checking for vehicles. She said she then began driving forward to make a left turn onto northbound 231st when she hit unit 2. told me she did not look back to her left before making the turn and after looking to her right. She denied even seeing unit 2 when she initially looked northbound.

Witness, told me that she was approaching the intersection traveling eastbound on Dogwood behind unit 1. She said unit 1 had been stopped and then attempted making a left turn onto 231st. She said unit 1 turned in front of unit 2 causing the crash.

The damage to the vehicles and evidence at the scene was consistent with the explanations provided.

I believe that unit 1 had stopped at the clearly marked stop location, but then proceeded onto 231st Avenue without assuring it was safe to do so, which resulted in the crash occurring. Because of this, I issued a citation for Fail to Obey a Traffic Control Device.

Both vehicles were towed by Hillsboro towing. Photos of the crash scene and vehicles were taken. I later placed the camera disc into HPD evidence.

Recommended action:
Case cleared.
Forward to DMV.

REPORTING OFFICER	OFC ID NO.	WATCH	ASSN/DIST.	APPROVED BY:	PROCESSED BY:	ENTERED BY/DATE
arren Kangas	31460	Day	1712			

BASIC ACCIDENT DATA

227TH/DOGWOOD

Between 1/1/05 and 10/1/08

POLICE INCIDENT 07808799 ✓

DATE 09/10/2007

ROAD ON WHICH ACCIDENT OCCURED NW 227TH AVENUE

DISTANCE FROM INTERSECTION (FEET) 0 DIRECTION FROM INTERSECTION

POLICE INCIDENT 08806573 ✓

DATE 07/02/2008

ROAD ON WHICH ACCIDENT OCCURED NW DOGWOOD

DISTANCE FROM INTERSECTION (FEET) 0 DIRECTION FROM INTERSECTION

DMV

OREGON POLICE TRAFFIC CRASH REPORT

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK	CRASH TIME	POLICE NOTIFIED	POLICE AR	DMV FILE NUMBER
07-808799	9-10-07	M (W Th F S SN)	0715 AM PM	0716 AM PM	0720 AM PM	

COUNTY	ROAD ON WHICH CRASH OCCURRED	MILE POST	DMV CODE
Washington	NW 22nd Ave.		

☐ WITHIN ____ FEET N S ☑ NEAR ____ MILES E W OF NEAREST INTERSECTING ROAD: NW Dogwood St

☑ WITHIN ____ FEET N S ☐ NEAR ____ MILES E W OF NEAREST CITY / TOWN: Hillsboro

☑ PROPERTY DAMAGE ☐ PUBLIC PROPERTY DAMAGE ☑ INJURY ☐ FATAL ☐ HAZARDOUS MATERIALS ☐ HIT AND RUN ☐ PHOTOS TAKEN ☐ TRAIN R/R ☐ TRUCK / BUS

UNIT 1

NAME (LAST, FIRST, MIDDLE): | DRIVER LICENSE NUMBER: | STATE: | SEX: | RACE: | DOB:

ADDRESS: | HOME PHONE:

VEHICLE OWNER: ☑ SAME | WORK PHONE:

FIRE Y (N) | STD SPD: unk | PST SPD: 25 | INSURANCE COMPANY: ☐ NONE | INSURANCE POLICY NUMBER:

EJECTED P (N) | EXTRCTD Y (N) | VEHICLE IDENTIFICATION NUMBER (VIN): | LICENSE PLATE NUMBER: | STATE: OR | YEAR: 05 | MAKE: Pontiac | MODEL / STYLE: Vibe / 4-D | COLOR: Silv.

VEHICLE TOWED: (Y) N ☐ UNKNOWN BY: TO:

DRIVER TAKEN: (Y) N ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT

DAMAGE ESTIMATE: ☐ NONE ☑ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: ☐ NONE ☐ POSSIBLE ☐ MINOR ☑ SERIOUS ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☑ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES: None

HIT AND RUN

SUSPECT NAME: | AKA: | IN CUSTODY Y N

ADDRESS: | OTHER INFORMATION:

SEX | RACE | DOB | HT | WT | HAIR | EYES | LOCAL ID

UNIT 2

NAME (LAST, FIRST, MIDDLE): | DRIVER LICENSE NUMBER: | STATE: | SEX: | RACE: | DOB:

ADDRESS: | HOME PHONE: ( )

VEHICLE OWNER: ☐ SAME | WORK PHONE: ( )

FIRE Y N | STD SPD: | PST SPD: | INSURANCE COMPANY: ☐ NONE | INSURANCE POLICY NUMBER:

EJECTED P N | EXTRCTD Y N | VEHICLE IDENTIFICATION NUMBER (VIN): | LICENSE PLATE NUMBER: | STATE: | YEAR: | MAKE: | MODEL / STYLE: | COLOR:

VEHICLE TOWED: Y N ☐ UNKNOWN BY: TO:

DRIVER TAKEN: Y N ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT

DAMAGE ESTIMATE: ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL

EQUIPMENT: ☑ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES:

UNIT 3

☐ PASSENGER NAME ☑ WITNESS #1 | ADDRESS:

SEX | RACE | DOB | HOME PHONE: Cell | WORK PHONE:

INJURY ☐ POSSIBLE ☐ SERIOUS ☑ NONE ☐ MINOR ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P (N) | EXTRCTD Y (N)

PASSENGER TAKEN: Y (N) ☐ UNKNOWN TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT 4

☐ PASSENGER NAME ☑ WITNESS | ADDRESS:

SEX | RACE | DOB | HOME PHONE | WORK PHONE

INJURY ☐ POSSIBLE ☐ SERIOUS ☑ NONE ☐ MINOR ☐ FATAL | LOCATION LF CF (RF) LR CR RR | OTHER: | EJECTED Y P (N) | EXTRCTD Y (N)

PASSENGER TAKEN: Y (N) ☐ UNKNOWN TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT 5

☐ PASSENGER NAME ☐ WITNESS | ADDRESS:

RACE | DOB | HOME PHONE ( ) | WORK PHONE ( )

INJURY ☐ POSSIBLE ☐ SERIOUS ☐ NONE ☐ MINOR ☐ FATAL | LOCATION LF CF RF LR CR RR | OTHER: | EJECTED Y P N | EXTRCTD Y

PASSENGER TAKEN: Y N ☐ UNKNOWN TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEP. ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

DISTRIBUTION: File, DMV 17B (Eng) Sheri

46585

OFFICER NAME / NUMBER	DATE	AGENCY	APPROVED BY
Chris / 29548	9-10-07	Hillsboro PD	RA 2/22/09

5-46A (1-04) 580 AGENCY COPY STK#

97-808799 | 07/6 AM PM | 20 AM PM | A | B | C | D | E | 2 | 5

Check ONE box in all categories. Check ALL boxes that apply in categories with (★).

FIRST HARMFUL EVENT

- ON COLLISION
- OVERTURN
- EXPLOSION
- FIRE
- GAS INHALATION
- OTHER NON COLLISION
- MEDICAL (Explain)

COLLISION WITH
- PEDESTRIAN
- PARKED MOTOR VEHICLE
- RAILWAY TRAIN
- BICYCLIST

CRASH TYPE
- HEAD ON
- REAR END
- ANGLE
- SIDESWIPE
- MANNER UNKNOWN

FIXED OBJECT
- BARRICADE
- BOULDER / ROCK
- BRIDGE O/PASS or RAILING
- BUILDING
- CULVERT HEADWALL
- CURBING
- DITCH
- DIVIDER - CNCRT or STEEL
- FENCE - NOT MEDIAN
- FIRE HYDRANT
- HIGHWAY GUARDRAIL
- HIGHWAY SIGN
- IMPACT ABSORBER
- LIGHT STANDARD
- MAILBOX
- OVERHEAD SIGN POST
- OVERHEAD STRUCTURE
- PIER or COLUMN
- RETAINING WALL
- SLOPE EARTH
- SLOPE ROCK or STONE
- TRAFFIC SIGNAL POST
- TREE
- UNDERPASS TUNNEL
- UTILITY POLE
- OTHER FIXED (Explain)

OTHER OBJECT (NOT FIXED)
- ANIMAL
- THROWN / FALLING OBJECT
- UNKNOWN
- OTHER OBJECT (Explain)

EVENT LOCATION

ON ROADWAY
- NON-INTERSECTION
- INTERSECTION
- INTERSECTION RELATED
- DRIVEWAY ACCESS
- INTERCHANGE AREA
- RAILROAD CROSSING
- BRIDGE
- TUNNEL
- OTHER ON-ROAD AREA

OFF ROADWAY
- SHOULDER
- TURNOUT
- ROADSIDE
- BEYOND RIGHT OF WAY
- MEDIAN
- DRIVEWAY
- PRIVATE DRIVE
- RAILROAD CROSSING
- OTHER OFF ROAD
- PARKING LOT
- UNKNOWN

SPECIAL ZONE
- CONSTRUCTION
- MAINTENANCE
- UTILITY
- SNOW
- SCHOOL
- UNKNOWN WORK
- OTHER

WEATHER

- CLEAR
- CLOUDY (OVERCAST)
- RAIN
- SNOW
- SLEET / HAIL / ETC
- FOG / SMOG
- SMOKE
- BLOWING SAND / DIRT
- SEVERE CROSSWIND
- OTHER / UNKNOWN

SURFACE CONDITION

#1 #2
- DRY
- WET
- SNOW / SLUSH
- ICY
- MUDDY
- DEBRIS
- RUTS / HOLES / BUMPS
- WORN / POLISHED
- LOW / SOFT SHOULDER
- OTHER / UNKNOWN

SURFACE TYPE

#1 #2
- CONCRETE
- BLACKTOP / ASPHALT
- GRAVEL
- DIRT
- OTHER

LIGHT

- FULL DAYLIGHT
- DAWN
- DUSK
- DARK - LIGHTED WAY
- DARK - NOT LIGHTED
- UNKNOWN

TRAFFIC CONTROL TYPE

#1 #2
- NONE
- SCHOOL BUS LIGHTS
- OFFICER / CROSSING GUARD or FLAGGER
- TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL
- TRAFFIC SIGNAL
- FLASHING BEACON
- STOP SIGN
- YIELD SIGN
- RR CROSSING GATES
- RR CROSSING BUCKS
- RR FLASHING SIGNAL
- RR CROSSING w/ PAVEMENT MARKINGS
- LANE CONTRLS / LINES / STRIPES / DEVICES
- SCHOOL SIGNAL
- OTHER REG SIGN
- TURN LANES
- UNKNOWN

TRAFFIC CONTROL DEVICE CONDITION

#1 #2
- NO MALFUNCTION
- DOWN / MISSING
- TURNED FROM PROPER POSITION
- OBSCURED BY OTHER SIGNS
- OBSCURED BY PARKED VEHICLE
- OBSCURED BY VEGETATION
- LIGHTS MALFUNCTION
- LIGHTS STUCK
- GATES INOPERATIVE
- GATE ARM MISSING
- OTHER RR MALFUNCTN
- OTHER IMPAIRMENT
- UNKNOWN

ROAD CHARACTER

#1 #2
- STRAIGHT and LEVEL
- STRAIGHT w/ GRADE
- CURVED and LEVEL
- CURVED w/ GRADE

VEH #1 1 NUMBER OF LANES

VEH #2 ___ NUMBER OF LANES

1 TOTAL NUMBER OF LANES

ROAD FLOW

#1 #2
- ONE WAY TRAFFIC
- NOT PHYSLY DIVIDED

MEDIAN TYPE
- UNPAVED
- BARRIER
- PAVED
- CONT LEFT TURN

DRIVER LICENSE VIOLATION

DRIVER #1 #2
- NONE
- INSTRUCTION PERMIT
- LICENSE RESTRICTION
- EXPIRED LICENSE
- OUT OF CLASS
- SUSPNDED / REVOKED
- UNLICENSED

★ DRIVER FACTORS

DRIVER #1 #2
- NONE
- CELL PHONE USE
- OBSTRUCTED VIEW
- FAILED TO YIELD ROW
- DISRGRD TRAF SIGN
- TOO FAST FOR COND
- MADE IMPROPER TURN
- WRONG SIDE/WAY
- FOLLOW TOO CLOSELY
- IMPROPER LANE CHNG
- IMPROPER BACKING
- IMPROPER PASSING
- IMPROPER SIGNAL
- IMPROPER PARKING
- FATIGUE / DROWSY
- ILL / BLACKOUT
- UNKNOWN
- OTHER

★ IMPAIRMENT

DRIVER #1 #2
- NONE
- UNDER INFL - DRUGS
- UNDER INFL - ALCOHOL
- UNDER INFL - MEDS
- UNKNOWN

DETERMINED BY:
- INTOXILYZER TEST
- BLOOD OR URINE TEST
- FIELD SOB. TEST
- OBSERVED (SPEECH, ODOR, ETC.)
- DRE EVALUATION
- STATEMENTS
- UNKNOWN
- OTHER

RESULTS OF TEST:

D1 ____% D2 ____%
- NO TEST GIVEN
- TEST REFUSED
- TESTED FOR DRUGS
- RESLTS NOT AVAILABLE

★ VEH RELATED FACTORS

#1 #2
- NONE
- BRAKES
- STEERING
- POWER PLANT
- SUSPENSION
- TIRES
- EXHAUST
- LIGHTS
- SIGNALS
- WINDOWS / WINDSHLD
- RESTRAINT SYSTEM
- WHEELS
- COUPLING
- CARGO
- OTHER

VEHICLE MOVEMENT

#1 #2
- BACKING
- STOPPED
- STRAIGHT AHEAD
- TURNING RIGHT
- TURNING LEFT
- MAKING U-TURN
- ENTER TRAFFIC LANE
- LEAVE TRAFFIC LANE
- OVERTAKING
- CHANGING LANES
- AVOIDING MANEUVER
- MERGING
- PARKING
- NEGOTIATING A CURVE
- OTHER

TRAILER TYPE

#1 #2
- LOG BUNK
- SEMITRAILER
- POLE TRAILER
- FULL TRAILER
- MOBILE HOME
- UTILITY TRAILER
- TRAVEL TRAILER
- BOAT TRAILER
- FARM EQUIPMENT
- HORSE TRAILER
- VEHICLE IN TOW
- OTHER / UNKNOWN

TRUCK CONFIGURATION

#1 #2
- TRUCK (2 or 3 AXLE)
- TRUCK / TRACTOR-SEMI
- TRUCK and TRAILER
- DOUBLE TRAILERS
- TRIPLE TRAILERS
- DROMEDARY and SEMI
- HEAVY HAUL CONFIG
- BUS
- OTHER

★ PASSENGER FACTORS

PASS #1 #2 — UNIT #1
- NONE
- INTERFERED w/DRIVER
- UNDER INFL - DRUGS
- UNDER INFL - ALCOHOL
- UNKNOWN
- OTHER (Explain)

PASS #1 #2 — UNIT #2
- NONE
- INTERFERED w/DRIVER
- UNDER INFL - DRUGS
- UNDER INFL - ALCOHOL
- UNKNOWN
- OTHER (Explain)

PEDESTRIAN LOCATION

IN ROAD
- IN X-WALK
- NOT IN X-WALK
- NO X-WALK AVAILABLE

INTERSECTION
- IN X-WALK
- NOT IN X-WALK
- NO X-WALK AVAILABLE

OTHER
- NOT IN ROADWAY
- SHOULDER
- MEDIAN
- BIKE LANE
- UNKNOWN

PEDESTRIAN TYPE

- NONE
- PEDESTRIAN
- BICYCLIST
- CONVEYANCE
- WHEELCHAIR
- ANIMAL RIDER
- RIDER of ANIM DRAWN VEH
- UNKNOWN
- OTHER (Explain)

★ PEDESTRIAN ACTION

- ENTER / CROSS ROAD
- WALK / RIDE w/TRAFF
- WALK / RIDE AGAINST
- STEP ON / OFF VEHICLE
- STEP ON / OFF SCH BUS
- APPRCH / LEAVE SC BUS
- APPROACH / LEAVE VEH
- WORK / PUSHING VEHICLE
- OTHER WORKING
- PLAYING
- STANDING
- LYING DOWN
- UNKNOWN

PED / BIKE VISIBILITY

CLOTHING
- NO CONTRAST w/BKGRND
- CONTRASTED w/BKGRND
- REFLECTIVE

OTHER
- OTHER LIGHT SOURCE
- UNKNOWN

★ PED / BIKE FACTORS

- NONE
- FAILED TO YIELD ROW
- DISREGARD TRAFFIC SIGN
- ILLEGALLY IN ROAD
- EQUIPMENT VIOLATIC
- CLOTHING NOT VISIBLE
- UNDER INFL - DRUGS
- UNDER INFL - ALCOHOL
- UNKNOWN
- OTHER (Explain)

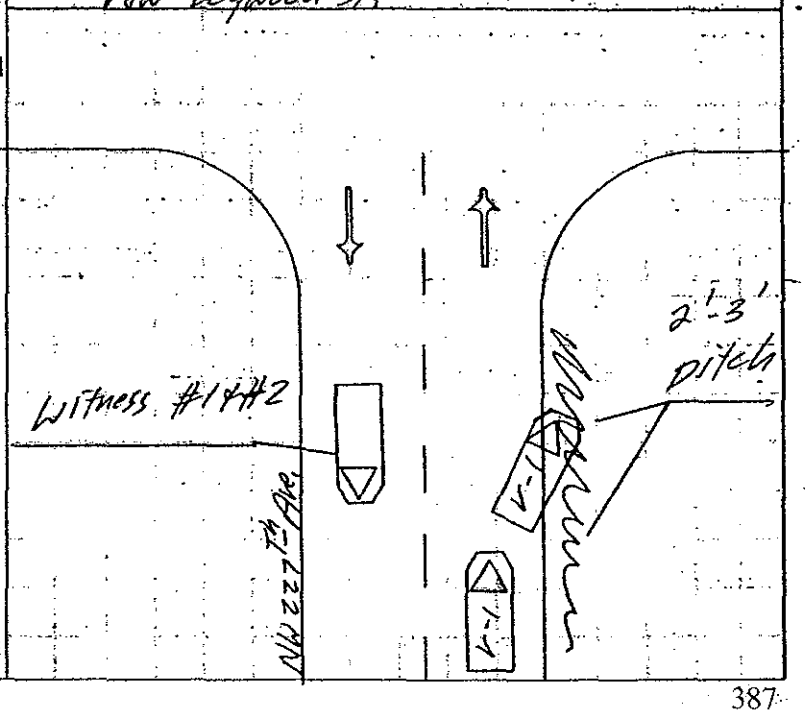
SKETCH & NARRATIVE

North (NOT TO SCALE)

UNIT 1 2

SKID MARKS TO (FEET) ____

DISTANCE AFTER (FEET) ____



SUBJECT'S NAME	SEX	RAC	DOB

NW 227th Ave. / NW Dogwood St. Hillsboro, Or 97124

ITEM 1 ADDITIONAL INCIDENTS
ITEM 2 ADDITIONAL PERSON INFO
ITEM 3 ADDITIONAL SUSPECT INFO
ITEM 4 ADDITIONAL VEHICLE INFO
ITEM 5 ADDITIONAL WORTHLESS DOCUMENT INFORMATION
ITEM 6 ADDITIONAL PROPERTY
ITEM 7 ADDITIONAL OFFICERS
ITEM 8 SUMMARY
ITEM 9 NARRATIVE

ITEM CODE

7. Ofc. Lisa Erickson / HPD / Assisted at scene
Ofc. J.D. Leininger / HPD / Assisted at scene.

8. I investigated a single car injury crash.

9. On 9-10-07 at about 0716hrs. I was dispatched to the area of NW 227th Ave. and NW Dogwood St. on the report of a single car vehicle crash.

Upon arrival the driver of the vehicle, was being transported via ambulance to Tuality Hospital.

I then talked with both witnesses, . Both told me they were driving Southbound on NW 227th Ave. just South of NW Dogwood St. when they saw vehicle number one riving Northbound on NW 227th Ave.. They said vehicle number one veered slightly off to the right side of the roadway to when it went into the ditch. said they saw that the driver wasn't getting out of her vehicle so they went over to the vehicle and asked the driver what had happened. The driver told them she had looked over to get a cigarette when she crashed. They then said the driver grabbed the back of her neck and said it hurt then passed out.

I then went to Tuality Hospital and contacted the staff. I was told had a possible aneurism prior to the crash. was unable to speak to me at the hospital.

Action recommended: No further action recommended at this time.

REPORTING OFFICER	OFC ID NO.	WATCH	ASSN/DIST.	APPROVED BY:	PROCESSED BY:	ENTERED BY/DATE
Clint Chrz	29548	Traffic	1715			

DMV OREGON POLICE TRAFFIC CRASH REPORT

PAGE 1 OF 2

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK	CRASH TIME	POLICE NOTIFIED	POLICE ARRIVAL	DMV FILE NUMBER
08-8-06573	07/02/08	M T W TH F S SN	5:14 AM PM	5:15 AM PM	5:24 AM PM	

COUNTY	ROAD ON WHICH CRASH OCCURRED	LATITUDE	LONGITUDE	MILE POST	DMV CODE
34	NW DOGWOOD				

☐ ___ FEET N S ☐ NEAR ___ MILES E W OF NEAREST INTERSECTING ROAD: NW 227th AVE

☒ WITHIN ___ FEET N S ☐ NEAR ___ MILES E W OF NEAREST CITY / TOWN: HILLSBORO

☐ PROPERTY DAMAGE ☐ PUBLIC PROPERTY DAMAGE ESTIMATE: ☐ UNDER $1500 ☒ OVER $1500 ☐ UNKNOWN ☐ HAZ. MATERIALS ☐ PHOTOS TAKEN ☐ TRAIN R/R ☐ TRUCK / BUS

UNIT 1

NAME (LAST, FIRST, MIDDLE): — DRIVER LICENSE NUMBER: — STATE: — SEX: — RACE: — DOB: —

ADDRESS: — PHONE: ☐ HOME ☐ WORK ☒ CELL

VEHICLE OWNER: ☐ SAME PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

DIRECTION	STD SPD	PST SPD	INSURANCE COMPANY	INSURANCE POLICY NUMBER
Y (N)	3-5	25	☐ NONE	

EJECTED	EXTRCTD	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL	STYLE	COLOR
Y P (N)	Y (N)				07	MAZDA	CX7	WT	GRY

VEHICLE TOWED DUE TO VEHICLE DAMAGE Y (N) ☐ UNKNOWN BY: TO:

DRIVER TAKEN: Y (N) ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT

MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☒ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: ☒ NONE ☐ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☒ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES

HIT AND RUN

SUSPECT NAME: — AKA: — IN CUSTODY Y N

ADDRESS: — OTHER INFORMATION:

SEX | RACE | DOB | HT | WT | HAIR | EYES | LOCAL ID

UNIT 2

NAME (LAST, FIRST, MIDDLE): — DRIVER LICENSE NUMBER: — STATE: — SEX: — RACE: — DOB: —

ADDRESS: — PHONE: ☒ HOME ☐ WORK ☐ CELL ( )

VEHICLE OWNER: ☒ SAME PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

DIRECTION	STD SPD	PST SPD	INSURANCE COMPANY	INSURANCE POLICY NUMBER
Y (N)	3	25	☐ NONE	

EJECTED	EXTRCTD	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL	STYLE	COLOR
Y P (N)	Y (N)			OR	97	RANGE ROVER	LAND	WT	WHT

VEHICLE TOWED DUE TO VEHICLE DAMAGE Y (N) ☐ UNKNOWN BY: TO:

DRIVER TAKEN: Y (N) ☐ UNKNOWN BY: TO:

VEHICLE DAMAGE — FRONT

MARK ALL THAT APPLY: DAMAGE ESTIMATE ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☒ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: ☒ NONE ☐ COMPLAINT OF PAIN ☐ VISIBLE INJURY ☐ INCAPACITATED ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☒ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES

UNIT 2 ☒ PASSENGER NAME ☐ WITNESS — ADDRESS: SEE #2

SEX | RACE | DOB | PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☒ NONE ☐ VISIBLE INJURY ☐ FATAL — LOCATION LF CF RF LR CR RR (LR) — OTHER: — EJECTED Y P (N) — EXTRCTD Y (N)

PASSENGER TAKEN: Y (N) ☐ UNKNOWN BY: TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☒ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT 2 ☒ PASSENGER NAME ☐ WITNESS — ADDRESS: SEE #2

SEX | RACE | DOB | PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☒ NONE ☐ VISIBLE INJURY ☐ FATAL — LOCATION LF CF RF LR CR RR (RR) — OTHER: — EJECTED Y P (N) — EXTRCTD Y (N)

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT 1 ☒ PASSENGER NAME ☐ WITNESS — ADDRESS: SEE #1

SEX | RACE | DOB | PHONE: ☐ HOME ☐ WORK ☐ CELL ( )

INJURY ☐ COMPLAINT OF PAIN ☐ INCAPACITATED ☒ NONE ☐ VISIBLE INJURY ☐ FATAL — LOCATION LF CF RF LR CR RR (LR) — OTHER: — EJECTED Y P (N) — EXTRCTD Y (N)

PASSENGER TAKEN: Y N ☐ UNKNOWN BY: TO:

EQUIPMENT ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☒ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

DISTRIBUTION: File, DMV, ENG, ITB

49549

OFFICER NAME / NUMBER	DATE	AGENCY	APPROVED BY
DARREN KANGAS #31460	07/02/08	HPD	M 57349

227 / DOGWOOD

08806573 | PM | PM | A | B | C | D | E | 2 | 2

Check ONE box in all [illegible]egories. Check ALL boxes that apply in [illegible]egories with (★).

FIRST HARMFUL EVENT

ON COLLISION
] OVERTURN
] FIRE / EXPLOSION
] IMMERSION
] GAS INHALATION
] OTHER NON COLLISION
] MEDICAL (Explain)

OLLISION WITH
] PEDESTRIAN
] PARKED MOTOR VEHICLE
] RAILWAY TRAIN
] BICYCLIST
ASH TYPE
] HEAD ON
] REAR END
] ANGLE
] SIDESWIPE
] MANNER UNKNOWN
KED OBJECT
] BARRICADE
] BOULDER / ROCK
] BRIDGE O/PASS or RAILING
] BUILDING
] CULVERT HEADWALL
] CURBING
] DITCH
] DIVIDER - CNCRT or STEEL
] FENCE - NOT MEDIAN
] FIRE HYDRANT
] HIGHWAY GUARDRAIL
] HIGHWAY SIGN
] IMPACT ABSORBER
] LIGHT STANDARD
] MAILBOX
] OVERHEAD SIGN POST
] OVERHEAD STRUCTURE
] PIER or COLUMN
] RETAINING WALL
] SIDESLOPE EARTH
] SIDESLOPE ROCK or STONE
] TRAFFIC SIGNAL POST
] TREE
] UNDERPASS TUNNEL
] UTILITY POLE
] OTHER FIXED (Explain)

HER OBJECT (NOT FIXED)
] ANIMAL
] THROWN / FALLING OBJECT
] UNKNOWN
OTHER OBJECT (Explain)

EVENT LOCATION

ROADWAY
NON-INTERSECTION
INTERSECTION
INTERSECTION RELATED
DRIVEWAY ACCESS
INTERCHANGE AREA
RAILROAD CROSSING
BRIDGE
TUNNEL
OTHER ON-ROAD AREA
F ROADWAY
SHOULDER
TURNOUT
ROADSIDE
BEYOND RIGHT OF WAY
MEDIAN
DRIVEWAY
PRIVATE DRIVE
RAILROAD CROSSING
OTHER OFF ROAD
PARKING LOT
UNKNOWN

SPECIAL ZONE

NONE
CONSTRUCTION
MAINTENANCE
UTILITY
SNOW
SCHOOL
UNKNOWN WORK
OTHER

WEATHER

- [x] CLEAR
- [ ] CLOUDY (OVERCAST)
- [ ] RAIN
- [ ] SNOW
- [ ] SLEET / HAIL / ETC
- [ ] FOG / SMOG
- [ ] SMOKE
- [ ] BLOWING SAND / DIRT
- [ ] SEVERE CROSSWIND
- [ ] OTHER / UNKNOWN

SURFACE CONDITION

#1	#2	
[x]	[x]	DRY
[ ]	[ ]	WET
[ ]	[ ]	SNOW / SLUSH
[ ]	[ ]	ICY
[ ]	[ ]	MUDDY
[ ]	[ ]	DEBRIS
[ ]	[ ]	RUTS / HOLES / BUMPS
[ ]	[ ]	WORN / POLISHED
[ ]	[ ]	LOW / SOFT SHOULDER
[ ]	[ ]	OTHER (Explain)

SURFACE TYPE

#1	#2	
[ ]	[ ]	CONCRETE
[x]	[x]	BLACKTOP / ASPHALT
[ ]	[ ]	GRAVEL
[ ]	[ ]	DIRT
[ ]	[ ]	OTHER

LIGHT

- [x] FULL DAYLIGHT
- [ ] DAWN
- [ ] DUSK
- [ ] DARK - LIGHTED WAY
- [ ] DARK - NOT LIGHTED
- [ ] UNKNOWN

TRAFFIC CONTROL TYPE

#1	#2	
[ ]	[ ]	NONE
[ ]	[ ]	SCHOOL BUS LIGHTS
[ ]	[ ]	OFFICER / CROSSING GUARD or FLAGGER
[ ]	[ ]	TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL
[ ]	[ ]	TRAFFIC SIGNAL
[ ]	[ ]	FLASHING BEACON
[x]	[x]	STOP SIGN
[ ]	[ ]	YIELD SIGN
[ ]	[ ]	RR CROSSING GATES
[ ]	[ ]	RR CROSSING BUCKS
[ ]	[ ]	RR FLASHING SIGNAL
[ ]	[ ]	RR CROSSING w/ PAVEMENT MARKINGS
[ ]	[ ]	LANE CONTRLS / LINES / STRIPES / DEVICES
[ ]	[ ]	SCHOOL SIGNAL
[ ]	[ ]	OTHER REG SIGN
[ ]	[ ]	TURN LANES
[ ]	[ ]	UNKNOWN

TRAFFIC CONTROL DEVICE CONDITION

#1	#2	
[x]	[x]	NO MALFUNCTION
[ ]	[ ]	DOWN / MISSING
[ ]	[ ]	TURNED FROM PROPER POSITION
[ ]	[ ]	OBSCURED BY OTHER SIGNS
[ ]	[ ]	OBSCURED BY PARKED VEHICLE
[ ]	[ ]	OBSCURED BY VEGETATION
[ ]	[ ]	LIGHTS MALFUNCTION
[ ]	[ ]	LIGHTS STUCK
[ ]	[ ]	GATES INOPERATIVE
[ ]	[ ]	GATE ARM MISSING
[ ]	[ ]	OTHER RR MALFUNCTN
[ ]	[ ]	OTHER IMPAIRMENT
[ ]	[ ]	UNKNOWN

ROAD CHARACTER

#1	#2	
[x]	[x]	STRAIGHT and LEVEL
[ ]	[ ]	STRAIGHT w/ GRADE
[ ]	[ ]	CURVED and LEVEL
[ ]	[ ]	CURVED w/ GRADE

VEH # 1 1 NUMBER OF LANES

VEH # 2 1 NUMBER OF LANES

2 TOTAL NUMBER OF LANES

ROAD FLOW

#1	#2	
[ ]	[ ]	ONE WAY TRAFFIC
[ ]	[x]	NOT PHYSLY DIVIDED

MEDIAN TYPE
- [ ] UNPAVED
- [ ] BARRIER
- [ ] PAVED
- [ ] CONT LEFT TURN

DRIVER LICENSE VIOLATION

DRIVER #1	DRIVER #2	
[x]	[x]	NONE
[ ]	[ ]	INSTRUCTION PERMIT
[ ]	[ ]	LICENSE RESTRICTION
[ ]	[ ]	EXPIRED LICENSE
[ ]	[ ]	OUT OF CLASS
[ ]	[ ]	SUSPNDED / REVOKED
[ ]	[ ]	UNLICENSED

★ DRIVER FACTORS

DRIVER #1	DRIVER #2	
[ ]	[ ]	NONE
[ ]	[ ]	CELL PHONE USE
[ ]	[ ]	OBSTRUCTED VIEW
[ ]	[ ]	FAILED TO YIELD ROW
[ ]	[ ]	DISRGRD TRAF SIGN
[ ]	[ ]	TOO FAST FOR COND
[ ]	[ ]	MADE IMPROPER TURN
[ ]	[ ]	WRONG SIDE/WAY
[ ]	[ ]	FOLLOW TOO CLOSELY
[ ]	[ ]	IMPROPER LANE CHNG
[ ]	[ ]	IMPROPER BACKING
[ ]	[ ]	IMPROPER PASSING
[ ]	[ ]	IMPROPER SIGNAL
[ ]	[ ]	IMPROPER PARKING
[ ]	[ ]	FATIGUE / DROWSY
[ ]	[ ]	ILL / BLACKOUT
[x]	[x]	UNKNOWN
[ ]	[ ]	OTHER (Explain)

★ IMPAIRMENT

DRIVER #1	DRIVER #2	
[x]	[x]	NONE
[ ]	[ ]	UNDER INFL - DRUGS
[ ]	[ ]	UNDER INFL - ALCOHOL
[ ]	[ ]	UNDER INFL - MEDS
[ ]	[ ]	UNKNOWN

DETERMINED BY:

[ ]	[ ]	INTOXILYZER TEST
[ ]	[ ]	BLOOD OR URINE TEST
[ ]	[ ]	FIELD SOB. TEST
[x]	[x]	OBSERVED (SPEECH, ODOR, ETC.)
[ ]	[ ]	DRE EVALUATION
[ ]	[ ]	STATEMENTS
[ ]	[ ]	UNKNOWN
[ ]	[ ]	OTHER (Explain)

RESULTS OF TEST:

D1 ____% D2 ____%

[x]	[x]	NO TEST GIVEN
[ ]	[ ]	TEST REFUSED
[ ]	[ ]	TESTED FOR DRUGS
[ ]	[ ]	RESLTS NOT AVAILABLE

★ VEH RELATED FACTORS

#1	#2	
[x]	[x]	NONE
[ ]	[ ]	BRAKES
[ ]	[ ]	STEERING
[ ]	[ ]	POWER PLANT
[ ]	[ ]	SUSPENSION
[ ]	[ ]	TIRES
[ ]	[ ]	EXHAUST
[ ]	[ ]	LIGHTS
[ ]	[ ]	SIGNALS
[ ]	[ ]	WINDOWS / WINDSHLD
[ ]	[ ]	RESTRAINT SYSTEM
[ ]	[ ]	WHEELS
[ ]	[ ]	COUPLING
[ ]	[ ]	CARGO
[ ]	[ ]	OTHER

VEHICLE MOVEMENT

#1	#2	
[ ]	[ ]	BACKING
[ ]	[ ]	STOPPED
[ ]	[ ]	STRAIGHT AHEAD
[ ]	[x]	TURNING RIGHT
[x]	[ ]	TURNING LEFT
[ ]	[ ]	MAKING U-TURN
[ ]	[ ]	ENTER TRAFFIC LANE
[ ]	[ ]	LEAVE TRAFFIC LANE
[ ]	[ ]	OVERTAKING
[ ]	[ ]	CHANGING LANES
[ ]	[ ]	AVOIDING MANEUVER
[ ]	[ ]	MERGING
[ ]	[ ]	PARKING
[ ]	[ ]	NEGOTIATING A CURVE
[ ]	[ ]	OTHER

TRAILER TYPE

#1	#2	
[ ]	[ ]	LOG BUNK
[ ]	[ ]	SEMITRAILER
[ ]	[ ]	POLE TRAILER
[ ]	[ ]	FULL TRAILER
[ ]	[ ]	MOBILE HOME
[ ]	[ ]	UTILITY TRAILER
[ ]	[ ]	TRAVEL TRAILER
[ ]	[ ]	BOAT TRAILER
[ ]	[ ]	FARM EQUIPMENT
[ ]	[ ]	HORSE TRAILER
[ ]	[ ]	VEHICLE IN TOW
[ ]	[ ]	OTHER / UNKNOWN

TRUCK CONFIGURATION

#1	#2	
[ ]	[ ]	TRUCK (2 or 3 AXLE)
[ ]	[ ]	TRUCK / TRACTOR-SEMI
[ ]	[ ]	TRUCK and TRAILER
[ ]	[ ]	DOUBLE TRAILERS
[ ]	[ ]	TRIPLE TRAILERS
[ ]	[ ]	DROMEDARY and SEMI
[ ]	[ ]	HEAVY HAUL CONFIG
[ ]	[ ]	BUS
[ ]	[ ]	OTHER (Explain)

★ PASSENGER FACTORS

UNIT #1

PASS #1	PASS #2	
[x]	[x]	NONE
[ ]	[ ]	INTERFERED w/DRIVER
[ ]	[ ]	UNDER INFL - DRUGS
[ ]	[ ]	UNDER INFL - ALCOHOL
[ ]	[ ]	UNKNOWN
[ ]	[ ]	OTHER (Explain)

UNIT #2

PASS #1	PASS #2	
[x]	[ ]	NONE
[ ]	[ ]	INTERFERED w/DRIVER
[ ]	[ ]	UNDER INFL - DRUGS
[ ]	[ ]	UNDER INFL - ALCOHOL
[ ]	[ ]	UNKNOWN
[ ]	[ ]	OTHER (Explain)

PEDESTRIAN LOCATION

IN ROAD
- [ ] IN X-WALK
- [ ] NOT IN X-WALK
- [ ] NO X-WALK AVAILABLE

INTERSECTION
- [ ] IN X-WALK
- [ ] NOT IN X-WALK
- [ ] NO X-WALK AVAILABLE

OTHER
- [ ] NOT IN ROADWAY
- [ ] SHOULDER
- [ ] MEDIAN
- [ ] BIKE LANE
- [ ] UNKNOWN

PEDESTRIAN TYPE

- [ ] NONE
- [ ] PEDESTRIAN
- [ ] BICYCLIST
- [ ] CONVEYANCE
- [ ] WHEELCHAIR
- [ ] ANIMAL RIDER
- [ ] RIDER of ANIM DRAWN VEH
- [ ] UNKNOWN
- [ ] OTHER (Explain)

★ PEDESTRIAN ACTION

- [ ] ENTER / CROSS ROAD
- [ ] WALK / RIDE w/TRAFF
- [ ] WALK / RIDE AGAINST
- [ ] STEP ON / OFF VEHICLE
- [ ] STEP ON / OFF SCH BUS
- [ ] APPRCH / LEAVE SC BUS
- [ ] APPROACH / LEAVE VEH
- [ ] WORK / PUSHING VEHICLE
- [ ] OTHER WORKING
- [ ] PLAYING
- [ ] STANDING
- [ ] LYING DOWN
- [ ] UNKNOWN

PED / BIKE VISIBILITY

CLOTHING
- [ ] NO CONTRAST w/BKGRND
- [ ] CONTRASTED w/BKGRND
- [ ] REFLECTIVE

OTHER
- [ ] OTHER LIGHT SOURCE
- [ ] UNKNOWN

★ PED / BIKE FACTORS

- [ ] NONE
- [ ] FAILED TO YIELD ROW
- [ ] DISREGARD TRAFFIC SIGN
- [ ] ILLEGALLY IN ROAD
- [ ] EQUIPMENT VIOLA[illegible]
- [ ] CLOTHING NOT VISI[illegible]
- [ ] UNDER INFL - DRUGS
- [ ] UNDER INFL - ALCOHOL
- [ ] UNKNOWN
- [ ] OTHER (Explain)

SKETCH & NARRATIVE

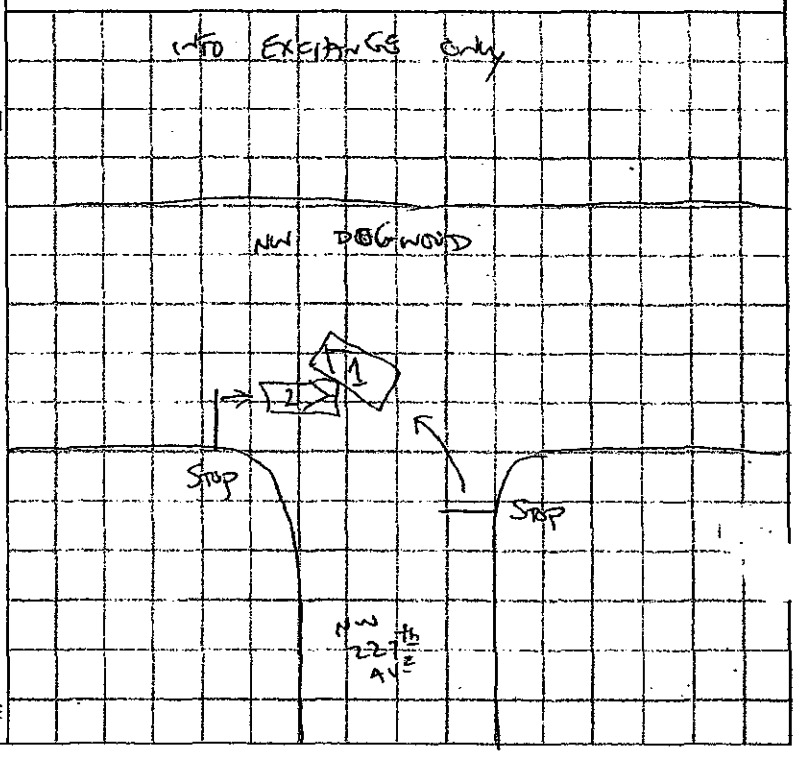
North

(NOT TO SCALE)

UNIT 1 2

SKID MARKS TO (FEET) _____ _____

DISTANCE AFTER (FEET) _____ _____



BASIC ACCIDENT DATA

227TH/QUATAMA

Between 1/1/05 and 9/18/08

POLICE INCIDENT 07812561

DATE 12/22/2007

ROAD ON WHICH ACCIDENT OCCURED QUATAMA ROAD

DISTANCE FROM INTERSECTION (FEET) 500 DIRECTION FROM INTERSECTION SOUTH

OREGON POLICE TRAFFIC CRASH REPORT

POLICE INCIDENT / CASE NUMBER	CRASH DATE	DAY OF WEEK	CRASH TIME	POLICE NOTIFIED	POLICE ARRIVAL	DMV FILE NUMBER
07812561	12/22/07	(S) SN	2115 AM (PM)	2145 AM (PM)	2152 AM (PM)	

COUNTY	ROAD ON WHICH CRASH OCCURRED	MILE POST	DMV CODE
Washington	Quatama Road	—	

☐ WITHIN 100 FEET N (S) OF NEAREST INTERSECTING ROAD: NW 227th Ave
☐ NEAR ____ MILES E W

☒ WITHIN ____ FEET N S OF NEAREST CITY / TOWN: Hillsboro
☐ NEAR ____ MILES E W

☐ PROPERTY DAMAGE ☒ PUBLIC PROPERTY DAMAGE ☐ INJURY ☐ FATAL ☐ HAZARDOUS MATERIALS ☐ HIT AND RUN ☒ PHOTOS TAKEN ☐ TRAIN R/R ☐ TRUCK / BUS

UNIT	NAME (LAST, FIRST, MIDDLE)	DRIVER LICENSE NUMBER	STATE	SEX	RACE	DOB
1	Unknown					

ADDRESS: | HOME PHONE ( )

VEHICLE OWNER ☐ SAME | WORK PHONE ( )

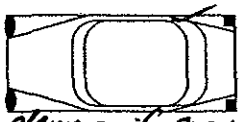
FIRE	STD SPD	PST SPD	INSURANCE COMPANY	INSURANCE POLICY NUMBER
Y (N)	UK	25	☒ NONE None listed on Registration.	

EJECTED	EXTRCTD	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL	COLOR
Y P (N)	Y (N)			Wa	93	Chevy		Green

VEHICLE TOWED: (Y) N ☐ UNKNOWN
BY: TO:

DRIVER TAKEN: Y (N) ☐ UNKNOWN
BY: Not here TO:

VEHICLE DAMAGE



FRONT

DAMAGE ESTIMATE: ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☒ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

Very little damage if any.

INJURY: ☒ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☒ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES

HIT AND RUN

SUSPECT NAME	AKA	IN CUSTODY
Unknown		Y N

ADDRESS | OTHER INFORMATION:

SEX	RACE	DOB	HT	WT	HAIR	EYES	LOCAL ID

UNIT	NAME (LAST, FIRST, MIDDLE)	DRIVER LICENSE NUMBER	STATE	SEX	RACE	DOB
2						

ADDRESS: | HOME PHONE ( )

VEHICLE OWNER ☐ SAME | WORK PHONE ( )

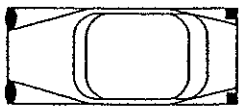
FIRE	STD SPD	PST SPD	INSURANCE COMPANY	INSURANCE POLICY NUMBER
Y N			☐ NONE	

EJECTED	EXTRCTD	VEHICLE IDENTIFICATION NUMBER (VIN)	LICENSE PLATE NUMBER	STATE	YEAR	MAKE	MODEL / STYLE	COLOR
Y P N	Y N							

VEHICLE TOWED: Y N ☐ UNKNOWN
BY: TO:

DRIVER TAKEN: Y N ☐ UNKNOWN
BY: TO:

VEHICLE DAMAGE



FRONT

DAMAGE ESTIMATE: ☐ NONE ☐ UNDER $1500 ☐ OVER $1500 ☐ ROLLOVER ☐ UNDERCAR ☐ TOTALED ☐ UNKNOWN

USE ARROW TO SHOW FIRST IMPACT (SHADE IN DAMAGED AREA)

INJURY: ☐ NONE ☐ POSSIBLE ☐ MINOR ☐ SERIOUS ☐ FATAL

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

ACTION / ARREST / CITES

UNIT ☐ PASSENGER NAME ☐ WITNESS | ADDRESS

SEX	RACE	DOB	HOME PHONE	WORK PHONE	INJURY	LOCATION	OTHER:	EJECTED	EXTRCTD
			( )	( )	☐ POSSIBLE ☐ SERIOUS ☐ NONE ☐ MINOR ☐ FATAL	LF CF RF LR CR RR		Y P N	Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN
BY: TO:

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT ☐ PASSENGER NAME ☐ WITNESS | ADDRESS

SEX	RACE	DOB	HOME PHONE	WORK PHONE	INJURY	LOCATION	OTHER:	EJECTED	EXTRCTD
			( )	( )	☐ POSSIBLE ☐ SERIOUS ☐ NONE ☐ MINOR ☐ FATAL	LF CF RF LR CR RR		Y P N	Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN
BY: TO:

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

UNIT ☐ PASSENGER NAME ☐ WITNESS | ADDRESS

SEX	RACE	DOB	HOME PHONE	WORK PHONE	INJURY	LOCATION	OTHER:	EJECTED	EXTRCTD
			( )	( )	☐ POSSIBLE ☐ SERIOUS ☐ NONE ☐ MINOR ☐ FATAL	LF CF RF LR CR RR		Y P N	Y N

PASSENGER TAKEN: Y N ☐ UNKNOWN
BY: TO:

EQUIPMENT: ☐ NO EQP USED ☐ LAP ONLY ☐ LAP / SHLDR ☐ CHLD RST-PRP ☐ A/BAG-DEPLYD ☐ NONE INSTLD ☐ UNKNOWN ☐ SHLDR ONLY ☐ HELMET ☐ CHLD RST-IMPR ☐ A/BAG-NOT DP

DISTRIBUTION: DMV 17B, Eng, File

31765

OFFICER NAME / NUMBER	DATE	AGENCY	APPROVED BY
K.J. V. Mt.	12/22/07	Hillsboro P.D.	31502

278/2561 | AM PM | AM PM | A | B | C | D | E | 2 | 3

Check ONE box in all categories. Check ALL boxes that apply in categories with (★).

FIRST HARMFUL EVENT

- N COLLISION
- OVERTURN
- FIRE/EXPLOSION
- IMPACT
- GAS EMANATION
- OTHER NON COLLISION
- MEDICAL (Explain)

- COLLISION WITH
- PEDESTRIAN
- PARKED MOTOR VEHICLE
- RAILWAY TRAIN
- BICYCLIST
- FIXED OBJECT TYPE
- HEAD ON
- REAR END
- ANGLE
- SIDESWIPE
- MANNER UNKNOWN
- FIXED OBJECT
- BARRICADE
- BOULDER / ROCK
- BRIDGE O/PASS or RAILING
- BUILDING
- CULVERT HEADWALL
- CURBING
- DITCH
- DIVIDER - CNCRT or STEEL
- FENCE - NOT MEDIAN
- FIRE HYDRANT
- HIGHWAY GUARDRAIL
- HIGHWAY SIGN
- IMPACT ABSORBER
- LIGHT STANDARD
- MAILBOX
- OVERHEAD SIGN POST
- OVERHEAD STRUCTURE
- PIER or COLUMN
- RETAINING WALL
- SIGN - ROPE EARTH
- SIGN - ROPE ROCK or STONE
- TRAFFIC SIGNAL POST
- TREE
- UNDERPASS TUNNEL
- UTILITY POLE
- OTHER FIXED (Explain)

- OTHER OBJECT (NOT FIXED)
- ANIMAL
- THROWN / FALLING OBJECT
- UNKNOWN
- OTHER OBJECT (Explain)

EVENT LOCATION

- ROADWAY
- NON-INTERSECTION
- INTERSECTION
- INTERSECTION RELATED
- DRIVEWAY ACCESS
- INTERCHANGE AREA
- RAILROAD CROSSING
- BRIDGE
- TUNNEL
- OTHER ON-ROAD AREA
- ROADWAY
- SHOULDER
- TURNOUT
- ROADSIDE
- BEYOND RIGHT OF WAY
- MEDIAN
- DRIVEWAY
- PRIVATE DRIVE
- RAILROAD CROSSING
- OTHER OFF ROAD
- PARKING LOT
- UNKNOWN

SPECIAL ZONE

- NONE
- CONSTRUCTION
- MAINTENANCE
- UTILITY
- SNOW
- SCHOOL
- UNKNOWN WORK
- OTHER

WEATHER

- ☐ CLEAR
- ☒ CLOUDY (OVERCAST)
- ☐ RAIN
- ☐ SNOW
- ☐ SLEET / HAIL / ETC
- ☐ FOG / SMOG
- ☐ SMOKE
- ☐ BLOWING SAND / DIRT
- ☐ SEVERE CROSSWIND
- ☐ OTHER / UNKNOWN

SURFACE CONDITION

#1	#2	
☐	☐	DRY
☒	☐	WET
☐	☐	SNOW / SLUSH
☐	☐	ICY
☐	☐	MUDDY
☐	☐	DEBRIS
☐	☐	RUTS / HOLES / BUMPS
☐	☐	WORN / POLISHED
☐	☐	LOW / SOFT SHOULDER
☐	☐	OTHER / UNKNOWN

SURFACE TYPE

#1	#2	
☐	☐	CONCRETE
☒	☐	BLACKTOP / ASPHALT
☐	☐	GRAVEL
☐	☐	DIRT
☐	☐	OTHER

LIGHT

- ☐ FULL DAYLIGHT
- ☐ DAWN
- ☐ DUSK
- ☐ DARK - LIGHTED WAY
- ☒ DARK - NOT LIGHTED
- ☐ UNKNOWN

TRAFFIC CONTROL TYPE

#1	#2	
☒	☐	NONE
☐	☐	SCHOOL BUS LIGHTS
☐	☐	OFFICER / CROSSING GUARD or FLAGGER
☐	☐	TRAFFIC SIGNAL w/ PEDESTRIAN CONTROL
☐	☐	TRAFFIC SIGNAL
☐	☐	FLASHING BEACON
☐	☐	STOP SIGN
☐	☐	YIELD SIGN
☐	☐	RR CROSSING GATES
☐	☐	RR CROSSING BUCKS
☐	☐	RR FLASHING SIGNAL
☐	☐	RR CROSSING w/ PAVEMENT MARKINGS.
☐	☐	LANE CONTRLS / LINES / STRIPES / DEVICES
☐	☐	SCHOOL SIGNAL
☐	☐	OTHER REG SIGN
☐	☐	TURN LANES
☐	☐	UNKNOWN

TRAFFIC CONTROL DEVICE CONDITION

#1	#2	
☐	☐	NO MALFUNCTION
☐	☐	DOWN / MISSING
☐	☐	TURNED FROM PROPER POSITION
☐	☐	OBSCURED BY OTHER SIGNS
☐	☐	OBSCURED BY PARKED VEHICLE
☐	☐	OBSCURED BY VEGETATION
☐	☐	LIGHTS MALFUNCTION
☐	☐	LIGHTS STUCK
☐	☐	GATES INOPERATIVE
☐	☐	GATE ARM MISSING
☐	☐	OTHER RR MALFUNCTN
☐	☐	OTHER IMPAIRMENT
☐	☐	UNKNOWN

ROAD CHARACTER

#1	#2	
☐	☐	STRAIGHT and LEVEL
☐	☐	STRAIGHT w/ GRADE
☐	☐	CURVED and LEVEL
☒	☐	CURVED w/ GRADE

VEH # 1 2 NUMBER OF LANES

VEH # 2 ___ NUMBER OF LANES

2 TOTAL NUMBER OF LANES

ROAD FLOW

#1	#2	
☐	☐	ONE WAY TRAFFIC
☒	☐	NOT PHYSLY DIVIDED

MEDIAN TYPE

- ☐ ☐ UNPAVED
- ☐ ☐ BARRIER
- ☐ ☐ PAVED
- ☐ ☐ CONT LEFT TURN

DRIVER LICENSE VIOLATION

DRIVER #1	DRIVER #2	
☐	☐	NONE
☐	☐	INSTRUCTION PERMIT
☐	☐	LICENSE RESTRICTION
☐	☐	EXPIRED LICENSE
☐	☐	OUT OF CLASS
☐	☐	SUSPNDED / REVOKED
☐	☐	UNLICENSED

Unknown

★ DRIVER FACTORS

DRIVER #1	DRIVER #2	
☐	☐	NONE
☐	☐	CELL PHONE USE
☐	☐	OBSTRUCTED VIEW
☐	☐	FAILED TO YIELD ROW
☐	☐	DISRGRD TRAF SIGN
☐	☐	TOO FAST FOR COND
☐	☐	MADE IMPROPER TURN
☐	☐	WRONG SIDE/WAY
☐	☐	FOLLOW TOO CLOSELY
☐	☐	IMPROPER LANE CHNG
☐	☐	IMPROPER BACKING
☐	☐	IMPROPER PASSING
☐	☐	IMPROPER SIGNAL
☐	☐	IMPROPER PARKING
☐	☐	FATIGUE / DROWSY
☐	☐	ILL / BLACKOUT
☒	☐	UNKNOWN
☐	☐	OTHER

★ IMPAIRMENT

DRIVER #1	DRIVER #2	
☐	☐	NONE
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNDER INFL - MEDS
☒	☐	UNKNOWN

DETERMINED BY:

- ☐ ☐ INTOXILYZER TEST
- ☐ ☐ BLOOD OR URINE TEST
- ☐ ☐ FIELD SOB. TEST
- ☐ ☐ OBSERVED (SPEECH, ODOR, ETC.)
- ☐ ☐ DRE EVALUATION
- ☐ ☐ STATEMENTS
- ☐ ☐ UNKNOWN
- ☐ ☐ OTHER

RESULTS OF TEST:

D1 ____% D2 ____%

- ☐ ☐ NO TEST GIVEN
- ☐ ☐ TEST REFUSED
- ☐ ☐ TESTED FOR DRUGS
- ☐ ☐ RESLTS NOT AVAILABLE

★VEH RELATED FACTORS

#1	#2	
☐	☐	NONE
☐	☐	BRAKES
☐	☐	STEERING
☐	☐	POWER PLANT
☐	☐	SUSPENSION
☐	☐	TIRES
☐	☐	EXHAUST
☐	☐	LIGHTS
☐	☐	SIGNALS
☐	☐	WINDOWS / WINDSHLD
☐	☐	RESTRAINT SYSTEM
☐	☐	WHEELS
☐	☐	COUPLING
☐	☐	CARGO
☐	☐	OTHER

Unknown

VEHICLE MOVEMENT

#1	#2	
☐	☐	BACKING
☐	☐	STOPPED
☐	☐	STRAIGHT AHEAD
☒	☐	TURNING RIGHT
☐	☐	TURNING LEFT
☐	☐	MAKING U-TURN
☐	☐	ENTER TRAFFIC LANE
☐	☐	LEAVE TRAFFIC LANE
☐	☐	OVERTAKING
☐	☐	CHANGING LANES
☐	☐	AVOIDING MANEUVER
☐	☐	MERGING
☐	☐	PARKING
☐	☐	NEGOTIATING A CURVE
☐	☐	OTHER

TRAILER TYPE

#1	#2	
☐	☐	LOG BUNK
☐	☐	SEMITRAILER
☐	☐	POLE TRAILER
☐	☐	FULL TRAILER
☐	☐	MOBILE HOME
☐	☐	UTILITY TRAILER
☐	☐	TRAVEL TRAILER
☐	☐	BOAT TRAILER
☐	☐	FARM EQUIPMENT
☐	☐	HORSE TRAILER
☐	☐	VEHICLE IN TOW
☐	☐	OTHER / UNKNOWN

TRUCK CONFIGURATION

#1	#2	
☐	☐	TRUCK (2 or 3 AXLE)
☐	☐	TRUCK / TRACTOR-SEMI
☐	☐	TRUCK and TRAILER
☐	☐	DOUBLE TRAILERS
☐	☐	TRIPLE TRAILERS
☐	☐	DROMEDARY and SEMI
☐	☐	HEAVY HAUL CONFIG
☐	☐	BUS
☐	☐	OTHER

★ PASSENGER FACTORS

UNIT #1

PASS #1	PASS #2	
☐	☐	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

UNIT #2

PASS #1	PASS #2	
☐	☐	NONE
☐	☐	INTERFERED w/DRIVER
☐	☐	UNDER INFL - DRUGS
☐	☐	UNDER INFL - ALCOHOL
☐	☐	UNKNOWN
☐	☐	OTHER (Explain)

PEDESTRIAN LOCATION

IN ROAD

- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE

INTERSECTION

- ☐ IN X-WALK
- ☐ NOT IN X-WALK
- ☐ NO X-WALK AVAILABLE

OTHER

- ☐ NOT IN ROADWAY
- ☐ SHOULDER
- ☐ MEDIAN
- ☐ BIKE LANE
- ☐ UNKNOWN

PEDESTRIAN TYPE

- ☐ NONE
- ☐ PEDESTRIAN
- ☐ BICYCLIST
- ☐ CONVEYANCE
- ☐ WHEELCHAIR
- ☐ ANIMAL RIDER
- ☐ RIDER OF ANIM DRAWN VEH
- ☐ UNKNOWN
- ☐ OTHER (Explain)

★ PEDESTRIAN ACTION

- ☐ ENTER / CROSS ROAD
- ☐ WALK / RIDE w/TRAFF
- ☐ WALK / RIDE AGAINST
- ☐ STEP ON / OFF VEHICLE
- ☐ STEP ON / OFF SCH BUS
- ☐ APPRCH / LEAVE SC BUS
- ☐ APPROACH / LEAVE VEH
- ☐ WORK / PUSHING VEHICLE
- ☐ OTHER WORKING
- ☐ PLAYING
- ☐ STANDING
- ☐ LYING DOWN
- ☐ UNKNOWN

PED / BIKE VISIBILITY

CLOTHING

- ☐ NO CONTRAST w/BKGRND
- ☐ CONTRASTED w/BKGRND
- ☐ REFLECTIVE

OTHER

- ☐ OTHER LIGHT SOURCE
- ☐ UNKNOWN

★ PED / BIKE FACTORS

- ☐ NONE
- ☐ FAILED TO YIELD ROW
- ☐ DISREGARD TRAFFIC SIGN
- ☐ ILLEGALLY IN ROAD
- ☐ EQUIPMENT VIOLATION
- ☐ CLOTHING NOT VISIBLE
- ☐ UNDER INFL - DRUGS
- ☐ UNDER INFL - ALCOHOL
- ☐ UNKNOWN
- ☐ OTHER (Explain)

SKETCH & NARRATIVE

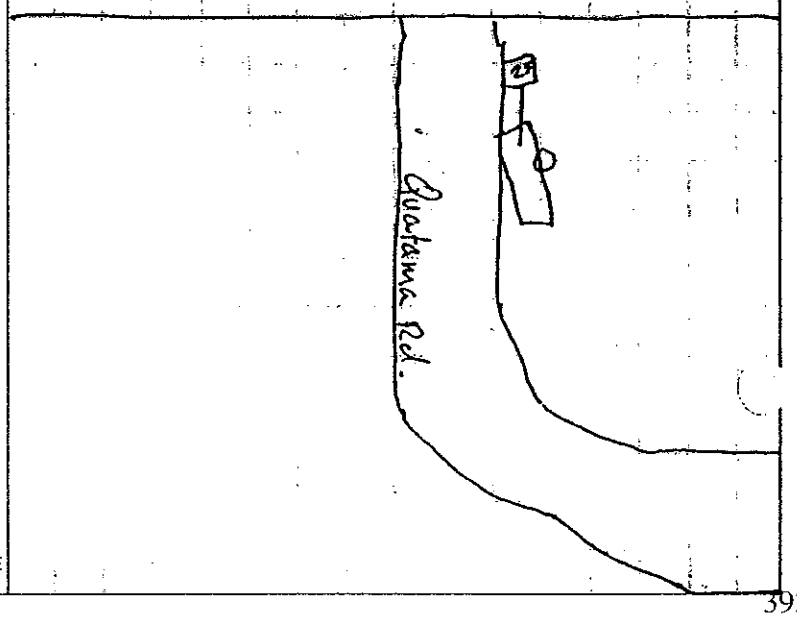
North

(NOT TO SCALE)

UNIT 1 2

SKID MARKS TO (FEET) ____ ____

DISTANCE AFTER (FEET) ____ ____



SUBJECT'S NAME	SEX	RACE	DOB
UNKNOWN	UK	UK	UK

LOCATION OF OCCURENCE
SE QUATAMA RD SE 227TH AVE

ITEM 1: ADDITIONAL INCIDENTS | ITEM 4: ADDITIONAL VEHICLE INFO | ITEM 7: ADDITIONAL OFFICERS
ITEM 2: ADDITIONAL PERSON INFO | ITEM 5: ADDITIONAL WORTHLESS DOCUMENT INFORMATION | ITEM 8: SUMMARY
ITEM 3: ADDITIONAL SUSPECT INFO | ITEM 6: ADDITIONAL PROPERTY | ITEM 9: NARRATIVE

ITEM CODE

On Saturday, December 22nd, 2007, at approximately 2115 hours, I was dispatched to the area of Quatama Road near SE 227th Avenue for a report of a vehicle in the ditch. When I arrived I saw a 1993 Chevy K3500 Pick Up on the east side of Quatama Road approximately five feet over an embankment. There is a sharp corner just before this straight stretch of road which leads to a bridge. It is unknown what caused the crash. When we arrived there was nobody around the vehicle and the doors were locked. The hood was cold and the radiator was slightly warm. There was a 25 mile per hour sign destroyed in the crash. There was no other property damage.
arrived and seized the vehicle. The vehicle apparently belongs to in
There was no registered owner available.

REPORTING OFFICER	OFC ID NO.	WATCH	ASSN/DIST.	APPROVED BY:	PROCESSED BY:	ENTERED BY/DATE
K.J. VAN METER	38807	N	1447			

CITY OF HILLSBORO

October 16, 2008

MEMORANDUM

TO: Planning Commission

FROM: Planning Department

RE: Divergences Between Adopted Resolutions For Orenco Woods Crossing

The following is a summary of the divergences between the adopted Planning Commission resolution and the adopted City Council resolution for the originally approved Orenco Woods Crossing (OWC) concept development plan. The Planning Commission resolution granted approval to the following applications: concept development plan, detailed development plan, subdivision, significant natural resource permit, and floodplain alteration permit. Subsequent to Planning Commission approval the concept development plan alone was appealed to the City Council. The City Council upheld the Planning Commission's approval of the concept development plan during appeal.

Despite the differences between the resolutions, which originated due to scrivener's error, the City Attorney explained to the Planning Commission at the September 10, 2008 meeting that the detailed development plan, subdivision, significant natural resource permit, and floodplain alteration permit remain enforceable via the Planning Commission resolution. The reason that both remain enforceable is because the Planning Commission resolution still binds four of the five approved applications and the City Council resolution binds the concept development plan application. Therefore, both resolutions remain enforceable.

Planning Commission Resolution
Condition No. 6

6. The developer shall construct a half street improvement on NW 225th Avenue to the Street Standard Type "A" which is identified in HZO Section 140(III)(N)(3)(a) and Section 140(Figure 5.4). Street improvements shall include paving, Option B acorn street lights, sidewalk, and landscape strip. All improvements shall be subject to approval by the City Engineer.

City Council Resolution
Condition No. 6

6. The developer shall construct a half street improvement on NW 225th Avenue to the Street Standard Type "A" which is identified in HZO Section 140(II)(N)(3)(a) and Section 140(Figure 5.4). Street improvements shall include paving, Option B acorn street lights, sidewalk, and landscape strip. All improvements shall be subject to approval by the City Engineer.

Divergence

The Planning Commission resolution reads "Section 140(III)(N)(3)(a)" the City Council resolution reads "Section 140(II)(N)(3)(a)". The correct subsection is Roman numeral "III".

Planning Commission Resolution
Condition No. 20

20. The final plats shall provide for public and private utility, emergency vehicle access, private storm drainage, private access, and public pedestrian and bicycle easements on private street tracts, as applicable. All easements shall be reviewed and approved by the City Engineer and Planning Director prior to approval of the applicable final plat. Storm sewers located in the private streets and alleys shall be a private system owned and maintained by the Home Owners' Association. All private utilities shall be owned and maintained by the Home Owners' Association.

City Council Resolution
Condition No. 20

20. The final plats shall provide for public and private utility, emergency vehicle access, private storm drainage, private access, and public pedestrian and bicycle easements on private street tracts, as applicable. The applicable final plat shall provide for a public pedestrian access easement over the entirety of Tract HH. All easements shall be reviewed and approved by the City Engineer and Planning Director prior to approval of the applicable final plat. Storm sewers located in the private streets and alleys shall be a private system owned and maintained by the Home Owners' Association. All private utilities shall be owned and maintained by the Home Owners' Association.

Divergence

The City Council resolution has an additional sentence which reads "The applicable final plat shall provide for a public pedestrian access easement over the entirety of Tract HH".

Planning Commission Resolution
Condition No. 57

57. Prior to final plat approval of the applicable phase, the developer shall provide final landscape plans for the front and street side yards of the attached single family dwelling units and a typical front and street yard landscape plan for the detached single family dwelling units. The landscape plans shall be substantially similar to the approved Detailed Development Plan landscaped plans and shall be reviewed and approved by the Planning Director prior to final plat approval of the applicable phase. Front and street side yard landscaping for the detached single family dwelling units shall be installed prior approval of the final inspections for the applicable dwelling unit. The common landscape areas around the attached single family dwelling units shall be installed prior to issuance of occupancy permits and shall be maintained by the Home Owners' Association.

City Council Resolution
Condition No. 57

57. Prior to final plat approval of the applicable phase, the developer shall provide final landscape plans for the front and street side yards of the attached single family dwelling units and a typical front and street yard landscape plan for the detached single family dwelling units. The landscape plans shall be substantially similar to the approved Detailed Development Plan landscaped plans and shall be review and approved by the Planning Director prior to final plat approval of the applicable phase. Front and street side yard landscaping for the detached single family dwelling units shall be installed prior approval of the final inspections for the applicable dwelling unit. The common landscape areas around the attached single family dwelling units shall be installed prior to issuance of occupancy permits and shall be maintained by the Home Owners' Association.

Divergence

The City Council resolution reads "review" and the Planning Commission resolution reads "reviewed" in the following sentence. "The landscape plans shall be substantially similar to the approved Detailed Development Plan landscaped plans and shall be review and approved by the Planning Director prior to final plat approval of the applicable phase."

Planning Commission Resolution
Condition No. 64

64. Prior to final plat approval and within 60 days following the expiration of all appeals, applicant, Hillsboro Elks Lodge Number 1862, shall fund, file, and pursue in good faith an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director, including written acknowledgement of receipt of the application by the appropriate agency. This application

shall not be withdrawn prior to completion of Orenco Woods. Should the Elks wish to dispose of the McDonald House and the associated tract on which it is located, the City of Hillsboro shall have the right of first refusal for 120 days to acquire the property. Additionally, should the City acquire the McDonald House and its associated tract the Home Owners Assocation shall grant the City of Hillsboro the ability to purchase Tract HH. Provisions for this mechanism shall be incorporated into the CC&Rs for the applicable phase and shall not be modified without consent of the City of Hillsboro.

City Council Resolution
Condition No. 64

64. Prior to final plat approval and within 60 days following the expiration of all appeals, applicant, Hillsboro Elks Lodge Number 1862, shall fund, file, and pursue in good faith an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director.

Divergence

The Planning Commission resolution reads "This application shall not be withdrawn prior to completion of Orenco Woods. Should the Elks wish to dispose of the McDonald House and the associated tract on which it is located, the City of Hillsboro shall have the right of first refusal for 120 days to acquire the property. Additionally, should the City acquire the McDonald House and its associated tract the Home Owners Assocation shall grant the City of Hillsboro the ability to purchase Tract HH." The City Council resolution does not contain this language.

Planning Commission Resolution
Condition No. 65

65. No later than 180 days before construction activity on phase 4, including the installation of infrastructure, the applicants shall give notice to the Planning Director, Parks and Recreation Director, and the Orenco Neighborhood Organization Chair at an address to be provided by the Planning Director.

City Council Resolution
Condition No. 65

65. Not later than 120 days before residential construction begins on the northwestern quarter of the subject site, the applicants shall give notice to the Planning Director, Parks and Recreation Director, and the Orenco Neighborhood Association Chair at an address to be provided by the Planning Director.

Divergence

The Planning Commission resolution reads "No later than 180 days before construction activity on phase 4, including the installation of infrastructure,..." the City Council resolution reads "Not later than 120 days before residential construction begins on the northwestern quarter of the subject site,...".

Planning Commission Resolution
Condition No. 72

72. Prior to approval of the final plat for the applicable phase, the acquisition of the property for the Sequoia Park shall be finalized.

City Council Resolution
Condition No. 72

Not within the resolution.

Divergence

The Planning Commission resolution contains a Condition No. 72. The City Council resolution does not contain this condition.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

RECEIVED

OCT 16 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

October 16th, 2008

To: Hillsboro Planning Commission
Re: Orenco Woods Crossing

In response to the applicant's lawyer's information regarding the Comprehensive Plan, I would only like to say that Article VI, Section 1. Conformance of Ordinance No. 2808 says that "The design of and improvements in subdivisions or partitions shall conform with the elements of the Comprehensive Plan for the City and with other applicable standards established by the Planning commission or City Council."

I believe this is important as the Hillsboro Zoning Ordinance Section VII A 1 says that "Provisions of Ordinance No. 2808, Subdivisions, applies to all project proposals involving the subdivision or partitioning of existing properties."

I believe therefore that this development must follow the Comprehensive Plan which shows only residential for this property.

Thank you,

Mark David

"MODIFICATION PROCESS"

10-15-08

RECEIVED

OCT 16 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

To: Hillsboro Planning Commission

From: Jim Lubischer

Re: CDP 1-06 (MOD 1)
Improper "Modification" procedure.

President Coulter and Commissioners,

The applicant proposes to change part of their previously approved Concept Development Plan, CDP 1-06, via a "modification". I respectfully submit that the Hillsboro Zoning Ordinance does not contain specific process for "modification" of a previously approved Concept Development Plan. That the Hillsboro Zoning Ordinance contains no specific process for "modification" of a previously approved Concept Development Plan has been established by planning staff and by our City attorney. The City attorney stated,

> "An excellent question and certainly one that staff and I have thought a lot about in the context of this and other applications. It is correct that there's not a specific process for a modification of a Concept Development Plan in the code." (Counselor Pam Beery) (9-8-08 Planning Commission hearing.)

Planning staff has stated,

> "There is no process in the Zoning Ordinance for modification of the CDP." (See page 2 of the attached E-mail reply) (Underline added)

Since there is no codified process for "modification" of a CDP in our zoning ordinance, how can a developer change a component of their CDP? I believe there are two issues relevant to this question. One of these relates to a peculiarity in our zoning ordinance with respect to CDP applications. This peculiarity is that a CDP applicant, who wants an exception to a development standard, may request an "alternative design element". This is peculiar because an "alternative design element" does not have to comply with all of the Variance criteria (see HZO Section 136 VII.B.2.g)[1], as does an exception to a development standard requested "subsequent to Concept Development Plan approval" (see HZO Section 136 VII.B.2.h)[2]. By allowing an applicant to "modify" a previously approved CDP, even if they follow the rules of a new application, they are exempt from Hillsboro's Variance criteria #4 and #5. This is contrary to HZO 136 VII.B.2.h[2] which stipulates specific procedure for Variances requested "subsequent" to CDP approval.

The second issue relates to common law. The City attorney stated that,

> "...consistent with well established common law is that a change to an approved application, regardless of what a local code might say, needs to go through the exact same level of process that was conducted in the initial review." (Counselor Pam Beery) (9-8-08 Planning Commission hearing.)

In addition, planning staff stated,

> "Staff discussed this with our legal counsel and reached the conclusion an applicant requesting a modification to a CDP application should file the modification request just as they would file a new CDP application but addressing the changes in the approved CDP. The modification application must include all the elements otherwise required for a CDP submittal and would be processed in the same manner as the original CDP. There is precedent for this approach to modifications of approved CDP's in the City." (See page 2 of the attached E-mail reply) (Underline added)

It does make sense to allow a request for a change to a Concept Development Plan if the applicant files a request just as they would file a new CDP application that includes all the elements required for a new application and that development review goes through the exact same level of process that was conducted in the initial review. (In Hillsboro's case, however, a request for a change to a CDP should not allow the applicant to game the code by requesting an exception via an "alternative design element". Any "modification" which requests an exception should be made to comply with HZO Section 136 VII.B.2.h[2].)

In the "modification" application at issue, the central question is whether the application and review may be limited to just the requested changes. Common sense tells us that when dealing with a request to change a previously approved *conceptual* plan, such a request should be considered within the context of the whole *conceptual* plan, that the whole plan be available for review. To approve a concept as a whole, and then modify one part without giving consideration to the whole, defeats the purpose of the conceptual plan approval process.

HZO Section 136 VII.B.2.a.3.iii is helpful in answering this question. In a CDP application,

> "...the applicant shall file an application for Concept Development Plan approval for the entire area identified for development. The Plan shall encompass the entire parcel or contiguous parcel(s) proposed or available for current or ultimate development by the applicant or any entities that are controlled, in whole or part, by the applicant..." (HZO Section 136 VII.B.2.a.3.iii) (Underline added)

It is important to recognize that a Concept Development Plan application "shall encompass the entire parcel or contiguous parcel(s) proposed or available for current or ultimate development". In order to go through the exact same level of process that was conducted in the initial review, a CDP "modification" application should do so also.

Only by addressing all of the development, of which the "modification" is but a part will this review "go through the exact same level of process that was conducted in the initial review". Since there is no process for "modification" of an already approved CDP the only option is for the

applicant to submit a "modified" CDP application that includes all the requirements of a new application, including those stipulated by HZO Section 136 VII.B.2.a.3.iii.[3] The fact that the City has allowed other "modifications" to be reviewed and approved in a different manner does not legitimize that non-codified process.

The initial development review for this 55-acre parcel considered multiple aspects, including type and intensity of development, relationship to the historic McDonald House, park size, park location, and relationship with the Orenco Townsite Conservation District. In the initial CDP 1-06 application and development review, all of these aspects, as well as perhaps other aspects, were included. The public was allowed to provide input. This was done in order to determine an appropriate conceptual development plan for this 55 acres. Limiting the discussion to a piece of that CDP and not allowing discussion regarding the many other aspects of this 55-acre development does not provide the public with the "exact same level of process."

Since there is no codified process for a "modification" of a previously approved CDP, I submit that the applicant is required, pursuant to HZO Section 136 VII.B.2.a.3.iii.[3], to submit a "modified" application which encompasses all 55 acres of the subject property. Development review, including opposition testimony, should be allowed to address not just the "modified" aspects, but also allowed to address all parts of the project. Furthermore, I submit that the Commission is allowed to consider the development as a whole and is authorized in making adjustments to any or all aspects of the involved property, not just to the area requested to be modified. Only in this way will this request go through the exact same level of process that was conducted in the initial review.

To summarize, there is no process in the Hillsboro Zoning Ordinance that allows for a "modification" of a previously approved CDP, but common law allows changes to an approved CDP be made if the "modification" application goes through the exact same level of process that was conducted in the initial review. To achieve the exact same level of process that was conducted in the initial review requires that the "modified" application and its subsequent review encompass the entire parcel or contiguous parcel(s) proposed or available for current or ultimate development. In this case, this means that the "modified" application and subsequent review address the whole 55 acres addressed in the original CDP application.

Finally, at the 10-8-08 hearing, staff implied that statutory law allows development review of a "modified" CDP to be limited to the specifics of the modified components. If indeed there is such statutory law I would certainly defer to it and withdraw my objections. Staff also stated that the applicant has an entitlement to the CDP once approved and that the CDP in toto cannot be included in subsequent review when the applicant has, on their own accord, requested a change to that approved CDP. I do not agree and submit that full review of the whole CDP is appropriate as discussed above and does not constitute impermissible collateral attack as claimed.

Thank you,

Jim Lubischer
22720 NW Quatama
Hillsboro, Oregon 97124

(Footnotes on next page.)

[1] "The Planning Commission may authorize a proposed alternative development or design provision only if it finds that the proposed standard meets the criteria set forth in Section 136.X.B.3., Variances and the intent of the district." (HZO SECTION 136 VII B 2 g)

[2] "Subsequent to Concept Development Plan approval, an applicant may request additional Variances under the provisions of Section 136.X., Variances, except that the provisions of subparagraph (f) of this section shall apply; and no Variance to any condition of approval imposed by the Planning Commission shall be allowed except by action of the Planning Commission." (HZO SECTION 136 VII B 2 h)

[3] "...the applicant shall file an application for Concept Development Plan approval for the entire area identified for development. The Plan shall encompass the entire parcel or contiguous parcel(s) proposed or available for current or ultimate development by the applicant or any entities that are controlled, in whole or part, by the applicant..." (HZO SECTION 136 VII B 2a 3iii)

Cont

Good morning,

The responses are inserted below.

Thanks,
Ruth

Ruth Klein, Urban Planner
City of Hillsboro Planning Department
(503) 681-6465 – Phone
(503) 681-6245 – Fax

From: [redacted] lubischer [redacted]
Sent: Monday, August 25, 2008 7:39 AM
To: Vickie Ward
Cc: Ruth Klein
Subject: Orenco Woods Crossing development

8-25-08 (Faxed at 07:40 PST)

Hillsboro Planning Department and Ruth Klein,

1) I would like to ask if the Orenco Woods Crossing development (Resolution No. 2172) received final plat approval? I understand that a request for modification of their previously approved CDP has been made but I am interested in finding out if final plat approval has been made on their prior request?

No the final plat has not been submitted. An extension was granted on January 9, 2008. If you like I will bundle the letter and the request in with your copy of the staff report.

2) I would like to request a complete copy be made of Venture Properties current application for CDP modification, recently submitted on I believe 8-20-08. I hopefully can pick this up today. Please call me when available, 503-649-5257 or 503-649-5456 or at 503-640-1804.

I heard that you were able to pick up a copy yesterday. If you have any questions about the materials I will do the best I can to answer them.

3) The recent application by Venture is for a "modification" to their previously approved CDP. I have been unable to find any specific provision(s) in the Zoning Ordinance that allows for a "modification", "revision", or "amendment" to a previously approved CDP. HZO Section 136 VII.B.7.f and HZO Section 136 VII.B.4.f make reference to amendments but do not appear applicable and certainly do not provide any guidelines for a "modification" or "amendment" process other than "may apply for an amendment to the CDP under the applicable provisions of Section 136 VII.B.3-6" or "approval of an amended CDP under then current regulations" --- [what would those applicable provisions or current regulations be in this case?] ---

p1

HZO Section 136 VII.A.1 contains the word amendment but I don't see how proper interpretation of this provision could be basis for allowing a "modification" of a previously approved CDP.

There is no process in the Zoning Ordinance for modification of the CDP. Staff discussed this with our legal counsel and reached the conclusion an applicant requesting a modification to a CDP application should file the modification request just as they would file a new CDP application but addressing the changes in the approved CDP. The modification application must include all the elements otherwise required for a CDP submittal and would be processed in the same manner as the original CDP. There is precedent for this approach to modifications of approved CDP's in the City.

I would very much appreciate if you could provide me the basis per our Zoning Ordinance upon which a "modification" to a previously approved CDP can be made.

Thank you, Jim Lubischer

p2

PLANNING

"LOS = E AT DOGWOOD / 231ST INTERSECTION"

10-15-08

To: Hillsboro Planning Commission

Re: Orenco Woods Crossing CDP 1-06 (MOD 1), Does the LOS = E at the Dogwood / 231st intersection meet the standard found in Table 137.4?

President Coulter and Commissioners,

The year 2011 weekday p.m. peak hour level of service (LOS) at the Dogwood / 231st intersection is "E". (See figure # 16 of the applicant's 8/08 traffic study, which is attached.) It is not clear if this LOS of E is "for 20 minutes" or if it is for greater than 20 minutes. If the latter, then this LOS does not meet the standard found in HZO Table 137.4.

Table 137.4: Level of Service Standards Within Station Communities

	Level of Service Thresholds		
Measurement	Preferred	Acceptable	Not to Equal/Exceed (1)
3. OTHER FACILITIES: Intersections between: Arterial and Collector; Collector and Collector; Local Streets and Arterial or Collector; Local and Local; Intersections between State facilities and collector or local streets and roads. Roadway segments other than listed in 1 or 2 above.			
Mid-Day One Hour Standard	C	D	D (7)
One Hour Peak Use Standard (3)	C	D for one-hour or E for 20 minutes	E (7)

(1) Trigger point for capital improvement requirements.
(3) The one-hour peak period is measured at either the morning or evening peak period, whichever is greater at the location of interest.
(7) It is not the intent to degrade the LOS of category 1 or 2 facilities as a result of improvements on category 3 facilities. Installation of traffic signals at category 1 or 2 intersections to achieve the LOS standard on category 3 facilities shall only be allowed with the approval of the City /County/ State Engineer, or designee, of the appropriate category 2/3 road authority.

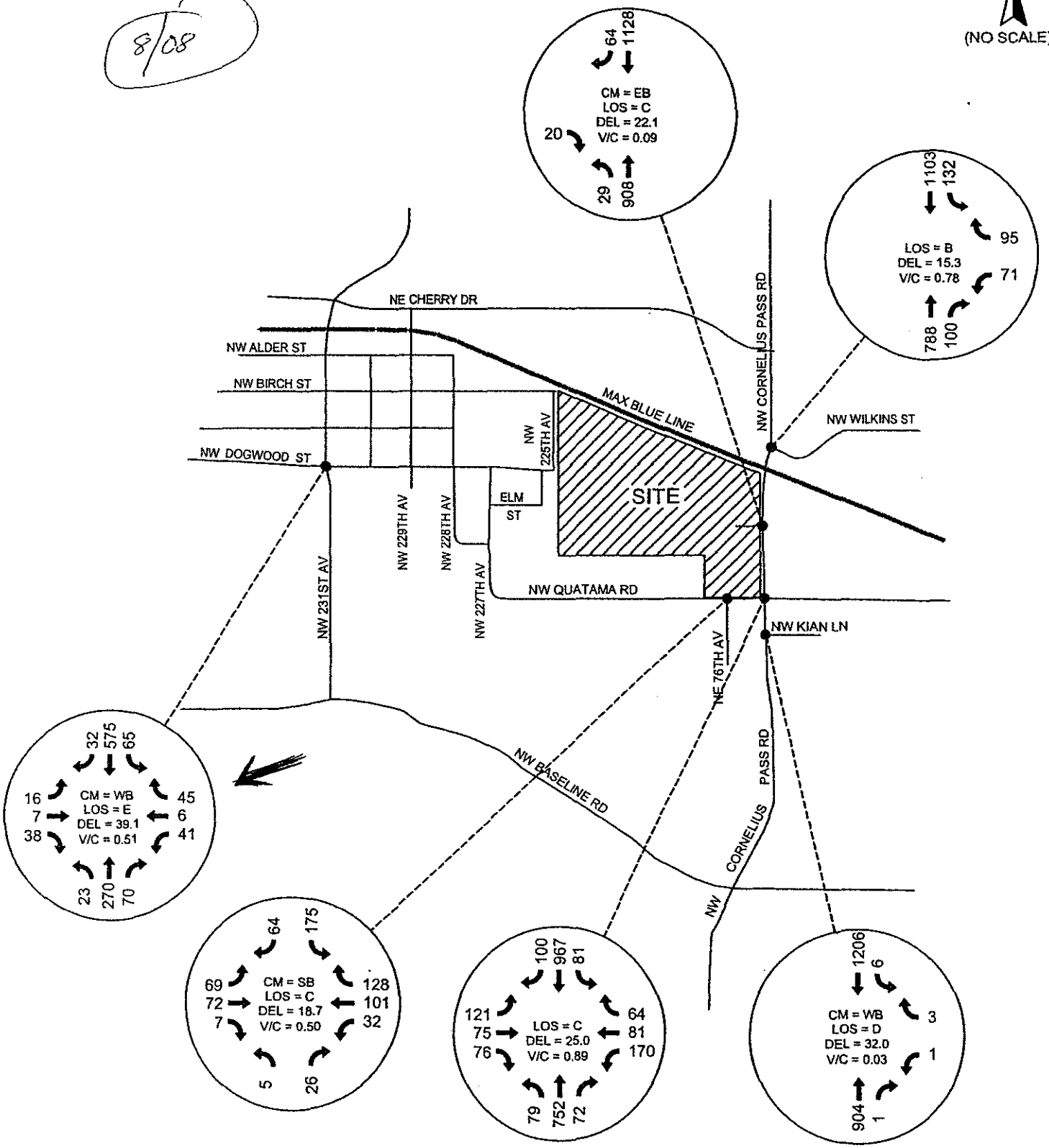
Submitted by Jim Lubischer
22720 NW Quatama
Hillsboro, Oregon 97124

Attachment: Figure # 16 of the applicant's 8/08 traffic study.

dunn TRAFFIC ENGINEERING

8/08

N (NO SCALE)



LEGEND	YEAR 2011 TOTAL TRAFFIC CONDITIONS WEEKDAY PM PEAK HOUR	FIGURE No.:
M = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH OS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH EL = AVERAGE CONTROL DELAY (SECONDS) C = VOLUME-TO-CAPACITY RATIO	AUGUST, 2008	16

"FACTS LETTER"

10-15-08

President Coulter and Commissioners,

Re: Orenco Woods Crossing CDP 1-06 (MOD 1)
Facts in the record.

Traffic Estimates

	Original CDP traffic[1]	Additional "modification" traffic	Total traffic[2]
Average daily trips	2000	2672	4672
Total weekday a.m. peak hour trips	162	182	344
Total weekday p.m. peak hour trips.	207	230	437

Additional roadway / intersection improvements provided by the "modification."

The only additional improvement is a SBRT lane (Southbound right-turn lane) at the Quatama / Cornelius Pass Road intersection.[3]

Percent Traffic Impacts

	Original CDP 1-06 traffic[4]	CDP 1-06 (MOD 1) traffic[5]
Quatama Road (West of NE 76th)	28.30 %	113 %
Dogwood Street	27.78 %	61 %

Quotes from 2005 and 2008 "Access Modification Request" to Washington County.

2005: "It is the purpose of this letter to demonstrate that over the next 20 years, *Collector* access to NW Quatama Road will become impracticable[6]...the proposed street access to NW Quatama Road will experience blockage during both the weekday a.m. and p.m. peak hour periods, regardless of whether or not the proposed access to NW Cornelius Pass Road is permitted."[7]

2008: "It is the purpose of this letter to demonstrate that over the next 20 years, Collector access to NW Quatama Road will become impracticable, both from an operational and vehicle queuing standpoint."[8] "The vehicle queue for the weekday p.m. peak hour is projected to be 300 feet, which would prevent drivers from making left-turns out of the proposed street access onto NW Quatama Road."[9]

Quotes concerning highest density and intensity of use for Orenco Woods Crossing.

City Attorney Timothy Sercomb - "...The recommendation or the scenario I'm sketching out here would be that we would re-notice to allow for some expanded consideration of other Plan designations and that in that new hearing that in addition to the SCPA Plan designation that the commission could consider a recommendation on a combination of low density, medium density Plan designation for this property. **That would fix the density**. It would allow for some certainty, that certain densities could not be exceeded because of the densities that are allowed in those Plan designations...It would provide some assurances that the property could not be developed in a higher residential density that was of concern to at least the Orenco Neighbor Organization and others...**The only thing that you would settle down is the density issues,** and the residential nature of the development..." (2-9-05 Planning Commission hearing[10])

Applicant's Attorney Edward Sullivan – "...Tonight you have a different application before you than the one that you've spent so many months on previously. It is the same project, it is the same proposal but it has a different plan designation [Residential Medium Density rather than Station Community Planning Area] to make both you, us and the public more comfortable with **the outer parameters of the intensity of the use**. You now have instead of a possibility on paper of doing 834 units you have a maximum of 298 proposed. [Later reduced to 252 by the City Council] You no longer have to deal with the possibility of future zoning and worrying that, a, if the Plan designation goes through short of a condition that the zoning might go to the full limit notwithstanding the representations we've made to you." (3-30-05 Planning Commission hearing[10])

[Comment: The requested "modification" adds additional traffic to this development equivalent to another 334 residential units.]

Submitted by Jim Lubischer
22720 NW Quatama
Hillsboro, Oregon 97124

[1] See pages 1 and 21 of the applicant's 2005 traffic analysis by Dunn Traffic Engineering. (attached)
[2] See pages 1 and 24 of the applicant's 2008 traffic analysis by Dunn Traffic Engineering. (attached)
[3] See figure 9 of the 12/2005 Dunn traffic study and figure10 of the 8/2008 Dunn traffic study. (attached)
[4] See page 3 of the applicant's 2005 traffic analysis by Dunn Traffic Engineering. (attached)
[5] See page 4 of the applicant's 2008 traffic analysis by Dunn Traffic Engineering. (attached)
[6] See December 29, 2005 "Access Modification Request", page 2, last paragraph.(attached)
[7] See December 29, 2005 "Access Modification Request", page 10. (attached)
[8] See September 4, 2008 "Access Modification Request", page 1. (attached)
[9] See September 4, 2008 "Access Modification Request", page 12. (attached)
[10] See submitted transcripts in the record.

EXECUTIVE SUMMARY

This study evaluates the transportation impacts associated with Venture Properties, Inc.'s proposal to develop a residential subdivision on the site of the previous Orenco Woods Golf Course. The site was previously located in unincorporated Washington County but was recently annexed into the city limits of Hillsboro. The underlying Comprehensive Plan designation of the site has also been recently changed from *Open Space* to a mixture of *Open Space, Low Density Residential, Medium Density Residential,* and *Floodplain,* to allow the proposed residential development to occur.

The proposed Orenco Woods Crossing development will consist of a mixture of single-family homes and town homes totaling no more than 252 residential units. Construction of the proposed residential subdivision is expected to begin in 2006 with full build-out and occupancy of all development phases occurring by the year 2007.

EXISTING TRAFFIC CONDITIONS

- All of the study intersections within the defined "impact area" of the proposed development currently operate at levels which meet the transportation standards supported by Washington County and the City of Hillsboro with respect to intersection levels of service and volume-to-capacity ratios during both the weekday a.m. and p.m. peak hours.
- No existing safety concerns were identified at any of the study intersections, as they were all found to have low vehicle crash frequencies and adequate sight distance for drivers.

YEAR 2007 BACKGROUND TRAFFIC CONDITIONS

- Year 2007 background traffic conditions (without the proposed development) were evaluated based on an accounting of residual trips associated with all identified "in-process" and "in-review" developments in the site vicinity, in addition to a 2% annual increase in existing traffic levels over a two-year period (4% total growth) to account for regional growth patterns.
- The traffic operations analysis results revealed that all study intersections will continue operating at levels which meet Washington County and City of Hillsboro transportation standards during both the weekday a.m. and p.m. peak hours.

PROPOSED DEVELOPMENT PLAN

- The proposed development will be constructed in four phases beginning in 2006, with full build-out and occupancy of all phases expected to occur by 2007.
- This transportation impact study accounts for a maximum build-out of 252 residential units. Assuming a housing distribution of 141 single family homes and 111 town homes, the site trip generation is estimated to be as follows:
  - 2,000 average daily trips;
  - 162 total weekday a.m. peak hour trips; and
  - 207 total weekday p.m. peak hour trips.

ORIGINAL CDP 1-06

- Public streets providing access to the site are proposed at two locations:
  - Full access to NW Quatama Road directly across from NE 76th ~~Avenue, and~~
  - Limited access to NW Cornelius Pass Road at approximately 715 feet north of NW Quatama Road (measured centerline-to-centerline), with turn movements limited to right-in/right-out/left-in only through the construction of raised medians and appropriate signing and striping.
- Proposed site frontage improvements along NW Quatama Road will consist of widening the roadway to three travel lanes and establishing bicycle lanes on both sides of the street and a new planting strip and sidewalk on the north side of the street.

At the adjacent NW Quatama Road/NW Cornelius Pass Road intersection, the street widening improvements on the west leg of the intersection will trigger additional street widening requirements on the east leg to establish proper lane transitions through the intersection along NW Quatama Road. With proposed improvements in place, an exclusive left-turn lane will be established on both the eastbound and westbound approaches of the intersection. For this study, it was assumed that the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this signalized intersection will be maintained, with protected left-turn signal phasing maintained on the northbound and southbound approaches.

With all proposed off-site transportation improvements in place, Figure 9 illustrates the assumed lane configurations and traffic control devices at the study area intersections.

SITE TRIP GENERATION

Estimates for the average daily, weekday a.m., and weekday p.m. peak hour vehicle trip ends for the proposed site development were derived from empirical observations at other similar developments. These observations are summarized in the standard reference manual, *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (Reference 3).

Table 3 summarizes the estimated site trip generation during a typical weekday as well as during the weekday a.m. and p.m. peak hours for the proposed development.

TABLE 4
Trip Generation Estimate

Land Use	ITE Code	Size	Average Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Single Family Homes	210	141 units	1,350	106	27	79	142	89	53
Townhomes	230	111 units	650	56	10	46	65	44	21
Total		252 units	2,000	162	37	125	207	133	74

ORIGINAL CDP 1-06

As shown in Table 3, the proposed site development will generate approximately 2,000 daily trips, with 162 trips occurring during the weekday a.m. peak hour, and 207 trips occurring during the weekday p.m. peak hour.

SITE TRIP DISTRIBUTION

The distribution of site-generated trips onto the study area roadways was previously determined in the transportation impact analyses prepared for the Comprehensive Plan change for the Orenco Woods Crossing site. Based on all previous analyses, and assuming the proposed site development has a single full access to NW Quatama Road and a single limited right-in/right-out/left-in access to NW Quatama Road, the estimated distribution patterns reflect a 47.5% distribution to/from the north along NW Cornelius Pass Road, a 10% distribution to/from the east along NW Quatama Road, a 12% distribution to/from the south along NW Cornelius Pass Road, a 10% distribution to/from the southwest along NW 231st Avenue, and a 12.5% distribution to/from the northwest along NW 231st Avenue. Figure 10 illustrates the estimated site trip distribution patterns for the development with Figures 11 and 12 illustrating the assignment of site-generated traffic for the weekday a.m. and p.m. peak hours, respectively.

12/05

EXECUTIVE SUMMARY

This study evaluates the transportation impacts associated with Venture Properties, Inc.'s proposal to modify the site plan for the approved Orenco Woods Crossing development. The modified site plan includes a new mixture of housing types as well as the addition of neighborhood commercial and employment area building space. The addition of commercial and employment area building space conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning that now applies to the subject site.

It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

EXISTING TRAFFIC CONDITIONS

- All but one of the study intersections within the defined "impact area" of the proposed development currently operate at levels which meet the transportation standards supported by Washington County and the City of Hillsboro with respect to intersection levels of service and volume-to-capacity ratios during both the weekday a.m. and p.m. peak hours. The NW Cornelius Pass Road/NW Wilkins Street intersection currently operates at LOS E during the weekday a.m. and p.m. peak hours, which does not satisfy the City of Hillsboro's "preferred" standard of LOS D.
- The NW Cornelius Pass Road/NW Quatama Road intersection is a Washington County High Accident SPIS location.

YEAR 2011 BACKGROUND TRAFFIC CONDITIONS

- A traffic signal installation is planned for construction prior to the year 2011 at the NW Cornelius Pass Road/NW Wilkins Street intersection. This signal installation is part of a conditional improvement for an on-going development adjacent to this intersection.
- Year 2011 background traffic conditions (without the proposed development) were evaluated based on an accounting of residual trips associated with all identified "in-process" developments in the site vicinity, in addition to a 2% annual increase in existing traffic levels over a three-year period (6% total growth) to account for regional growth patterns.
- The year 2011 background traffic operations analysis results revealed that all study intersections will operate at levels which meet Washington County and City of Hillsboro transportation standards during both the weekday a.m. and p.m. peak hours.

8/08

PROPOSED DEVELOPMENT PLAN

- This transportation impact study accounts for the development of 120 single family detached homes, 129 townhome/condominium units, with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space.
- The estimated site trip generation is as follows:
  - 4,672 total primary trips for an average weekday;
  - 344 total primary trips for the weekday a.m. peak hour; and
  - 437 total primary trips for the weekday p.m. peak hour.

CURRENT CDP 1-06 (MOD-1)

SITE TRIP GENERATION

Estimates were prepared of average daily and weekday a.m. and p.m. peak hour vehicle trip ends for the subject site, based on the modified site plan. These estimates were prepared using the standard reference *Trip Generation, 7th Edition* (Reference 3) and the *ITE Trip Generation Handbook* (Reference 4). Both publications are published by the Institute of Transportation Engineers (ITE).

Because the modified site plan now includes a mixture of residential, neighborhood commercial, and employment area uses, there is the potential for three different trip types. These include internal, pass-by trips, and primary trips. ITE defines each type of trip as the following:

- *Internal Trips:* These are trips made between adjacent land uses on the development site. These trips do not impact the surrounding roadway network, but are completely internal to the development. Internalization reduces the number of trips generated by the proposed project.
- *Pass-By Trips:* These trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street that offers direct access to the generator. With the addition of the proposed development, these trips would stop at the site before continuing. As such, these trips do not represent new trips to the adjacent roadway beyond the site access points.
- *Primary Trips:* These trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. The trip typically goes from origin to generator then returns to the origin.

Table 4 summarizes the estimated site trip generation during a typical weekday as well as during the weekday a.m. and p.m. peak hours for the proposed development based on the modified site plan.

TABLE 4
Estimated Site Trip Generation

Land Uses	ITE Code	Size	Average Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family Homes	210	120 units	1,230	93	23	70	126	79	47
Townhomes/Condos	230	129 units	797	63	11	52	74	50	24
*Internal**			(203)	(11)	(6)	(5)	(37)	(22)	(15)
Pharmacy w/Drive Thru	881	10,000 sq. ft.	882	27	15	12	86	42	44
*Internal**			(88)	(4)	(2)	(2)	(11)	(5)	(6)
*49% Pass-By***			(389)				(36)	(18)	(18)
Shopping Center	820	25,777 sq. ft.	2,813	69	42	27	256	123	133
*Internal**			(281)	(8)	(4)	(4)	(33)	(13)	(20)
*34% Pass-By***			(861)				(76)	(38)	(38)
Daycare	565	8,050 sq. ft.	638	103	55	48	83	39	44
General Office	710	9,600 sq. ft.	220	15	13	2	14	2	12
*Internal**			(86)	(3)	(1)	(2)	(9)	(5)	(4)
Total Trips			6,580	370	159	211	639	335	304
Internal Trips			(658)	(26)	(13)	(13)	(90)	(45)	(45)
Total External Trips			5,922	344	146	198	549	290	259
Total Pass-By Trips			**(1,250)**				**(112)**	**(56)**	**(56)**
Total Primary Trips			**4,672**	**344**	**146**	**198**	**437**	**234**	**203**

8/08

* - Internal trips are estimated to travel internally between the residential, commercial, and employment areas of the site without accessing the external streets of Quatama Road and Cornelius Pass Road.

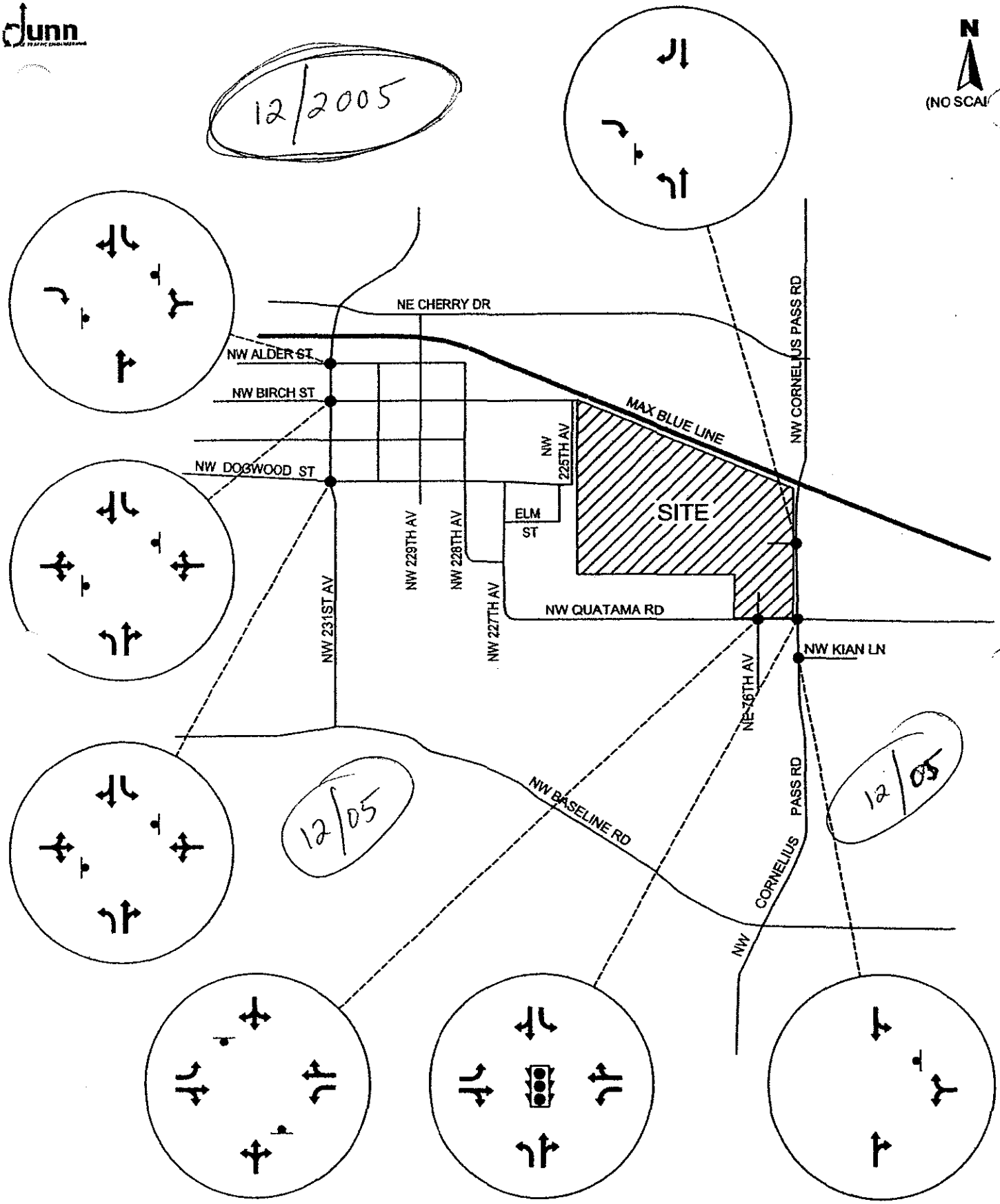
**- Pass-by rates contained in the ITE Trip Generation Handbook, Second Edition, were applied to the weekday p.m. peak hour as well as the average daily period.

CURRENT CDP 1-06 (MOD-1)

dunn

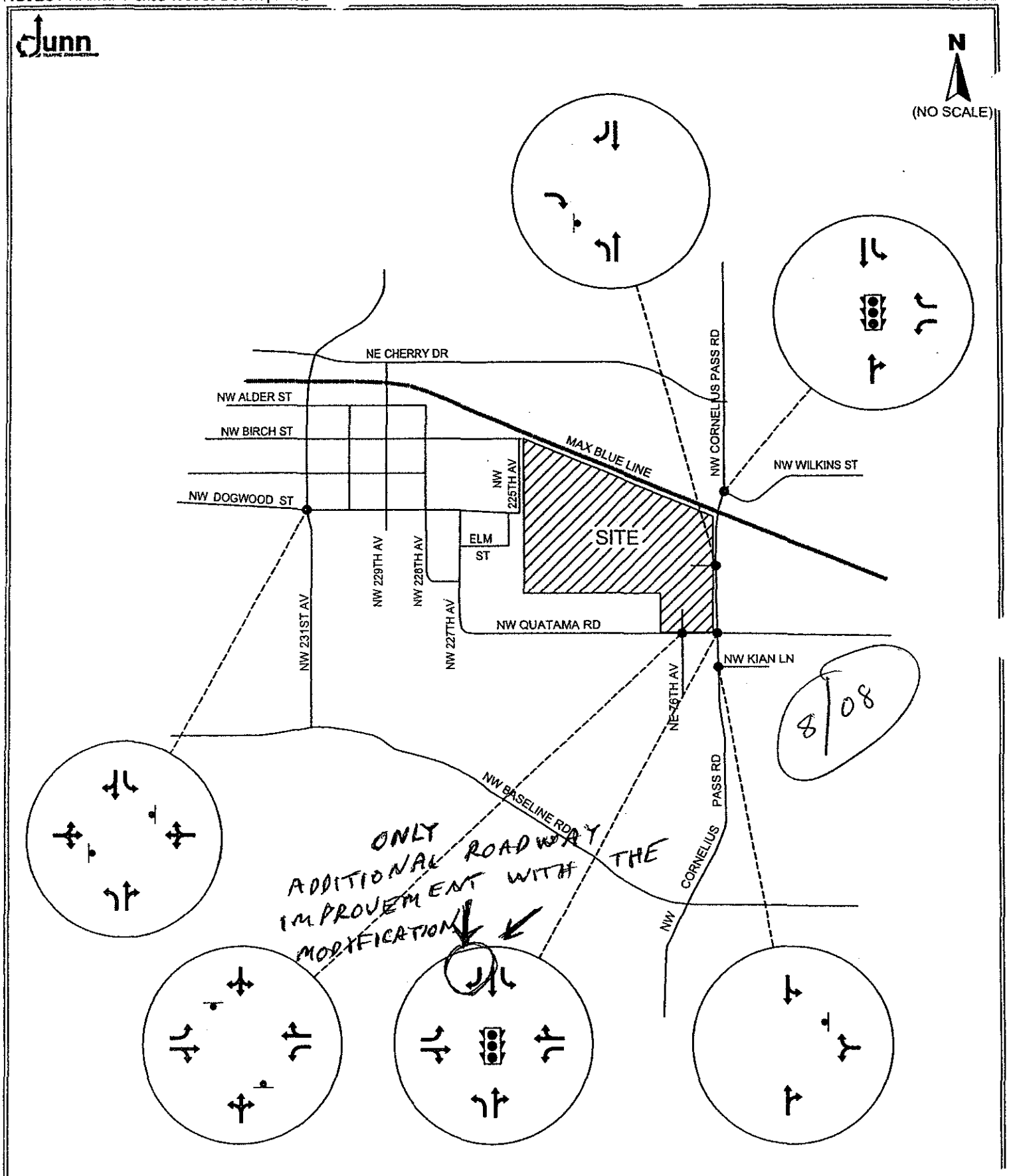
N
(NO SCAL

12/2005



LEGEND	ASSUMED LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES	FIGUR No.:
= STOP SIGN = STOP SIGNAL	DECEMBER, 2005	9

12/2005



LEGEND	ASSUMED LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES (BUILD-OUT CONDITIONS)	FIGURE No.:
= STOP SIGN = STOP SIGNAL	AUGUST, 2008	10

8/2008

INTRODUCTION

Venture Properties, Inc. is proposing to purchase the Orenco Woods Golf Course from the Hillsboro Elks and develop a residential subdivision in its place. The development site is located along the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. The proposed Orenco Woods Crossing Development will consist of a mixture of single-family homes and town homes totaling no more than 252 residential units. A site vicinity map is illustrated in Figure 1 with the proposed site plan shown in Figure 2.

The proposed development site was recently annexed into the city limits of Hillsboro and the underlying Comprehensive Plan designation has been changed from *Open Space* to a mixture of *Open Space, Medium-* and *Low-density Residential*, as well as *Floodplain*. Construction of the proposed residential subdivision is expected to begin in 2006 with full build-out and occupancy of all development phases occurring by the year 2007.

STUDY SCOPE

The Orenco Woods Crossing development involves applications for a Conceptual Development Plan, a Detailed Development Plan, and a subdivision plat. Under the CDP/DDP process, *Hillsboro Zoning Ordinance No. 1945 - Section 137-XVI* applies, which establishes the guidelines for preparing a transportation impact study. Based on this city ordinance and the transportation impact study requirements of Washington County R&O 86-95, the limits of this study extend to those transportation facilities that are contained within the "impact area" of the project and within a one-mile radius of the site. The "impact area" is defined by Washington County R&O 86-95 to include those roadway sections and intersections that will experience a ten percent or higher increase in average daily trips as a result of the site traffic assignment. Table 1 defines those roadway sections lying within the "impact area" of the site.

12/05

TABLE 1
Determination Of Impact Area Roadways

Roadway	Section Location	Existing ADT	Site ADT	Percent Impact	Impact Area Road?
NW Cornelius Pass Road	NW Quatama Road to the north	18,625 [1]	950	5.10%	No
	NW Quatama Road to the south	18,625 [1]	400	2.15%	No
NW Quatama Road	NW Cornelius Pass Road east to NW 205th Avenue	5,585 [2]	200	3.58%	No
	NE 76th Avenue west to NW 227th Avenue	1,590 [3]	450	28.30%	Yes
NW Dogwood Street	NW 227th Avenue to NW 231st Avenue	1,620 [3]	450	27.78%	Yes
NW 231st Avenue	NW Dogwood Street to the north	7,800 [3]	250	3.20%	No
	NW Dogwood Street to the south	7,045 [3]	200	2.84%	No

1. Based on 2003 ADT station count conducted by Washington County.
2. Based on proportional relationship between the weekday p.m. peak hour turn movement count conducted at NW Cornelius Pass Road/NW Quatama Road intersection and the 2003 ADT station count for NW Cornelius Pass Road.
3. Based on 2004 ADT traffic counts conducted by City of Hillsboro.

ORIGINAL CDP 1-06

As a requirement of Washington County R&O 86-95, this study also focuses on those roadways and intersections located within the "influence area" of the site. Based on the *Minor Arterial* classification of NW Cornelius Pass Road, the "influence area" along this roadway extends along the site property frontage plus an additional 600 feet north and south of the property boundary. The "influence area" along NW Quatama Road, which is a *Collector* street, extends along the site frontage plus 100 feet to the east and west of the property boundary. Figure 3 illustrates the "influence area map" for this study.

INTRODUCTION

This study represents a revision to the original December 2005 transportation impact analysis prepared for the Orenco Woods Crossing Development, located on the site of the former Orenco Woods Golf Course, which fronts the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. The purpose of preparing this study is to assess Venture Property Inc.'s proposal to modify the site plan originally approved for the Orenco Woods Crossing Development to include a new mix of housing, as well as the addition of neighborhood commercial and employment area building space in a manner that conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning. A site vicinity map is illustrated in Figure 1 with the modified site plan shown in Figure 2.

It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

STUDY SCOPE

The Orenco Woods Crossing development was previously approved for development by the City of Hillsboro through a detailed process that involved a Conceptual Development Plan, a Detailed Development Plan, and a Subdivision Plat. Under the CDP/DDP process, *Hillsboro Zoning Ordinance No. 1945 - Section 137-XVI* applies, which establishes the guidelines for preparing a transportation impact study and traffic operations standards. Based on this city ordinance and the transportation impact study requirements of Washington County R&O 86-95, the limits of this study extend to those transportation facilities that are contained within the "impact area" of the project and within a one-mile radius of the site. The "impact area" is defined by Washington County R&O 86-95 to include those roadway sections and intersections that will experience a ten percent or higher increase in average daily trips as a result of the site traffic generation and assignment. Table 1 defines all roadway sections which lie within the "impact area" of the site.

8/08

TABLE 1
Determination Of Impact Area Roadways

Roadway	Section Location	Existing ADT	Site ADT	Percent Impact	Impact Area Road?
NW Cornelius Pass Road	NW Quatama Road to the north	19,792 [1]	1,578	8.0%	No
	NW Quatama Road to the south	21,168 [1]	792	3.7%	No
NW Wilkins Street	NW Cornelius Pass Road to the east	2,593 [2]	285	11.0%	Yes
NW Quatama Road	NW Cornelius Pass Road to the east	4,765 [2]	894	18.8%	Yes
	NE 76th Avenue to the west	1,244 [3]	1,406	113.0%	Yes
NW Dogwood Street	NW 231st Avenue to the east	1,138 [3]	694	61.0%	Yes
NW 231st Avenue	NW Dogwood Street to the north	7,563 [3]	370	4.9%	No
	NW Dogwood Street to the south	7,741 [3]	324	4.2%	No

1. Based on 2007 ADT station count conducted by Washington County.
2. Based on proportional relationship between the weekday p.m. peak hour turn movement count conducted at the adjacent study intersection and the 2007 ADT station count for NW Cornelius Pass Road.
3. Based on 2008 ADT traffic counts conducted by City of Hillsboro.

2008 TIA

1406
-694
712? WHERE DO THESE GO?

December 29, 2005

Project #: 0012.0

12/05

FOR ORIGINAL COP 1-06

Greg Miller
Washington County DLUT
1400 SW Walnut Street, MS 17B
Hillsboro, Oregon 97123

RE: Access Modification Request for Orenco Woods Crossing – Hillsboro, Oregon

Dear Mr. Miller:

This letter constitutes an Access Modification Request associated with Venture Properties, Inc.'s proposal to develop the Orenco Woods Crossing, located on the former Orenco Woods Golf Course site that fronts the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. As part of the development plan, two external street accesses to the site are proposed, with a full-access proposed along the north side of NW Quatama Road directly across from NE 76th Avenue, and a second access proposed along the west side of NW Cornelius Pass Road, north of NW Quatama Road, with turn movements restricted to right-in/right-out/left-in only. It is the proposed street access to NW Cornelius Pass Road that is the subject of this Access Modification Request letter.

BACKGROUND

Dunn Traffic Engineering, LLC, has prepared a comprehensive transportation impact analysis (TIA) for the proposed Orenco Woods Crossing development. A copy of this TIA has been attached to this letter to provide you with all the detailed information necessary to understand the current transportation conditions in the site vicinity, what the expected short-term traffic impacts of the proposed development will be, and recommended measures designed to mitigate any off-site traffic impacts.

As demonstrated in Influence Area Map presented in Figure 3 of the TIA and as described within the body of that report, the proposed *Local* street access to NW Cornelius Pass Road does not satisfy the roadway access standards of Washington County Community Development Code Section 501-8.5B(4) for *Arterial* streets. This section of the CDC states that "direct access to *Arterial* roads shall be from *Collector* or other *Arterial* streets." It is also stated in the following subsection of the CDC that the access spacing along an *Arterial* street shall be 600 feet. Although the proposed street access is located approximately 715 feet north of the nearest public intersection at NW Quatama Road (measured centerline-to-centerline), it would still be located approximately 450 feet north of the PGE substation driveway on the east side of the street and 140 feet south of another driveway to a single family residence on the east side of the street (measured centerline-to-centerline).

Although Section 501-8.5B(4) of the CDC may not be satisfied, it states in the same section that "exceptions for local streets and private accesses may be allowed....when *Collector* access is found to be unavailable and impracticable by the Director." With the proposed street access to NW Quatama Road established, there will be *Collector* access. However, it is the purpose of this letter to demonstrate that over the next 20 years, *Collector* access to NW Quatama Road will become impracticable, and, therefore a secondary access is needed. As you may be aware, the City of Hillsboro has restricted any public street accesses along the west side of the Orenco Woods Crossing site to preserve the environment of the adjacent old Orenco Neighborhood. This leaves NW Cornelius Pass Road as the only other viable option to gain a secondary access to the site.

12-29-05

p2

TABLE 4
YEAR 2024 VEHICLE QUEUING ANALYSIS RESULTS
(WITH ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
		Weekday AM Peak Hour	Weekday PM Peak Hour		
NW Cornelius Pass Road /Proposed Access	Northbound LT	25	25	>25	Yes
NW Cornelius Pass Road /NW Quatama Road	Southbound LT				
	Scenario #1	125	225	>250	Yes
	Scenario #2	125	250		Yes
	Scenario #3	125	225		Yes
	Scenario #4	125	250		Yes
	Southbound TH/RT				
	Scenario #1	250	300	650[1]	Yes
	Scenario #2	275	325		Yes
	Scenario #3	250	325		Yes
	Scenario #4	275	350		Yes
	Eastbound LT				
	Scenario #1	300	150	300[2]	No
	Scenario #2	325	175		No
	Scenario #3	325	175		No
	Scenario #4	350	200		No
	Eastbound TH/RT				
	Scenario #1	150	300	300[2]	No
	Scenario #2	175	350		No
	Scenario #3	175	325		No
	Scenario #4	200	375		No
NW Quatama Road /Proposed Access/NE 76th Avenue	Westbound LT	25	25	>25	Yes

Notes: Cont. = Continuous lane with unlimited storage capacity, LT = left-turn, TH = straight through, RT = right-turn

2. There will be 650 feet of stacking distance between NW Quatama Road and the proposed street access to the north.
3. There is 300 feet of stacking distance between NW Quatama Road and the proposed street access at NE 76th Avenue.

As shown in Tables 3 and 4, the queuing analysis determined that the forecast 95th-percentile vehicle queues during the year 2024 weekday a.m. and p.m. peak hour traffic conditions will be excessive for the eastbound left-turn lane and eastbound through-right-turn lane at the NW Quatama Road/NW Cornelius Pass Road intersection, without or with the proposed street access to NW Cornelius Pass Road. These results indicate under most or all of the Scenarios #1 through #4, the proposed street access to NW Quatama Road will experience blockage during both the weekday a.m. and p.m. peak hour periods, regardless of whether or not the proposed access to NW Cornelius Pass Road is permitted. Under these circumstances, it would be impractical not to provide the residents of the Orenco Woods Crossing subdivision a secondary access.

Tables 3 and 4 indicate vehicle queues will be manageable along NW Cornelius Pass Road between the proposed street access and NW Quatama Road.

Right-Turn Lane Warrants

The potential need for a right-turn lane at the proposed street access to NW Cornelius Pass Road (southbound approach) was examined for year 2024 traffic conditions and with the understanding that NW Cornelius Pass Road will be widened to five lanes. The analysis procedures were based on guidelines described in *National Cooperative Highway Research Program (NCHRP) Report 279: Intersection Channelization Design Guide* (Reference 3).

The NCHRP Report 279 describes a total of seven criterion to consider for right-turn lane installations in an urban area such as the one surrounding the site. This criterion includes the following:

September 4, 2008 Project #: 0092.0

Greg Miller
Washington County DLUT
1400 SW Walnut Street, MS 17B
Hillsboro, Oregon 97123

9-4-08

RE: Revised Access Modification Request for Orenco Woods Crossing – Hillsboro, Oregon

Dear Mr. Miller:

This letter constitutes a new Access Modification Request associated with Venture Properties, Inc.'s proposal to develop the Orenco Woods Crossing site located along the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. This new request and the analyses contained herein were prepared to address a proposed modification to the site plan, which includes a new mixture of housing, as well as the addition of neighborhood commercial and employment area building spaces. The proposed addition of commercial and employment area building spaces conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning that now applies to the subject site.

Relative to the original site plan, the proposed modified site plan has not changed in terms of external vehicular access. Two public external street connections are proposed, with a full street access proposed on the north side of NW Quatama Road, directly across from NE 76th Avenue, and a second and more limited right-in/right-out/left-in only street access proposed on the west side of NW Cornelius Pass Road, north of NW Quatama Road. It is the proposed limited street access to NW Cornelius Pass Road that is the subject of this new Access Modification Request letter.

BACKGROUND

Dunn Traffic Engineering, LLC, has prepared a revised transportation impact analysis (TIA) in August 2008 for the proposed modification to the Orenco Woods Crossing development site plan. A copy of this August 2008 TIA has already been submitted to City and County staff for review. The August 2008 TIA provides all detailed information necessary to understand the current transportation conditions in the site vicinity, what the expected short-term traffic impacts of the proposed site development will be, and recommended measures designed to mitigate any off-site traffic impacts.

As demonstrated by the "Influence Area Map" presented in Figure 3 of the TIA and as described within the body of that report, the proposed *Local* street access to NW Cornelius Pass Road does not satisfy the roadway access standards of Washington County Community Development Code Section 501-8.5B(4) for *Arterial* streets. This section of the CDC states that "direct access to *Arterial* roads shall be from *Collector* or other *Arterial* streets." It is also stated in the following subsection of the CDC that the access spacing along an *Arterial* street shall be 600 feet. Although the proposed street access is located approximately 715 feet north of NW Quatama Road (measured centerline-to-centerline) and 675 feet south of NW Wilkins Street, it would still be located approximately 450 feet north of the PGE substation driveway on the east side of the street and 140 feet south of another driveway to a single family residence on the east side of the street (measured centerline-to-centerline).

9/08

Although Section 501-8.5B(4) of the CDC may not be satisfied, it states in the same CDC section that "exceptions for local streets and private accesses may be allowed....when *Collector* access is found to be unavailable and impracticable by the Director." With the proposed street access to NW Quatama Road (across from NE 76th Avenue) established, there will be *Collector* access. However, it is the purpose of this letter to demonstrate that over the next 20 years, *Collector* access to NW Quatama Road will become impracticable, both from an operational and vehicle queuing standpoint. Therefore, a secondary access (i.e.

As shown in Table 4 below, the 95th-percentile vehicle queues forecast for the year 2028 weekday a.m. and p.m. peak hours will, under all but one circumstance, be adequate and accommodated within available lane storage. The one circumstance is, again, for the eastbound shared through-right turn lane at the NW Cornelius Pass Road/NW Quatama Road intersection under Scenario #4 (140 second cycle length and protected left-turn phasing on NW Quatama Road approaches). The vehicle queue for the weekday p.m. peak hour is projected to be 300 feet, which would prevent drivers from making left-turns out of the proposed street access onto NW Quatama Road.

9-4-08

TABLE 4
YEAR 2028 VEHICLE QUEUING ANALYSIS RESULTS
(WITH STREET ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
		Weekday AM Peak Hour	Weekday PM Peak Hour		
NW Cornelius Pass Road /Proposed Access	Northbound LT	25	25	650 [1]	Yes
NW Cornelius Pass Road /NW Quatama Road	Southbound LT				
	Scenario #1	100	175	650 [1]	Yes
	Scenario #2	100	200		Yes
	Scenario #3	100	175		Yes
	Scenario #4	100	200		Yes
	Southbound TH/RT				
	Scenario #1	175	425	650 [1]	Yes
	Scenario #2	200	475		Yes
	Scenario #3	200	450		Yes
	Scenario #4	200	500		Yes
	Eastbound LT				
	Scenario #1	225	175	300 [2]	Yes
	Scenario #2	250	200		Yes
	Scenario #3	225	200		Yes
	Scenario #4	250	225		Yes
	Eastbound TH/RT				
	Scenario #1	175	225	300 [2]	Yes
	Scenario #2	200	250		Yes
	Scenario #3	200	275		Yes
	Scenario #4	200	300		**No (PM)**
NW Quatama Road /Proposed Access/NE 76th Avenue	Westbound LT	25	25	300 [2]	Yes

Notes: Cont. = Continuous lane with unlimited storage capacity, LT = left-turn, TH = straight through, RT = right-turn

1. There will be 650 feet of stacking distance between NW Quatama Road and the proposed street access to the north.
2. There will be 300 feet of stacking distance in the center lane between NW Quatama Road and the proposed street access at NE 76th Avenue to the west.

9/08

One notable conclusion when comparing the queuing analysis results shown in Tables 3 and 4, is that having the proposed street access to NW Cornelius Pass Road will, in almost all instances, result in smaller vehicle queues for the eastbound through-right turn lane at the NW Quatama Road/NW Cornelius Pass Road intersection than if the proposed site access to NW Cornelius Pass Road were not allowed.

Sight Distance and Safety

As stated in the TIA, intersection sight distance from the location of the proposed street access to NW Cornelius Pass Road was measured to be more than 680 feet in the northbound direction and more than 600 feet in the southbound direction. These distances are adequate and exceed the minimum standard of 450 feet as required by Washington County for a roadway with a posted speed of 45 mph.

CITY OF HILLSBORO
PLANNING DEPARTMENT

"BLOCKAGE AT QUATAMA ACCESS AGAIN PREDICTED"

10-15-08

To: Hillsboro Planning Commission

Re: Orenco Woods Crossing CDP 1-06 (MOD 1), 9/4/08 Revised Access Modification Request predicts the access to Quatama will become impracticable.

President Coulter and Commissioners,

I would like to submit the applicant's 9/4/08 "Revised Access Modification Request for Orenco Woods Crossing" that was submitted to Washington County. This access modification request was required because the Cornelius Pass Road access does not meet the safety spacing standards of Washington County. In this request the applicant's traffic engineer states,

> "...it is the purpose of this letter to demonstrate that over the next 20 years, *Collector* access to NW Quatama Road will become impracticable, both from an operational and vehicle queuing standpoint."[1] (Underline added)

> "The vehicle queue for the weekday p.m. peak hour is projected to be 300 feet, which would prevent drivers from making left-turns out of the proposed street access onto NW Quatama Road."[2] (Underline added)

This current Access Modification Request reaffirms the 2005 Access Modification Request which predicted blockage at the Quatama access. (Please see my 9-2-08 "TRAFFIC LETTER"). At the 9-10-08 Planning Commission hearing the applicant stated,

> "There's concerns about a potential blockage at the access onto Quatama by 2024, the site plan doesn't change anything from what was previously approved and it doesn't worsen the long term queuing condition." (Mimi Doukas) (Underline added)

The only new roadway improvement that results from this "modification" proposal is a dedicated southbound right-turn lane at the Quatama / Cornelius Pass intersection. That improvement will not mitigate the expected blockage at the access site to Quatama by the year 2024. The fact is that this "modification" is predicted by the applicant's traffic engineer to add 2,672 daily vehicle trips, 182 AM peak hour trips, and 230 PM peak hour trips to the traffic that was previously approved for CDP 1-06, which had 252 residential units. To claim that this increase in traffic will not worsen the long-term queuing condition and not contribute to blockage at the Quatama access is unbelievable. I would suspect that blockage will occur well before 2024. In addition, the more blockage at the Quatama access site the more traffic will go west and through Orenco.

Jim Lubischer, 22720 NW Quatama, Hillsboro 97124

[1] See page 1 of the September 4, 2008 "Access Modification Request", (attached)
[2] See page 12 of the September 4, 2008 "Access Modification Request", (attached)

September 4, 2008 Project #: 0092.0

Greg Miller
Washington County DLUT
1400 SW Walnut Street, MS 17B
Hillsboro, Oregon 97123

RE: Revised Access Modification Request for Orenco Woods Crossing – Hillsboro, Oregon

Dear Mr. Miller:

This letter constitutes a new Access Modification Request associated with Venture Properties, Inc.'s proposal to develop the Orenco Woods Crossing site located along the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. This new request and the analyses contained herein were prepared to address a proposed modification to the site plan, which includes a new mixture of housing, as well as the addition of neighborhood commercial and employment area building spaces. The proposed addition of commercial and employment area building spaces conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning that now applies to the subject site.

Relative to the original site plan, the proposed modified site plan has not changed in terms of external vehicular access. Two public external street connections are proposed, with a full street access proposed on the north side of NW Quatama Road, directly across from NE 76th Avenue, and a second and more limited right-in/right-out/left-in only street access proposed on the west side of NW Cornelius Pass Road, north of NW Quatama Road. It is the proposed limited street access to NW Cornelius Pass Road that is the subject of this new Access Modification Request letter.

BACKGROUND

Dunn Traffic Engineering, LLC, has prepared a revised transportation impact analysis (TIA) in August 2008 for the proposed modification to the Orenco Woods Crossing development site plan. A copy of this August 2008 TIA has already been submitted to City and County staff for review. The August 2008 TIA provides all detailed information necessary to understand the current transportation conditions in the site vicinity, what the expected short-term traffic impacts of the proposed site development will be, and recommended measures designed to mitigate any off-site traffic impacts.

As demonstrated by the "Influence Area Map" presented in Figure 3 of the TIA and as described within the body of that report, the proposed *Local* street access to NW Cornelius Pass Road does not satisfy the roadway access standards of Washington County Community Development Code Section 501-8.5B(4) for *Arterial* streets. This section of the CDC states that "direct access to *Arterial* roads shall be from *Collector* or other *Arterial* streets." It is also stated in the following subsection of the CDC that the access spacing along an *Arterial* street shall be 600 feet. Although the proposed street access is located approximately 715 feet north of NW Quatama Road (measured centerline-to-centerline) and 675 feet south of NW Wilkins Street, it would still be located approximately 450 feet north of the PGE substation driveway on the east side of the street and 140 feet south of another driveway to a single family residence on the east side of the street (measured centerline-to-centerline).

9/2008

Although Section 501-8.5B(4) of the CDC may not be satisfied, it states in the same CDC section that "exceptions for local streets and private accesses may be allowed....when *Collector* access is found to be unavailable and impracticable by the Director." With the proposed street access to NW Quatama Road (across from NE 76th Avenue) established, there will be *Collector* access. However, it is the purpose of this letter to demonstrate that over the next 20 years, *Collector* access to NW Quatama Road will become impracticable, both from an operational and vehicle queuing standpoint. Therefore, a secondary access (i.e.

(+ SEE PAGE 12)

the limited right-in/right-out/left-in only access proposed to NW Cornelius Pass Road) is needed. As you may be aware, the City of Hillsboro has restricted any public street accesses from being located along the western boundary of the Orenco Woods Crossing development site to preserve the environment and livability of the adjacent old Orenco Neighborhood. With the MAX light rail line located along the entire northern site boundary, this leaves NW Cornelius Pass Road as the only other viable option to gain a secondary public street access to the site.

It is the intent of this Access Modification Request to not only demonstrate that an exception to Washington County's roadway standards is warranted but that the proposed street access to NW Cornelius Pass Road, if permitted, will function safely and will maintain the classified function and integrity of the adjacent arterial roadway.

SCOPE OF ANALYSIS FOR THE ACCESS MODIFICATION REQUEST

The analysis contained in this letter identifies the long-term (20-year) transportation-related impacts of the proposed site development, both without and with the proposed street access to NW Cornelius Pass Road. The study limits for this Access Modification Request extend only to the site's "influence area", which is defined by Washington County as the site property frontage along NW Cornelius Pass Road plus an additional 600 feet of distance in each direction along this *Arterial* roadway, in addition to the site property frontage along NW Quatama Road plus an additional 100 feet of distance in each direction along this *Collector* roadway. Again, Figure 3 of the TIA illustrates the "influence area" for this development.

The analysis conducted for this Access Modification Request addresses the following transportation issues:

- A review of planned transportation improvements that will affect travel patterns in the site vicinity;
- A long-range forecast of year 2028 traffic volumes during the weekday a.m. and p.m. peak hours;
- An evaluation of traffic operations, vehicle queues, and safety at all study intersections within the "influence area" under year 2028 weekday a.m. and p.m. peak hour traffic conditions. The evaluation considers two access alternatives: one without and one with the proposed limited street access to Cornelius Pass Road; and,
- Conclusions and recommendations.

The analysis conducted for this Access Modification Request focuses on the traffic conditions of the following intersections within the "influence area" of the site:

- NW Cornelius Pass Road at NW Wilkins Street;
- NW Cornelius Pass Road at Proposed Street Access;
- NW Cornelius Pass Road at NW Quatama Road;
- NW Cornelius Pass Road at NW Kian Lane; and,
- NW Quatama Road at Proposed Street Access/NE 76th Avenue.

PLANNED TRANSPORTATION IMPROVEMENTS

A traffic signal is programmed for installation at the NW Cornelius Pass Road/NW Wilkins Street intersection as part of an on-going residential development now under construction along NW Wilkins Street, just east of NW Cornelius Pass Road. The traffic signal is expected to be installed prior to the year 2011, based on conversations with engineering staff at the City of Hillsboro.

The *Washington County 2020 Transportation System Plan* (TSP, Reference 1) indicates NW Cornelius Pass Road will be widened to a continuous five-lane section by the year 2020 from NW Baseline Road to NW Aloclek Drive, including bicycle lanes, planting strips, and sidewalks. A preliminary design project has already been completed by Washington County to lay out the future alignment for a widened roadway. Washington County has also added this project to its "Traffic Impact Fee" program. However, project funding has not yet been fully secured. Only the funds for improving one or two of the bridge crossings along this roadway segment have been secured under Washington County's MSTIP 3 program.

The *Washington County 2020 TSP* also identifies a long-term project to extend a new *Collector* street from NW Baseline Road just east of NW 231st Avenue to a new intersection with NW Quatama Road/NW 227th Avenue, west of the site. Because it will create a more direct route between two arterial roadways, this planned extension is expected to increase the amount of cut-through traffic traveling along NW Quatama Road, as demonstrated in the traffic forecast section of this letter.

YEAR 2028 TRAFFIC CONDITIONS

The year 2028 traffic conditions analysis examines how the study area's transportation system will operate over the next 20 years during the weekday a.m. and p.m. peak hours with the proposed site development and planned transportation improvements in place. Again, the peak hour operational analyses documented herein account for two site-access scenarios: one without and one with the proposed limited street access to Cornelius Pass Road.

Traffic Forecast

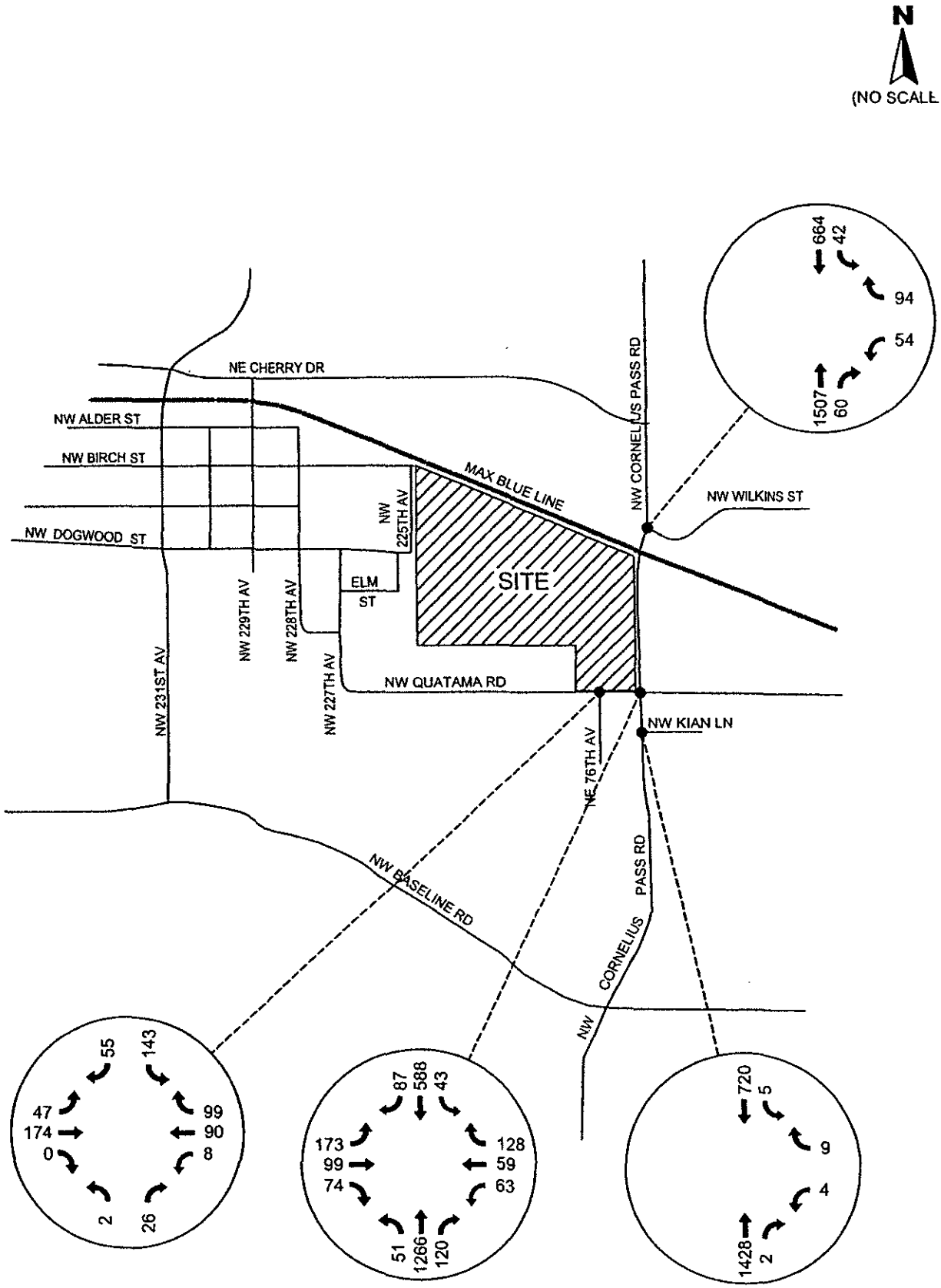
Weekday p.m. peak hour traffic volumes for the background traffic forecast year 2028 (without the site development) were determined from traffic volume projections provided by planning staff from Washington County DLUT using the County's regional traffic demand forecast model. Model output for the weekday p.m. peak hour was provided for a base year 2005 and for a planning horizon year of 2030 for all the study area roadways. This information was used to calculate the traffic volume growth trends at the study intersections over the next 20 years, by individual roadway segment and/or intersection approach. The calculated increases in traffic volumes over the next 20 years were then added to the existing year 2008 weekday p.m. peak hour traffic volumes that were observed at each study intersection when traffic counts were collected in July 2008 (See Appendix "A" of the TIA for traffic counts.)

Once background traffic forecast volumes were estimated for the weekday p.m. peak hour, background traffic forecast numbers for the weekday a.m. peak hour were then prepared. To do this, existing year 2008 traffic volumes for the weekday a.m. peak hour, as captured in the July 2008 traffic counts conducted at each study intersection, were increased by the 20-year growth rates that were determined for each study intersection during the weekday p.m. peak hour. Seeing as Washington County DLUT's traffic model is not capable of forecasting traffic conditions for the weekday a.m. peak hour, the traffic growth patterns determined for the weekday p.m. peak hour were presumed to apply to the weekday a.m. peak hour as well. *See Appendix "A" of this letter for all documentation supporting the preparation of the background 2028 traffic volume forecasts.*

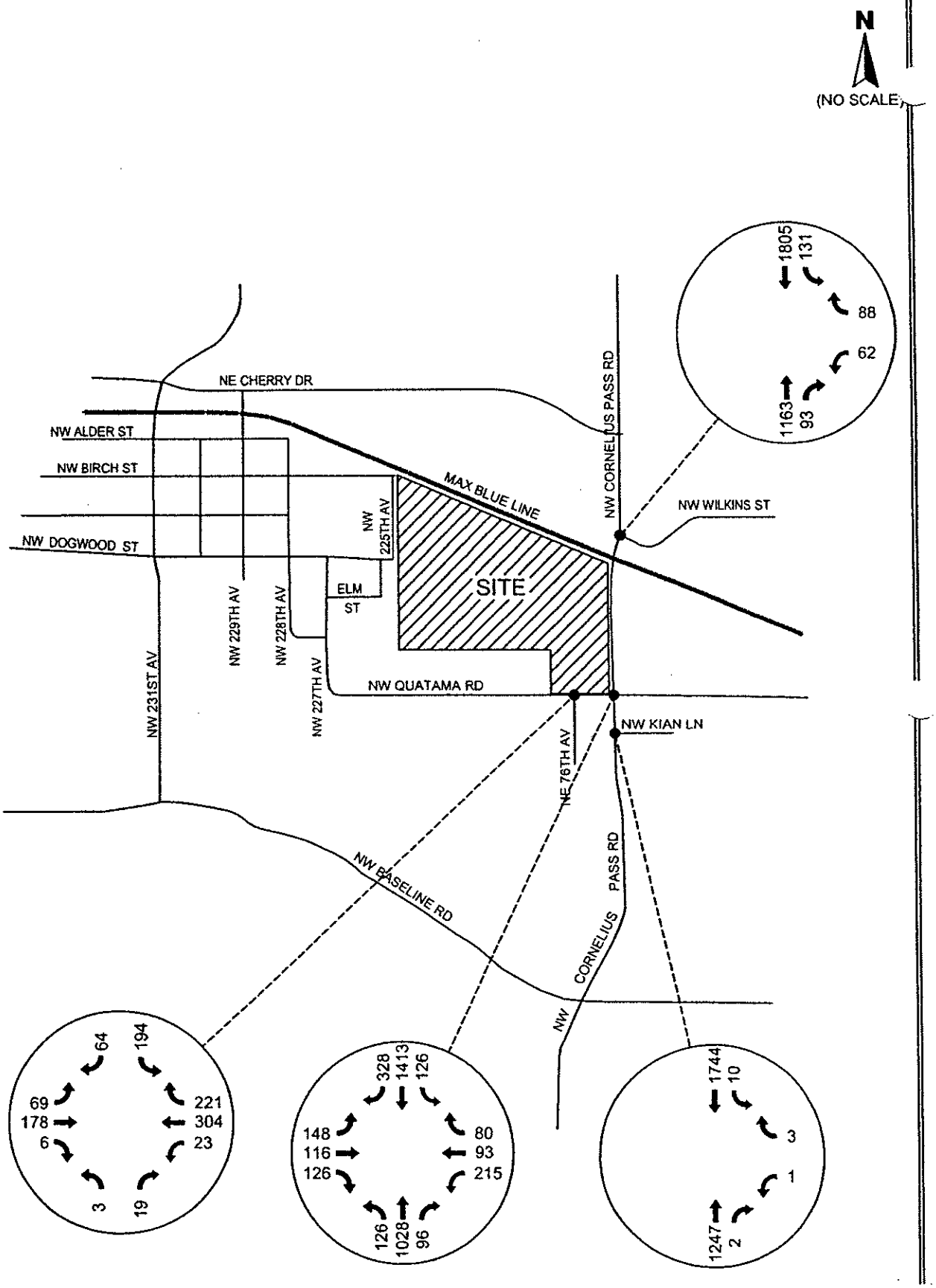
To account for the traffic impacts associated with the Orenco Woods Crossing modified site plan, all site-generated trips (See Figures 13 and 14 of the August 2008 TIA) were added to the background 2028 traffic forecast volumes for each study intersection. Figures 1 and 2 illustrate the total traffic forecast for the year 2028 during the weekday a.m. and p.m. peak hours, respectively. It is important to emphasize that Figures 1 and 2 reflect conditions without the proposed street access to NW Cornelius Pass Road. Figures 3 and 4 illustrate the resulting total traffic forecast for the year 2028 during the weekday a.m. and p.m. peak hours, respectively, and reflect conditions that include the proposed street access to NW Cornelius Pass Road.

Traffic Operating Standards

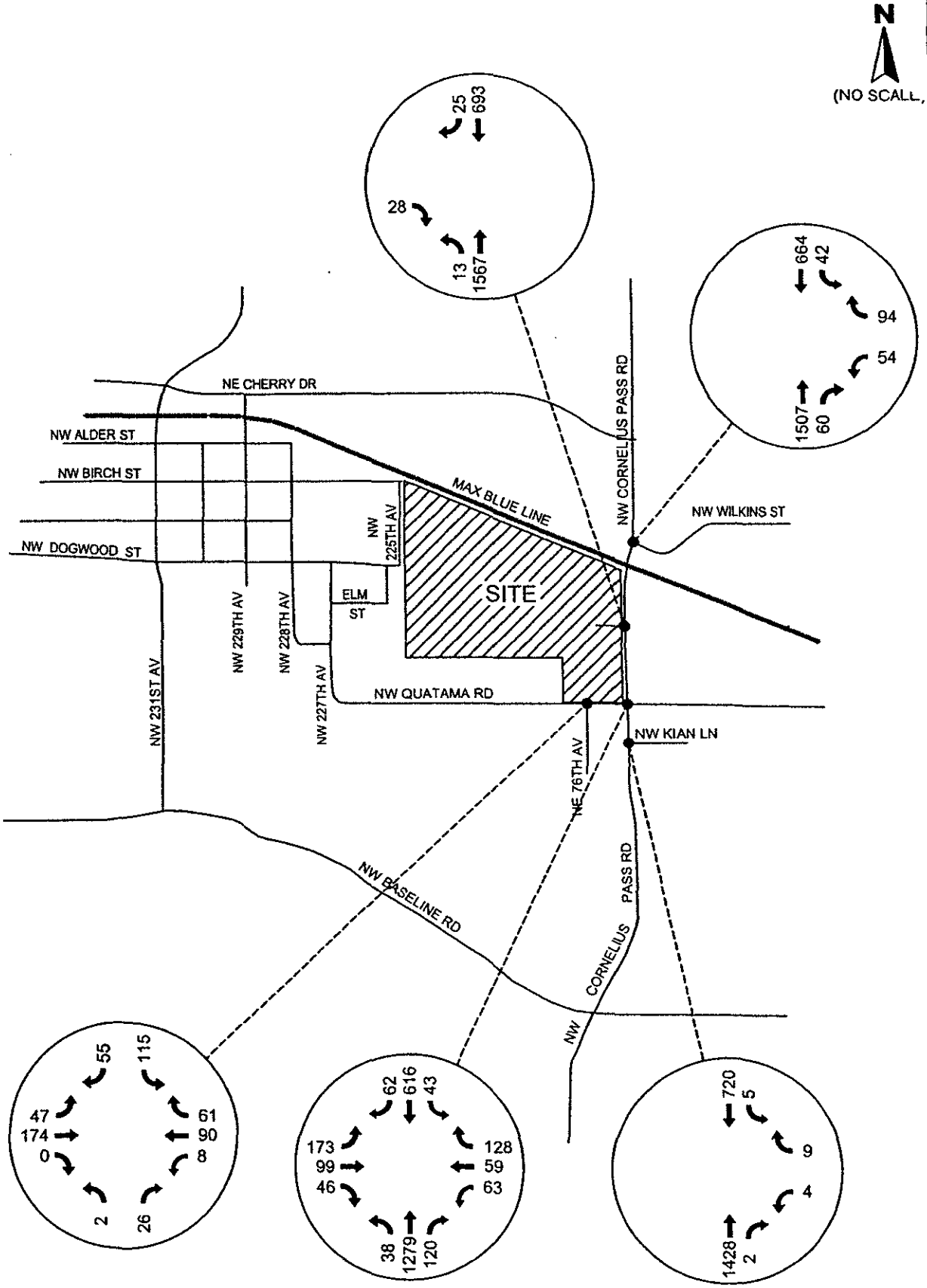
All intersection operations analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 2). To ensure that this analysis was based on reasonable "worst-case" conditions, the peak 15-minute flow rates during the weekday a.m. and p.m. peak hours were used in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for fifteen minutes out of each average peak hour. The traffic conditions during all other weekday hours will likely operate under better conditions than those described in this report.



LEGEND	YEAR 2028 TOTAL TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR (NO SITE ACCESS TO CORNELIUS PASS ROAD)	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		1

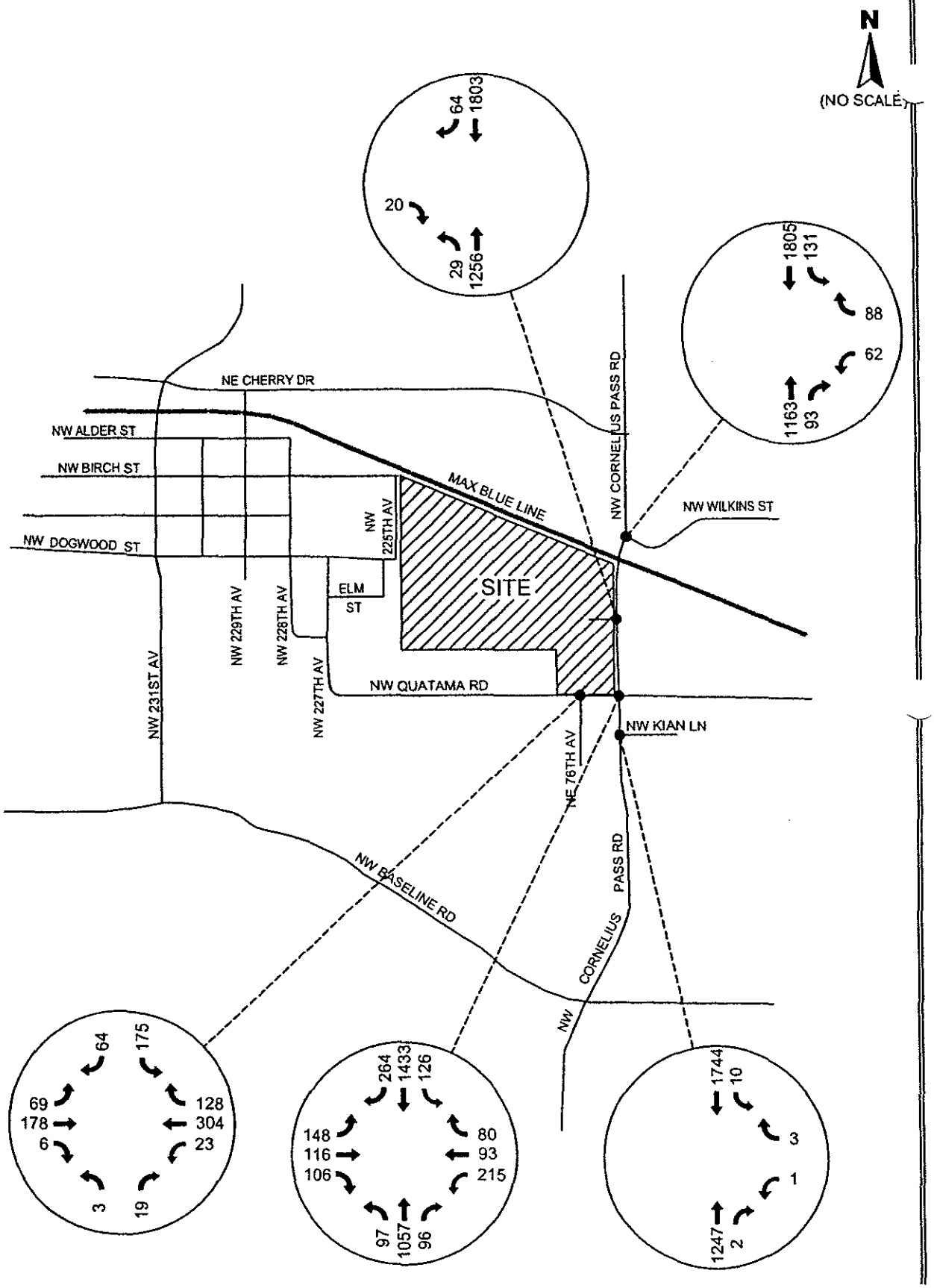


LEGEND	YEAR 2028 TOTAL TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR (NO SITE ACCESS TO CORNELIUS PASS ROAD)	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		2



LEGEND	YEAR 2028 TOTAL TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR (WITH SITE ACCESS TO CORNELIUS PASS ROAD)	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		3

p6



LEGEND	YEAR 2028 TOTAL TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR (WITH SITE ACCESS TO CORNELIUS PASS ROAD)	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		4

The *Washington County 2020 TSP* sets the vehicle performance measures that are applicable to long-range operations analyses involving intersections under County jurisdiction. Based on the *Roadway Element* of the County's TSP (Roadway Policy 6.0 – Table 5) a v/c ratio of 0.99 or less is acceptable at all intersections during the peak hours of a weekday.

Peak Hour Operations

Tables 1 and 2 on the next page summarize the operational analysis results for the study intersections along NW Cornelius Pass Road and NW Quatama Road during the year 2028 weekday a.m. and p.m. peak hours, without and with the proposed street access to NW Cornelius Pass Road, respectively. *Appendices "B" and "C" include the year 2028 traffic conditions level of service worksheets for the scenarios without and with the proposed street access to NW Cornelius Pass Road, respectively.*

It should be stated here that Tables 1 and 2 reflect multiple traffic signal timing/phasing scenarios that were analyzed for the signalized intersections along NW Cornelius Pass Road at NW Wilkins Street and at NW Quatama Road. These scenarios were evaluated based on discussions with Washington County staff, and the general consensus that longer cycle lengths, in the range of 120 to 140 seconds, will established at these intersections in the future, and that a balance must exist between the need to keep the v/c ratios below 1.0 for individual turn movements and the need to maximize the green time for the through movements on NW Cornelius Pass Road to maintain the best possible level of traffic progression. A consensus was also reached that protected left-turn signal phasing may be needed to replace the permitted left-turn signal phasing that exists today on the eastbound and westbound approaches of NW Quatama Road.

Based on these factors, Tables 1 and 2 reflect the operations analyses prepared for four different scenarios:

- Scenario #1: Increase cycle length at signals to 120 seconds, maintain permitted left-turn phasing on NW Quatama Road approaches, and keep v/c ratios below 1.00 for individual movements, while maximizing green time for through movements on Cornelius Pass Road.
- Scenario #2: Same as Scenario #1, but increase cycle length at signals to 140 seconds.
- Scenario #3: Same as Scenario #1, but establish protected left-turn phasing on NW Quatama Road approaches.
- Scenario #4: Same as Scenario #2, but establish protected left-turn phasing on NW Quatama Road approaches.

It should also be emphasized here that no operational analyses were performed for the two driveways located within 600 feet of the proposed street access along NW Cornelius Pass Road (PGE substation driveway to the south and a single family driveway to the north). This is because traffic demand at both of these driveways are extremely low. The driveway to the PGE substation is gated and goes unused most of the time. Also, driveways to individual single family homes typically have less than one vehicle entering or exiting during the peak travel hour, and would therefore, not have any operational issues.

TABLE 1
YEAR 2028 OPERATIONS ANALYSIS RESULTS
(NO STREET ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	V/C Ratio	LOS	V/C Ratio
NW Cornelius Pass Road/NW Wilkins Street				
Scenarios #1 & 3	B	0.69	B	0.65
Scenarios #2 & 4	B	0.68	B	0.64
NW Cornelius Pass Road/Proposed Access				
All Scenarios	NA	NA	NA	NA
NW Cornelius Pass Road/NW Quatama Road				
Scenario #1	C	0.78	D	0.99
Scenario #2	C	0.77	D	0.98
Scenario #3	C	0.82	D	**1.02**
Scenario #4	D	0.80	D	**1.00**
NW Cornelius Pass Road/NW Kian Lane				
All Scenarios	D	0.11	E	0.04
NW Quatama Road/Proposed Access/NE 76th Avenue				
All Scenarios	C	0.49	F	**0.92**

Note: At unsignalized intersections, analysis results reflect operations for critical movements on minor street approach.

TABLE 2
YEAR 2028 OPERATIONS ANALYSIS RESULTS
(WITH STREET ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	V/C Ratio	LOS	V/C Ratio
NW Cornelius Pass Road/NW Wilkins Street				
Scenarios #1 & 3	B	0.69	B	0.65
Scenarios #2 & 4	B	0.68	B	0.64
NW Cornelius Pass Road/Proposed Access				
All Scenarios	B	0.05	C	0.08
NW Cornelius Pass Road/NW Quatama Road				
Scenario #1	C	0.78	C	0.94
Scenario #2	C	0.77	D	0.92
Scenario #3	C	0.82	D	0.96
Scenario #4	D	0.80	D	0.94
NW Cornelius Pass Road/NW Kian Lane				
All Scenarios	D	0.11	E	0.04
NW Quatama Road/Proposed Access/NE 76th Avenue				
All Scenarios	C	0.39	E	0.77

Note: At unsignalized intersections, analysis results reflect operations for critical movements on minor street approach.

As Table 1 above shows, without the proposed street access to NW Cornelius Pass Road in place, the NW Cornelius Pass Road/NW Quatama Road intersection will operate with v/c ratios at or over 1.0 during the weekday p.m. peak hour under Scenarios #3 and #4, and at or just below the Washington County v/c standard of 0.99 during the weekday p.m. peak hour under Scenarios #1 and #2. But as shown in Table 2, with the proposed street access to NW Cornelius Pass Road in place, the v/c ratios at this intersection improve and range between 0.92 and 0.96 during the weekday p.m. peak hour, which meet the Washington County standard.

It is also worth emphasizing that the without the proposed street access to NW Cornelius Pass Road, the southbound stop-controlled approach of the proposed new street access to NW Quatama Road (across from NE 76th Avenue) is forecast to operate at LOS F and a v/c ratio of 0.92 during the weekday p.m. peak hour, indicating excessive delay for drivers leaving the site. But as shown in Table 2, with the proposed street access to NW Cornelius Pass Road in place, operations at this intersection improve to a LOS E and a v/c ratio of 0.69 during the weekday p.m. peak hour, which meets both Washington County (V/C ratio of 0.99 or less) as well as City of Hillsboro (LOS "E" or better) operating standards.

In summary, these operational analysis results indicate that having the proposed street access to NW Cornelius Pass Road in place will achieve better overall operating conditions for the transportation system than if no access were allowed.

Vehicle Queuing

A vehicle queuing analysis was conducted to determine if adequate lane storage will be available for selected turn movements at study intersections along NW Quatama Road and NW Cornelius Pass Road, under year 2028 traffic conditions for the weekday a.m. and p.m. peak hours, and under conditions without and with the proposed street access to NW Cornelius Pass Road. The analysis focused only on those movements having the potential to spill back into and block an adjacent intersection. These include the following:

- NW Cornelius Pass Road/Proposed Street Access (northbound left-turns);
- NW Cornelius Pass Road/NW Quatama Road (southbound and eastbound approaches); and
- NW Quatama Road/Proposed Street Access/NE 76th Avenue (westbound left-turns).

Several sources of information were used to determine vehicle queuing needs. For queuing analyses at signalized intersections, a Poisson distribution was applied at a 95-percent confidence level to determine queue length probabilities. (In essence, random arrivals were assumed and the queue lengths shown will not be exceeded during 95-percent of the signal cycles occurring in the weekday peak hour.) The assumed length-of-red interval at each signalized intersection was obtained from the signal timing parameters used in the forecast year 2028 level-of-service analysis. For the queuing analyses at all stop-controlled intersection approaches, a 95th-percentile vehicle queue length was determined using Equation 17-37 presented in the *Highway Capacity Manual*. All vehicle queuing analyses conducted for this study assume one vehicle will occupy 25 feet of storage length.

Tables 3 and 4 summarize the results of the vehicle queuing analyses under forecast year 2028 traffic conditions during the weekday a.m. and p.m. peak hours, without and with the proposed street access to NW Cornelius Pass Road, respectively. The tables also reflect the various signal timing/phasing changes previously described for Scenarios #1 through #4 for the NW Quatama Road/NW Cornelius Pass Road intersection. *Appendices "D" and "E" contain the queuing analysis worksheets for the alternatives without and with the proposed street access, respectively.*

As shown in Table 3, the 95th-percentile vehicle queues forecast for the year 2028 weekday a.m. and p.m. peak hours will, for the most part, be adequate and accommodated within available lane storage. There are, however, two circumstances whereby vehicle queues are projected to exceed available storage.

The first circumstance is for the eastbound shared through-right turn lane at the NW Cornelius Pass Road/NW Quatama Road intersection under Scenario #3 (120 second cycle length and protected left-turn phasing on NW Quatama Road approaches). The vehicle queue for the weekday p.m. peak hour is projected to be 300 feet. This is the exact amount of storage distance that will be available between this intersection and NE 76th Avenue to the west. Such a vehicle queue length would prevent drivers from making left-turns out of the proposed street access onto NW Quatama Road.

The second circumstance is similar to the first whereby the vehicle queue for the eastbound shared through-right-turn lane at the NW Cornelius Pass Road/NW Quatama Road intersection is 300 feet during the weekday p.m. peak hour under Scenario #4.

One conclusion can be derived from the results described in Table 3. Establishing protected left-turn signal phasing on the eastbound and westbound approaches of the NW Cornelius Pass Road/NW Quatama Road intersection may not be appropriate in the future. Maintaining permitted left-turn phasing may be appropriate.

It should also be emphasized here that the queuing analysis results presented in Table 3 for the NW Cornelius Pass Road/NW Quatama Road intersection should be weighed against the adverse operating conditions forecasted to occur at this intersection. As indicated previously in Table 1, the v/c ratio at this intersection is forecast to be at or exceed 1.0 during the weekday p.m. peak hour of the year 2028 under Scenarios #3 and #4, and be at or just under the Washington County v/c standard of 0.99 under Scenarios #1 and #2. Actual vehicle queues with such high v/c ratios may be longer than what are reported in Table 3. If traffic demand ultimately exceeds intersection capacity, drivers will have to wait multiple cycles to pass through the intersection, resulting in longer vehicle queues and more blockage of the NW 76th Avenue/NW Quatama Road intersection.

TABLE 3
YEAR 2028 VEHICLE QUEUING ANALYSIS RESULTS
(NO STREET ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
		Weekday AM Peak Hour	Weekday PM Peak Hour		
NW Cornelius Pass Road /Proposed Access	Northbound LT	NA	NA	NA	NA
NW Cornelius Pass Road /NW Quatama Road	Southbound LT				
	Scenario #1	100	175	Cont.	Yes
	Scenario #2	100	200		Yes
	Scenario #3	100	175		Yes
	Scenario #4	100	200		Yes
	Southbound TH/RT				
	Scenario #1	175	450	Cont.	Yes
	Scenario #2	200	525		Yes
	Scenario #3	200	475		Yes
	Scenario #4	225	525		Yes
	Eastbound LT				
	Scenario #1	225	175	300[1]	Yes
	Scenario #2	250	200		Yes
	Scenario #3	225	200		Yes
	Scenario #4	250	225		Yes
	Eastbound TH/RT				
	Scenario #1	200	250	300[1]	Yes
	Scenario #2	225	275		Yes
	Scenario #3	225	300		**No (PM)**
	Scenario #4	250	325		**No (PM)**
NW Quatama Road /Proposed Access/NE 76th Avenue	Westbound LT	25	25	300[1]	Yes

Notes: Cont. = Continuous lane with unlimited storage capacity, LT = left-turn, TH = straight through, RT = right-turn

1. There will be 300 feet of total stacking distance in the center lane between NW Quatama Road and the proposed access at NE 76th Avenue to the west.

As shown in Table 4 below, the 95th-percentile vehicle queues forecast for the year 2028 weekday a.m. and p.m. peak hours will, under all but one circumstance, be adequate and accommodated within available lane storage. The one circumstance is, again, for the eastbound shared through-right turn lane at the NW Cornelius Pass Road/NW Quatama Road intersection under Scenario #4 (140 second cycle length and protected left-turn phasing on NW Quatama Road approaches). The vehicle queue for the weekday p.m. peak hour is projected to be 300 feet, which would prevent drivers from making left-turns out of the proposed street access onto NW Quatama Road.

TABLE 4
YEAR 2028 VEHICLE QUEUING ANALYSIS RESULTS
(WITH STREET ACCESS TO NW CORNELIUS PASS ROAD)

9/2008

Intersection	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
		Weekday AM Peak Hour	Weekday PM Peak Hour		
NW Cornelius Pass Road /Proposed Access	Northbound LT	25	25	650 [1]	Yes
NW Cornelius Pass Road /NW Quatama Road	Southbound LT				
	Scenario #1	100	175	650 [1]	Yes
	Scenario #2	100	200		Yes
	Scenario #3	100	175		Yes
	Scenario #4	100	200		Yes
	Southbound TH/RT				
	Scenario #1	175	425	650 [1]	Yes
	Scenario #2	200	475		Yes
	Scenario #3	200	450		Yes
	Scenario #4	200	500		Yes
	Eastbound LT				
	Scenario #1	225	175	300 [2]	Yes
	Scenario #2	250	200		Yes
	Scenario #3	225	200		Yes
	Scenario #4	250	225		Yes
	Eastbound TH/RT				
	Scenario #1	175	225	300 [2]	Yes
	Scenario #2	200	250		Yes
	Scenario #3	200	275		Yes
	Scenario #4	200	300		**No (PM)**
NW Quatama Road /Proposed Access/NE 76th Avenue	Westbound LT	25	25	300 [2]	Yes

Notes: Cont. = Continuous lane with unlimited storage capacity, LT = left-turn, TH = straight through, RT = right-turn

1. There will be 650 feet of stacking distance between NW Quatama Road and the proposed street access to the north.
2. There will be 300 feet of stacking distance in the center lane between NW Quatama Road and the proposed street access at NE 76th Avenue to the west.

One notable conclusion when comparing the queuing analysis results shown in Tables 3 and 4, is that having the proposed street access to NW Cornelius Pass Road will, in almost all instances, result in smaller vehicle queues for the eastbound through-right turn lane at the NW Quatama Road/NW Cornelius Pass Road intersection than if the proposed site access to NW Cornelius Pass Road were not allowed.

Sight Distance and Safety

As stated in the TIA, intersection sight distance from the location of the proposed street access to NW Cornelius Pass Road was measured to be more than 680 feet in the northbound direction and more than 600 feet in the southbound direction. These distances are adequate and exceed the minimum standard of 450 feet as required by Washington County for a roadway with a posted speed of 45 mph.

To maintain safe driving conditions, turn movements at the proposed street access with NW Cornelius Pass Road will be limited to right-in/right-out/left-in only through the construction of a raised median and appropriate signing and striping. The raised median will channelize the northbound left-turn movement from NW Cornelius Pass Road while effectively preventing drivers from making a left-turn out of the Orenco Woods Crossing development. The raised median will also terminate prior to reaching the single family driveway approximately 140 feet further to the north so as not to restrict any movements at this driveway.

It is important to emphasize here that the proposed access to NW Cornelius Pass Road will allow site traffic to circulate more efficiently between the development and the adjacent street system. It will lessen overall trip lengths for drivers related to the subdivision and place less demand on the traffic signal at NW Cornelius Pass Road/NW Quatama Street intersection, thus preserving its capacity and minimizing vehicle delays and standing vehicle queues during peak travel periods. It is also expected that having the proposed access in place will reduce cut-through traffic demand within the old Orenco Neighborhood immediately west of the site; a goal established by the City of Hillsboro during the process to change the underlying Comprehensive Plan designation for the proposed development site.

CONCLUSIONS

Based on the findings documented in this Access Modification Request letter, particularly the intersection operations and vehicle queuing analyses results, a secondary external street access to the Orenco Woods Crossing development is needed in addition to the street access proposed for the NW Quatama Road/NE 76th Avenue intersection. Given that no public street accesses are allowed or possible along any other part of the Orenco Woods development site, the only alternate point of access is along the NW Cornelius Pass Road site frontage. This letter supports our position that the proposed street access to NW Cornelius Pass Road will not adversely affect the long-term safety or operations along the adjacent arterial roadway. Therefore, Dunn Traffic Engineering, LLC on behalf of Venture Properties, Inc., is requesting that Washington County approve this Access Modification Request and allow the proposed street access to NW Cornelius Pass Road to be established.

We trust that this letter adequately addresses the requirements for an Access Modification Request for the proposed development. If you have any questions or comments regarding this study, please contact me at (503)-774-2669.

Sincerely,
DUNN TRAFFIC ENGINEERING, LLC

Brian J. Dunn, P.E.
Principal

REGISTERED PROFESSIONAL ENGINEER
60027PE
OREGON
July 13, 1999
BRIAN JOSEPH DUNN
EXPIRES: 12-31-09

References:

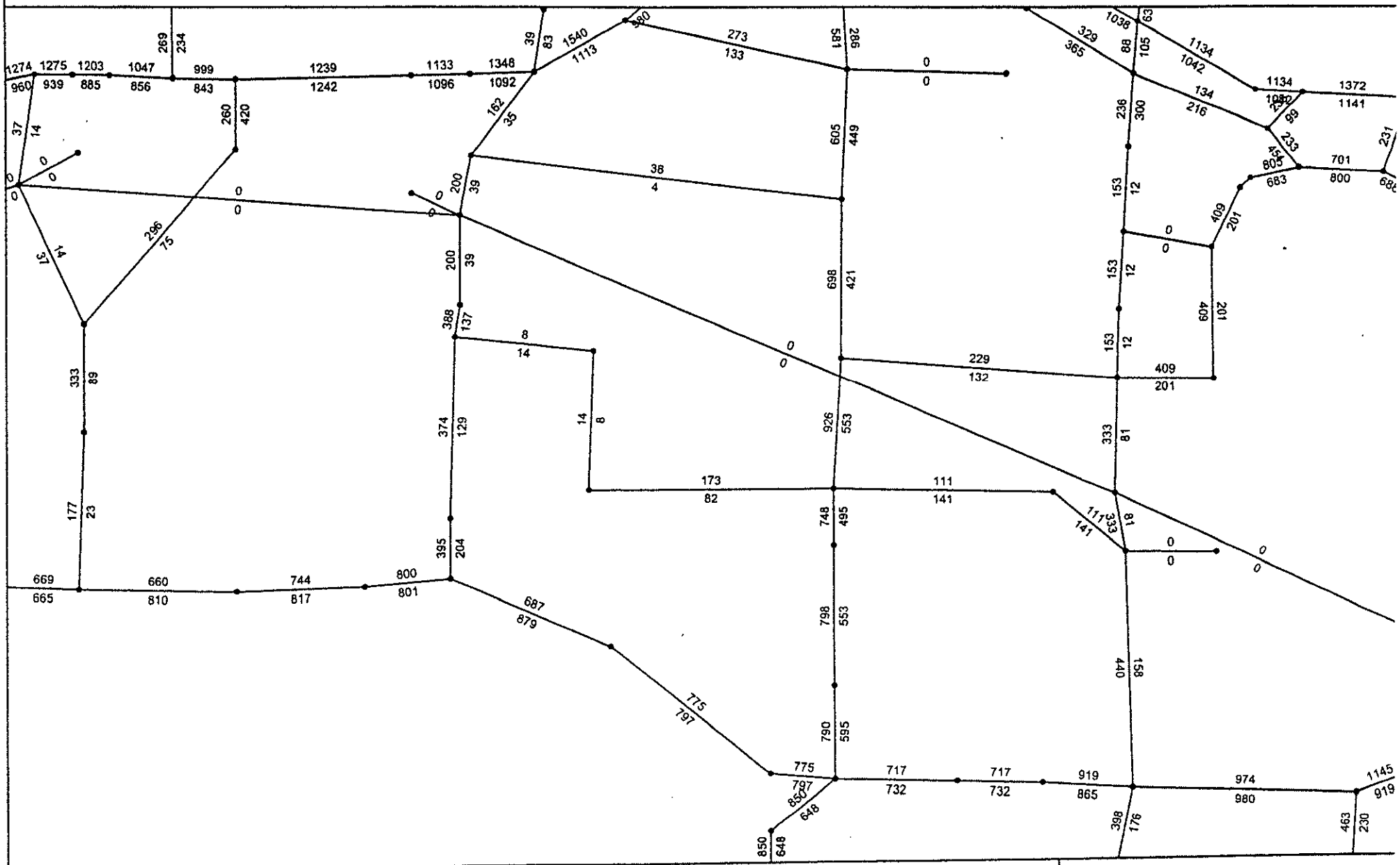
1. Washington County. *Washington County 2020 Transportation Plan*. 2002.
2. Transportation Research Board. *Highway Capacity Manual*. 2000.

Enclosure: Appendices "A" through "E".

File: *0092_access modification_final2.doc*

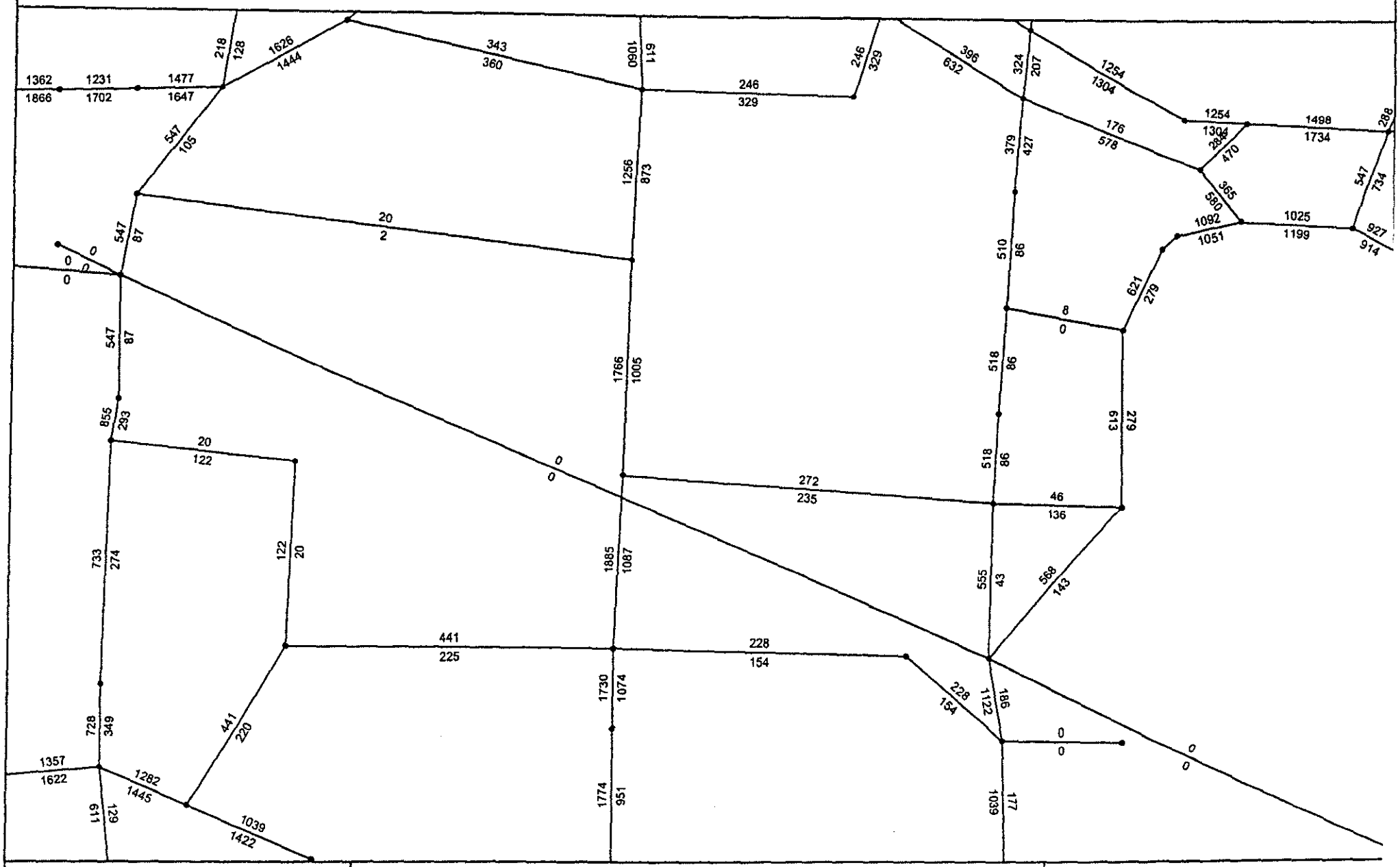
APPENDIX A

2005 PM1 Hour Vehicles



Washington County	TSP Network	2005_washco_612_regiona
2005 PM1 Hour Vehicles	Steve L Kelley	1:15171

2030 TSP PM1 Hour Vehicles



Washington County	TSP Network	2030_washco_612_TSP_pr
2030 PM1 Hour Vehicles	Steve L Kelley	1:11253

Intersection No.:	1
Intersection Name:	Cornelius Pass Road at Wilkins Street
Time Period:	2028 Background Traffic Forecast (AM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	0	828	30	24	364	0	0	0	0	24	0	54
Percentage of Approach Volume	0.0%	96.5%	3.5%	6.2%	93.8%	0.0%	0.0%	0.0%	0.0%	30.8%	0.0%	69.2%

	Northbound	Southbound	Eastbound	Westbound
Year 2008 PM Peak Hour Volume	724	1012	0	103
Year 2028 PM Peak Hour Volume	1193	1866	0	137
20-Year PM Peak Hour Volume Growth (by approach)	64.8%	84.4%	0.0%	33.0%
20-Year PM Peak Hour Volume Growth (all approaches)	73.8%			

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth in Peak Hour Volume (73.8%%)	0	611	22	18	269	0	0	0	0	18	0	40
Unadjusted Future Peak Hour Volume	0	1439	52	42	633	0	0	0	0	42	0	94
Adjustments To Balance												
Final Future Peak Hour Turn Movement Volume	0	1439	52	42	633	0	0	0	0	42	0	94

Intersection No.:	2
Intersection Name:	Cornelius Pass Road at Proposed Site Access
Time Period:	2028 Background Traffic Forecast (AM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	0	845	0	0	385	0	0	0	0	0	0	0
Percentage of Approach Volume	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

	Northbound	Southbound	Eastbound	Westbound
Year 2008 PM Peak Hour Volume	729	987	0	0
Year 2028 PM Peak Hour Volume	1193	1784	0	0
20-Year PM Peak Hour Volume Growth (by approach)	63.6%	80.7%	0.0%	0.0%
20-Year PM Peak Hour Volume Growth (all approaches)	73.5%			

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth In Peak Hour Volume (73.5%)	0	621	0	0	283	0	0	0	0	0	0	0
Unadjusted Future Peak Hour Volume	0	1466	0	0	668	0	0	0	0	0	0	0
Adjustments To Balance		25			7							
Final Future Peak Hour Turn Movement Volume	0	1491	0	0	675	0	0	0	0	0	0	0

Intersection No.:	3
Intersection Name:	Cornelius Pass Road at Quatama Road
Time Period:	2028 Background Traffic Forecast (AM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	16	739	70	25	343	17	31	39	23	37	16	75
Percentage of Approach Volume	1.9%	89.6%	8.5%	6.5%	89.1%	4.4%	33.3%	41.9%	24.7%	28.9%	12.5%	58.6%

	Northbound	Southbound	Eastbound	Westbound
Year 2008 PM Peak Hour Volume	743	987	82	252
Year 2028 PM Peak Hour Volume	1210	1784	196	346
20-Year PM Peak Hour Volume Growth (by approach)	62.9%	80.7%	139.0%	37.3%
20-Year PM Peak Hour Volume Growth (all approaches)	71.3%			

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth in Peak Hour Volume (71.3%)	11	527	50	18	245	12	22	28	16	26	11	53
Unadjusted Future Peak Hour Volume	27	1266	120	43	588	29	53	67	39	63	27	128
Adjustments To Balance						15	44					
Final Future Peak Hour Turn Movement Volume	27	1266	120	43	588	44	97	67	39	63	27	128

Intersection No.:	4
Intersection Name:	Cornelius Pass Road at Kian Lane
Time Period:	2028 Background Traffic Forecast (AM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	0	816	1	3	403	0	0	0	0	4	0	9
Percentage of Approach Volume	0.0%	99.9%	0.1%	0.7%	99.3%	0.0%	0.0%	0.0%	0.0%	30.8%	0.0%	69.2%

	Northbound	Southbound	Eastbound	Westbound
Year 2008 PM Peak Hour Volume	745	1063	0	4
Year 2028 PM Peak Hour Volume	1209	1721	0	4
20-Year PM Peak Hour Volume Growth (by approach)	62.3%	61.9%	0.0%	0.0%
20-Year PM Peak Hour Volume Growth (all approaches)	61.9%			

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth in Peak Hour Volume (61.9%)	0	505	1	2	250	0	0	0	0	0	0	0
Unadjusted Future Peak Hour Volume	0	1321	2	5	653	0	0	0	0	4	0	9
Adjustments To Balance		83			32							
Final Future Peak Hour Turn Movement Volume	0	1404	2	5	685	0	0	0	0	4	0	9

Intersection No.:	5
Intersection Name:	Quatama Road at 76th Avenue
Time Period:	2028 Background Traffic Forecast (AM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	2	0	26	0	0	0	0	64	0	8	41	0
Percentage of Approach Volume	7.1%	0.0%	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.3%	83.7%	0.0%

	Northbound	Southbound	Eastbound	Westbound
20-Year AM Peak Hour Volume Growth (by approach)*	0	0	110	49

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth In Peak Hour Volume	0	0	0	0	0	0	0	110	0	0	49	0
Unadjusted Future Peak Hour Volume	2	0	26	0	0	0	0	174	0	8	90	0
Adjustments To Balance												
Final Future Peak Hour Turn Movement Volume	2	0	26	0	0	0	0	174	0	8	90	0

*- Approach volumes determined from forecast volumes at adjacent intersection at Cornelius Pass/Quatama.

Adjustments to Balance 2028 AM Peak Hour Volumes Between Intersections

Intersecting Street	Intersection Leg	NB Volume	Comments/Adjustments to Balance	SB Volume	Comments/Adjustments to Balance
	North	1533		675	
Wilkins					
	South	1491		675	
	North	1491	Added 25 to NB thru to balance	675	Added 7 to SB thru to balance
Site Access					
	South	1491		675	
	North	1491	Added 44 to EB left to balance	675	Added 15 to SB right to balance
Quatama					
	South	1413		690	
	North	1413	Added 83 to NB thru to balance	690	Added 32 to SB thru to balance
Kian					
	South	1406		689	

Intersection No.:	1
Intersection Name:	Cornelius Pass Road at Wilkins Street
Time Period:	2028 Background Traffic Forecast (PM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	0	675	49	71	941	0	0	0	0	37	0	66
Percentage of Approach Volume	0.0%	93.2%	6.8%	7.0%	93.0%	0.0%	0.0%	0.0%	0.0%	35.9%	0.0%	64.1%

	Northbound	Southbound	Eastbound	Westbound
Base Year 2005 Peak Hour Model Volume (By Approach)	553	698	0	229
Future Year 2030 Peak Hour Model Volume (By Approach)	1087	1766	0	272
25-Year Model Growth Volume (By Approach)	534	1068	0	43
20-Year Model Growth Volume (20/25 years)	427	854	0	34

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth in Peak Hour Turn Movement Volume	0	398	29	60	794	0	0	0	0	12	0	22
Unadjusted Future Peak Hour Turn Movement Volume	0	1073	78	131	1735	0	0	0	0	49	0	88
Adjustments To Balance		42										
Final Future Peak Hour Turn Movement Volume	0	1115	78	131	1735	0	0	0	0	49	0	88

Intersection No.:	2
Intersection Name:	Cornelius Pass Road at Proposed Site Access
Time Period:	2028 Background Traffic Forecast (PM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	0	729	0	0	987	0	0	0	0	0	0	0
Percentage of Approach Volume	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

	Northbound	Southbound	Eastbound	Westbound
Base Year 2005 Peak Hour Model Volume (By Approach)	553	926	0	0
Future Year 2030 Peak Hour Model Volume (By Approach)	1087	1885	0	0
25-Year Model Growth Volume (By Approach)	534	959	0	0
20-Year Model Growth Volume (20/25 years)	427	767	0	0

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth in Peak Hour Turn Movement Volume	0	427	0	0	767	0	0	0	0	0	0	0
Unadjusted Future Peak Hour Turn Movement Volume	0	1156	0	0	1754	0	0	0	0	0	0	0
Adjustments To Balance		37			30							
Final Future Peak Hour Turn Movement Volume	0	1193	0	0	1784	0	0	0	0	0	0	0

Intersection No.:	3
Intersection Name:	Cornelius Pass Road at Quatama Road
Time Period:	2028 Background Traffic Forecast (PM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	39	645	59	71	881	35	26	31	25	157	37	58
Percentage of Approach Volume	5.2%	86.8%	7.9%	7.2%	89.3%	3.5%	31.7%	37.8%	30.5%	62.3%	14.7%	23.0%

	Northbound	Southbound	Eastbound	Westbound
Base Year 2005 Peak Hour Model Volume (By Approach)	495	926	82	111
Future Year 2030 Peak Hour Model Volume (By Approach)	1074	1885	225	228
25-Year Model Growth Volume (By Approach)	579	959	143	117
20-Year Model Growth Volume (20/25 years)	463	767	114	94

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth in Peak Hour Turn Movement Volume	24	402	37	55	685	27	36	43	35	58	14	22
Unadjusted Future Peak Hour Turn Movement Volume	63	1047	96	126	1566	62	62	74	60	215	51	80
Adjustments To Balance		4			-120	150						
Final Future Peak Hour Turn Movement Volume	63	1051	96	126	1446	212	62	74	60	215	51	80

Intersection No.:	4
Intersection Name:	Cornelius Pass Road at Kian Lane
Time Period:	2028 Background Traffic Forecast (PM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2008 Peak Hour Turn Movement Volume	0	744	1	6	1057	0	0	0	0	1	0	3
Percentage of Approach Volume	0.0%	99.9%	0.1%	0.6%	99.4%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	75.0%

	Northbound	Southbound	Eastbound	Westbound
Base Year 2005 Peak Hour Model Volume (By Approach)	495	748	0	0
Future Year 2030 Peak Hour Model Volume (By Approach)	1074	1730	0	0
25-Year Model Growth Volume (By Approach)	579	982	0	0
20-Year Model Growth Volume (20/25 years)	463	786	0	0

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth in Peak Hour Turn Movement Volume	0	463	1	4	781	0	0	0	0	0	0	0
Unadjusted Future Peak Hour Turn Movement Volume	0	1207	2	10	1838	0	0	0	0	1	0	3
Adjustments To Balance					-127							
Final Future Peak Hour Turn Movement Volume	0	1207	2	10	1711	0	0	0	0	1	0	3

Intersection No.:	5
Intersection Name:	Quatama Road at 76th Avenue
Time Period:	2028 Background Traffic Forecast (PM Peak Hour)

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Year 2006 Peak Hour Turn Movement Volume	3	0	19	0	0	0	0	64	6	23	89	0
Percentage of Approach Volume	13.6%	0.0%	86.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.5%	79.5%	0.0%

	Northbound	Southbound	Eastbound	Westbound
20-Year PM Peak Hour Volume Growth (by approach)*	0	0	114	215

	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Growth in Peak Hour Volume	0	0	0	0	0	0	0	114	0	0	215	0
Unadjusted Future Peak Hour Volume	3	0	19	0	0	0	0	178	6	23	304	0
Adjustments To Balance												
Final Future Peak Hour Turn Movement Volume	3	0	19	0	0	0	0	178	6	23	304	0

*- Approach volumes determined from forecast volumes at adjacent intersection at Cornelius Pass/Quatama.

Adjustments to Balance 2028 PM Peak Hour Volumes Between Intersections

Intersecting Street	Intersection Leg	NB Volume	Comments/Adjustments to Balance	SB Volume	Comments/Adjustments to Balance
	North	1203		1866	
Wilkins					
	South	1193	Added 42 to NB Thru to balance	1784	
	North	1193		1784	Added 30 to SB Thru to balance
Site Access					
	South	1193	Added 37 to NB Thru to balance	1784	
	North	1193		1784	Added 30 to SB Thru to balance
Quatama					* Decreased SB Thru by 150 and added to SB Right to reflect model assignment
	South	1210	Added 4 to NB thru to balance	1721	
	North	1210		1721	Decreased SB Thru by 127 to balance
Kian					
	South	1209		1712	

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APPENDIX B

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St. (SCENARIOS 1 & 3)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	60	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:	AM Peak Hour											
Base Vol:	0	1439	52	42	633	0	0	0	0	42	0	94
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	1439	52	42	633	0	0	0	0	42	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	68	8	0	31	0	0	0	0	12	0	0
Initial Fut:	0	1507	60	42	664	0	0	0	0	54	0	94
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:	0	1713	68	48	755	0	0	0	0	61	0	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1713	68	48	755	0	0	0	0	61	0	107
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
FinalVolume:	0	1713	68	48	755	0	0	0	0	61	0	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.83	0.83	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3285	131	1583	3166	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.03	0.24	0.00	0.00	0.00	0.00	0.04	0.00	0.07
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.76	0.76	0.04	0.80	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.69	0.69	0.69	0.30	0.00	0.00	0.00	0.00	0.35	0.00	0.69
Delay/Veh:	0.0	8.2	8.2	81.9	3.2	0.0	0.0	0.0	0.0	51.7	0.0	64.6
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	8.2	8.2	81.9	3.2	0.0	0.0	0.0	0.0	51.7	0.0	64.6
LOS by Move:	A	A	A	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	18	18	3	4	0	0	0	0	2	0	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St. (SCENARIOS #2 & #4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	60	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: AM Peak Hour												
Base Vol:	0	1439	52	42	633	0	0	0	0	42	0	94
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	1439	52	42	633	0	0	0	0	42	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	68	8	0	31	0	0	0	0	12	0	0
Initial Fut:	0	1507	60	42	664	0	0	0	0	54	0	94
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:	0	1713	68	48	755	0	0	0	0	61	0	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1713	68	48	755	0	0	0	0	61	0	107
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
FinalVolume:	0	1713	68	48	755	0	0	0	0	61	0	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.83	0.83	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3285	131	1583	3166	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.03	0.24	0.00	0.00	0.00	0.00	0.04	0.00	0.07
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.77	0.77	0.04	0.81	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.68	0.68	0.68	0.29	0.00	0.00	0.00	0.00	0.35	0.00	0.68
Delay/Veh:	0.0	8.5	8.5	89.2	3.3	0.0	0.0	0.0	0.0	59.9	0.0	72.0
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	8.5	8.5	89.2	3.3	0.0	0.0	0.0	0.0	59.9	0.0	72.0
LOS by Move:	A	A	A	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	20	20	3	4	0	0	0	0	3	0	6

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #1)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.9
Optimal Cycle:	76	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			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	27	1266	120	43	588	44	97	67	39	63	27	128
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:	27	1266	120	43	588	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	24	0	0	0	0	43	76	32	35	0	32	0
Initial Fut:	51	1266	120	43	588	87	173	99	74	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	55	1376	130	47	639	95	188	108	80	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1376	130	47	639	95	188	108	80	68	64	139
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
FinalVolume:	55	1376	130	47	639	95	188	108	80	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.83	0.82	0.82	0.44	0.93	0.93	0.46	0.86	0.86
Lanes:	1.00	1.83	0.17	1.00	1.74	0.26	1.00	0.57	0.43	1.00	0.32	0.68
Final Sat.:	1702	3069	291	1583	2706	400	843	1008	753	872	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.03	0.24	0.24	0.22	0.11	0.11	0.08	0.12	0.12
Crit Moves:		****		****			****					
Green/Cycle:	0.70	0.63	0.63	0.63	0.59	0.59	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.04	0.71	0.71	0.04	0.40	0.40	0.97	0.46	0.46	0.34	0.54	0.54
Delay/Veh:	48.6	16.2	16.2	52.9	13.4	13.4	101.6	40.7	40.7	39.6	42.2	42.2
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:	48.6	16.2	16.2	52.9	13.4	13.4	101.6	40.7	40.7	39.6	42.2	42.2
LOS by Move:	D	B	B	D	B	B	F	D	D	D	D	D
HCM2kAvgQ:	1	20	20	1	8	8	11	6	6	2	7	7

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #2)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.2
Optimal Cycle:	76	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			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	27	1266	120	43	588	44	97	67	39	63	27	128
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:	27	1266	120	43	588	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	24	0	0	0	0	43	76	32	35	0	32	0
Initial Fut:	51	1266	120	43	588	87	173	99	74	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	55	1376	130	47	639	95	188	108	80	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1376	130	47	639	95	188	108	80	68	64	139
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
FinalVolume:	55	1376	130	47	639	95	188	108	80	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.83	0.82	0.82	0.44	0.93	0.93	0.46	0.86	0.86
Lanes:	1.00	1.83	0.17	1.00	1.74	0.26	1.00	0.57	0.43	1.00	0.32	0.68
Final Sat.:	1702	3069	291	1583	2706	400	841	1008	753	866	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.03	0.24	0.24	0.22	0.11	0.11	0.08	0.12	0.12
Crit Moves:		****		****			****					
Green/Cycle:	0.70	0.63	0.63	0.63	0.59	0.59	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.04	0.71	0.71	0.04	0.40	0.40	0.93	0.45	0.45	0.33	0.52	0.52
Delay/Veh:	57.3	18.3	18.3	62.4	15.4	15.4	96.5	46.0	46.0	44.8	47.4	47.4
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:	57.3	18.3	18.3	62.4	15.4	15.4	96.5	46.0	46.0	44.8	47.4	47.4
LOS by Move:	E	B	B	E	B	B	F	D	D	D	D	D
HCM2kAvgQ:	1	23	23	1	9	9	11	7	7	3	8	8

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #3)

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.5
Optimal Cycle:	97	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			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 0	1 0		1 0 0	1 0	
Volume Module: AM Peak Hour												
Base Vol:	27	1266	120	43	588	44	97	67	39	63	27	128
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:	27	1266	120	43	588	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	24	0	0	0	0	43	76	32	35	0	32	0
Initial Fut:	51	1266	120	43	588	87	173	99	74	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	55	1376	130	47	639	95	188	108	80	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1376	130	47	639	95	188	108	80	68	64	139
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
FinalVolume:	55	1376	130	47	639	95	188	108	80	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.83	0.82	0.82	0.94	0.93	0.93	0.91	0.86	0.86
Lanes:	1.00	1.83	0.17	1.00	1.74	0.26	1.00	0.57	0.43	1.00	0.32	0.68
Final Sat.:	1702	3069	291	1583	2706	400	1787	1008	753	1736	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.03	0.24	0.24	0.11	0.11	0.11	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.66	0.59	0.59	0.59	0.55	0.55	0.11	0.18	0.18	0.13	0.13	0.13
Volume/Cap:	0.05	0.76	0.76	0.05	0.43	0.43	0.96	0.61	0.61	0.30	0.95	0.95
Delay/Veh:	49.2	20.3	20.3	53.3	16.0	16.0	104.7	49.2	49.2	48.0	100	100.3
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:	49.2	20.3	20.3	53.3	16.0	16.0	104.7	49.2	49.2	48.0	100	100.3
LOS by Move:	D	C	C	D	B	B	F	D	D	D	F	F
HCM2kAvgQ:	1	23	23	1	8	8	11	7	7	2	11	11

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Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.4
Optimal Cycle:	97	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:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	27	1266	120	43	588	44	97	67	39	63	27	128
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:	27	1266	120	43	588	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	24	0	0	0	0	43	76	32	35	0	32	0
Initial Fut:	51	1266	120	43	588	87	173	99	74	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	55	1376	130	47	639	95	188	108	80	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1376	130	47	639	95	188	108	80	68	64	139
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
FinalVolume:	55	1376	130	47	639	95	188	108	80	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.83	0.82	0.82	0.94	0.93	0.93	0.91	0.86	0.86
Lanes:	1.00	1.83	0.17	1.00	1.74	0.26	1.00	0.57	0.43	1.00	0.32	0.68
Final Sat.:	1702	3069	291	1583	2706	400	1787	1008	753	1736	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.03	0.24	0.24	0.11	0.11	0.11	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.67	0.61	0.61	0.61	0.57	0.57	0.11	0.18	0.18	0.13	0.13	0.13
Volume/Cap:	0.05	0.74	0.74	0.05	0.42	0.42	0.96	0.61	0.61	0.30	0.95	0.95
Delay/Veh:	57.7	21.2	21.2	62.6	17.3	17.3	113.6	56.8	56.8	55.9	109	108.9
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:	57.7	21.2	21.2	62.6	17.3	17.3	113.6	56.8	56.8	55.9	109	108.9
LOS by Move:	E	C	C	E	B	B	F	E	E	E	F	F
HCM2kAvgQ:	1	25	25	1	9	9	12	8	8	3	12	12

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #3 Cornelius Pass Rd./Kian Ln.

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Average Delay (sec/veh): 0.2 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	0	1404	2	5	685	0	0	0	0	4	0	9
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	1404	2	5	685	0	0	0	0	4	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	24	0	0	35	0	0	0	0	0	0	0
Initial Fut:	0	1428	2	5	720	0	0	0	0	4	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1552	2	5	783	0	0	0	0	4	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1552	2	5	783	0	0	0	0	4	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	1955	2347	777
Potent Cap.:	xxxx	xxxx	xxxxx	386	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	37	344
Move Cap.:	xxxx	xxxx	xxxxx	386	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	36	344
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.5	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	134	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.0	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.0		
ApproachLOS:	*			*			*			D		

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Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: C[18.9]

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 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module: AM Peak Hour												
Base Vol:	2	0	26	0	0	0	0	174	0	8	90	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	0	26	0	0	0	0	174	0	8	90	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	0	0	143	0	55	47	0	0	0	0	99
Initial Fut:	2	0	26	143	0	55	47	174	0	8	90	99
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	2	0	32	174	0	67	57	212	0	10	110	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	32	174	0	67	57	212	0	10	110	121
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	550	577	212	532	516	170	230	xxxx	xxxxx	212	xxxx	xxxxx
Potent Cap.:	449	430	833	461	466	879	1314	xxxx	xxxxx	1323	xxxx	xxxxx
Move Cap.:	399	408	833	426	442	879	1314	xxxx	xxxxx	1323	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.04	0.41	0.00	0.08	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	773	xxxxx	xxxx	498	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	2.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.9	xxxxx	xxxxx	18.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	C	*	*	*	*	*	*	*
ApproachDel:		9.9			18.9			xxxxxx			xxxxxx	
ApproachLOS:		A			C			*			*	

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St. (SCENARIOS #1 & #3)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	55	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	1115	78	131	1735	0	0	0	0	49	0	88
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	1115	78	131	1735	0	0	0	0	49	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	48	15	0	70	0	0	0	0	13	0	0
Initial Fut:	0	1163	93	131	1805	0	0	0	0	62	0	88
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1199	96	135	1861	0	0	0	0	64	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1199	96	135	1861	0	0	0	0	64	0	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
FinalVolume:	0	1199	96	135	1861	0	0	0	0	64	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.93	0.93	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3240	259	1769	3538	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.08	0.53	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.67	0.67	0.14	0.81	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.55	0.55	0.55	0.65	0.00	0.00	0.00	0.00	0.41	0.00	0.65
Delay/Veh:	0.0	10.4	10.4	50.8	5.0	0.0	0.0	0.0	0.0	53.5	0.0	63.1
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	10.4	10.4	50.8	5.0	0.0	0.0	0.0	0.0	53.5	0.0	63.1
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	13	13	5	15	0	0	0	0	3	0	4

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St. (SCENARIOS #2 & #4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	55	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	1115	78	131	1735	0	0	0	0	49	0	88
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	1115	78	131	1735	0	0	0	0	49	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	48	15	0	70	0	0	0	0	13	0	0
Initial Fut:	0	1163	93	131	1805	0	0	0	0	62	0	88
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1199	96	135	1861	0	0	0	0	64	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1199	96	135	1861	0	0	0	0	64	0	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
FinalVolume:	0	1199	96	135	1861	0	0	0	0	64	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.93	0.93	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3240	259	1769	3538	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.08	0.53	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.68	0.68	0.14	0.83	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.54	0.54	0.54	0.64	0.00	0.00	0.00	0.00	0.40	0.00	0.64
Delay/Veh:	0.0	11.3	11.3	58.3	5.0	0.0	0.0	0.0	0.0	61.9	0.0	70.8
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	11.3	11.3	58.3	5.0	0.0	0.0	0.0	0.0	61.9	0.0	70.8
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	14	14	6	16	0	0	0	0	3	0	5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DUNN TRAFFIC, PORTLAND

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #1)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.4
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:	Prot+Permit			Prot+Permit			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	63	1051	96	126	1446	212	62	74	60	215	51	80
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:	63	1051	96	126	1446	212	62	74	60	215	51	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	63	-23	0	0	-33	116	86	42	66	0	42	0
Initial Fut:	126	1028	96	126	1413	328	148	116	126	215	93	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	1082	101	133	1487	345	156	122	133	226	98	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1082	101	133	1487	345	156	122	133	226	98	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
FinalVolume:	133	1082	101	133	1487	345	156	122	133	226	98	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.93	0.90	0.90	0.53	0.91	0.91	0.42	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	0.48	0.52	1.00	0.54	0.46
Final Sat.:	1753	3164	295	1769	2791	648	1003	831	903	792	941	810
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.07	0.53	0.53	0.16	0.15	0.15	0.29	0.10	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.58	0.50	0.50	0.65	0.54	0.54	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.68	0.68	0.68	0.42	0.99	0.99	0.54	0.51	0.51	0.99	0.36	0.36
Delay/Veh:	37.2	23.7	23.7	15.0	47.1	47.1	38.1	36.6	36.6	100.4	34.4	34.4
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:	37.2	23.7	23.7	15.0	47.1	47.1	38.1	36.6	36.6	100.4	34.4	34.4
LOS by Move:	D	C	C	B	D	D	D	D	D	F	C	C
HCM2kAvgQ:	5	18	18	3	43	43	5	8	8	13	5	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #2)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.9
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:	Prot+Permit			Prot+Permit			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	63	1051	96	126	1446	212	62	74	60	215	51	80
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:	63	1051	96	126	1446	212	62	74	60	215	51	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	63	-23	0	0	-33	116	86	42	66	0	42	0
Initial Fut:	126	1028	96	126	1413	328	148	116	126	215	93	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	1082	101	133	1487	345	156	122	133	226	98	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1082	101	133	1487	345	156	122	133	226	98	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
FinalVolume:	133	1082	101	133	1487	345	156	122	133	226	98	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.93	0.90	0.90	0.52	0.91	0.91	0.41	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	0.48	0.52	1.00	0.54	0.46
Final Sat.:	1753	3164	295	1769	2791	648	989	831	903	784	941	810
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.07	0.53	0.53	0.16	0.15	0.15	0.29	0.10	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.59	0.51	0.51	0.65	0.54	0.54	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.71	0.67	0.67	0.41	0.98	0.98	0.54	0.50	0.50	0.98	0.35	0.35
Delay/Veh:	48.5	26.7	26.7	16.9	47.8	47.8	43.4	41.7	41.7	102.8	39.4	39.4
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:	48.5	26.7	26.7	16.9	47.8	47.8	43.4	41.7	41.7	102.8	39.4	39.4
LOS by Move:	D	C	C	B	D	D	D	D	D	F	D	D
HCM2kAvgQ:	6	20	20	3	47	47	6	9	9	14	6	6

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #3)

Cycle (sec):	120	Critical Vol./Cap.(X):	1.016
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.7
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:	Prot+Permit			Prot+Permit			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 0	1 0		1 0 0	1 0	
Volume Module: PM Peak Hour												
Base Vol:	63	1051	96	126	1446	212	62	74	60	215	51	80
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:	63	1051	96	126	1446	212	62	74	60	215	51	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	63	-23	0	0	-33	116	86	42	66	0	42	0
Initial Fut:	126	1028	96	126	1413	328	148	116	126	215	93	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	1082	101	133	1487	345	156	122	133	226	98	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1082	101	133	1487	345	156	122	133	226	98	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
FinalVolume:	133	1082	101	133	1487	345	156	122	133	226	98	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.91	0.91	0.93	0.90	0.90	0.94	0.91	0.91	0.94	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	0.48	0.52	1.00	0.54	0.46
Final Sat.:	1428	3164	295	1769	2791	648	1787	831	903	1787	941	810
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.07	0.53	0.53	0.09	0.15	0.15	0.13	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.56	0.49	0.49	0.63	0.52	0.52	0.12	0.14	0.14	0.12	0.15	0.15
Volume/Cap:	0.69	0.70	0.70	0.44	1.02	1.02	0.71	1.02	1.02	1.02	0.71	0.71
Delay/Veh:	38.4	25.0	25.0	16.0	54.4	54.4	61.0	113	112.9	117.6	57.8	57.8
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:	38.4	25.0	25.0	16.0	54.4	54.4	61.0	113	112.9	117.6	57.8	57.8
LOS by Move:	D	C	C	B	D	D	E	F	F	F	E	E
HCM2kAvgQ:	5	18	18	3	44	44	7	14	14	13	8	8

Note: Queue reported is the number of cars per lane.

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PH2

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2028 Total Traffic Conditions, PM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	52.7
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:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	63	1051	96	126	1446	212	62	74	60	215	51	80
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:	63	1051	96	126	1446	212	62	74	60	215	51	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	63	-23	0	0	-33	116	86	42	66	0	42	0
Initial Fut:	126	1028	96	126	1413	328	148	116	126	215	93	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	1082	101	133	1487	345	156	122	133	226	98	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1082	101	133	1487	345	156	122	133	226	98	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
FinalVolume:	133	1082	101	133	1487	345	156	122	133	226	98	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.93	0.90	0.90	0.94	0.91	0.91	0.94	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.62	0.38	1.00	0.48	0.52	1.00	0.54	0.46
Final Sat.:	1753	3164	295	1769	2791	648	1787	831	903	1787	941	810
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.07	0.53	0.53	0.09	0.15	0.15	0.13	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.58	0.50	0.50	0.64	0.54	0.54	0.13	0.15	0.15	0.13	0.15	0.15
Volume/Cap:	0.71	0.68	0.68	0.42	1.00	1.00	0.70	1.00	1.00	1.00	0.70	0.70
Delay/Veh:	49.4	27.6	27.6	17.7	52.4	52.4	67.9	115	114.7	119.6	64.5	64.5
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:	49.4	27.6	27.6	17.7	52.4	52.4	67.9	115	114.7	119.6	64.5	64.5
LOS by Move:	D	C	C	B	D	D	E	F	F	F	E	E
HCM2kAvgQ:	6	20	20	3	48	48	8	15	15	14	9	9

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[36.1]

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		0 1 1	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module: PM Peak Hour												
Base Vol:	0	1207	2	10	1711	0	0	0	0	1	0	3
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	1207	2	10	1711	0	0	0	0	1	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	40	0	0	33	0	0	0	0	0	0	0
Initial Fut:	0	1247	2	10	1744	0	0	0	0	1	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1286	2	10	1798	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1286	2	10	1798	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1288	xxxx	xxxxx	xxxx	xxxx	xxxxx	2206	3105	644
Potent Cap.:	xxxx	xxxx	xxxxx	534	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	12	420
Move Cap.:	xxxx	xxxx	xxxxx	534	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	12	420
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.9	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	120	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	36.1	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			36.1		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour (NO RIROLI)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #4 Quatama Rd./76th Ave./Site Access

****

Average Delay (sec/veh): 18.1 Worst Case Level Of Service: F[71.9]

****

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	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	3	0	19	0	0	0	0	178	6	23	304	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:	3	0	19	0	0	0	0	178	6	23	304	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	0	0	194	0	64	69	0	0	0	0	221
Initial Fut:	3	0	19	194	0	64	69	178	6	23	304	221
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	0	20	209	0	69	74	191	6	25	327	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	20	209	0	69	74	191	6	25	327	238
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	873	957	195	848	841	446	565	xxxx	xxxxx	198	xxxx	xxxxx
Potent Cap.:	269	256	842	283	303	617	1017	xxxx	xxxxx	1375	xxxx	xxxxx
Move Cap.:	222	233	842	258	276	617	1017	xxxx	xxxxx	1375	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	0.81	0.00	0.11	0.07	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	610	xxxxx	xxxx	301	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	71.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	F	*	*	*	*	*	*	*
ApproachDel:		11.1			71.9			xxxxxx			xxxxxx	
ApproachLOS:		B			F			*			*	

****

Note: Queue reported is the number of cars per lane.

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APPENDIX C

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St. (SCENARIOS #1 & #3)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	60	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: AM Peak Hour												
Base Vol:	0	1439	52	42	633	0	0	0	0	42	0	94
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	1439	52	42	633	0	0	0	0	42	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	68	8	0	31	0	0	0	0	12	0	0
Initial Fut:	0	1507	60	42	664	0	0	0	0	54	0	94
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:	0	1713	68	48	755	0	0	0	0	61	0	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1713	68	48	755	0	0	0	0	61	0	107
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
FinalVolume:	0	1713	68	48	755	0	0	0	0	61	0	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.83	0.83	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3285	131	1583	3166	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.03	0.24	0.00	0.00	0.00	0.00	0.04	0.00	0.07
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.76	0.76	0.04	0.80	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.69	0.69	0.69	0.30	0.00	0.00	0.00	0.00	0.35	0.00	0.69
Delay/Veh:	0.0	8.2	8.2	81.9	3.2	0.0	0.0	0.0	0.0	51.7	0.0	64.6
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	8.2	8.2	81.9	3.2	0.0	0.0	0.0	0.0	51.7	0.0	64.6
LOS by Move:	A	A	A	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	18	18	3	4	0	0	0	0	2	0	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Cornelius Pass Rd./Wilkins St. (SCENARIOS #2 & #4)

****

Cycle (sec):	140	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	60	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: AM Peak Hour												
Base Vol:	0	1439	52	42	633	0	0	0	0	42	0	94
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	1439	52	42	633	0	0	0	0	42	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	68	8	0	31	0	0	0	0	12	0	0
Initial Fut:	0	1507	60	42	664	0	0	0	0	54	0	94
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:	0	1713	68	48	755	0	0	0	0	61	0	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1713	68	48	755	0	0	0	0	61	0	107
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
FinalVolume:	0	1713	68	48	755	0	0	0	0	61	0	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.83	0.83	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3285	131	1583	3166	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.03	0.24	0.00	0.00	0.00	0.00	0.04	0.00	0.07
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.77	0.77	0.04	0.81	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.68	0.68	0.68	0.29	0.00	0.00	0.00	0.00	0.35	0.00	0.68
Delay/Veh:	0.0	8.5	8.5	89.2	3.3	0.0	0.0	0.0	0.0	59.9	0.0	72.0
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	8.5	8.5	89.2	3.3	0.0	0.0	0.0	0.0	59.9	0.0	72.0
LOS by Move:	A	A	A	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	20	20	3	4	0	0	0	0	3	0	6

****

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #1)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	77	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			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	27	1266	120	43	588	44	97	67	39	63	27	128
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:	27	1266	120	43	588	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	11	13	0	0	28	18	76	32	7	0	32	0
Initial Fut:	38	1279	120	43	616	62	173	99	46	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	1390	130	47	670	67	188	108	50	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1390	130	47	670	67	188	108	50	68	64	139
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
FinalVolume:	41	1390	130	47	670	67	188	108	50	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.83	0.82	0.82	0.44	0.94	0.94	0.51	0.86	0.86
Lanes:	1.00	1.83	0.17	1.00	1.82	0.18	1.00	0.68	0.32	1.00	0.32	0.68
Final Sat.:	1702	3072	288	1583	2836	285	843	1223	568	978	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.03	0.24	0.24	0.22	0.09	0.09	0.07	0.12	0.12
Crit Moves:		****		****			****					
Green/Cycle:	0.70	0.63	0.63	0.65	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.03	0.72	0.72	0.04	0.39	0.39	0.97	0.38	0.38	0.30	0.54	0.54
Delay/Veh:	50.3	16.3	16.3	53.0	12.2	12.2	101.6	39.6	39.6	39.0	42.2	42.2
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:	50.3	16.3	16.3	53.0	12.2	12.2	101.6	39.6	39.6	39.0	42.2	42.2
LOS by Move:	D	B	B	D	B	B	F	D	D	D	D	D
HCM2kAvgQ:	0	20	20	1	7	7	11	5	5	2	7	7

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #2)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	77	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			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	27	1266	120	43	588	44	97	67	39	63	27	128
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:	27	1266	120	43	588	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	11	13	0	0	28	18	76	32	7	0	32	0
Initial Fut:	38	1279	120	43	616	62	173	99	46	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	1390	130	47	670	67	188	108	50	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1390	130	47	670	67	188	108	50	68	64	139
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
FinalVolume:	41	1390	130	47	670	67	188	108	50	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.83	0.82	0.82	0.44	0.94	0.94	0.51	0.86	0.86
Lanes:	1.00	1.83	0.17	1.00	1.82	0.18	1.00	0.68	0.32	1.00	0.32	0.68
Final Sat.:	1702	3072	288	1583	2836	285	841	1223	568	969	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.03	0.24	0.24	0.22	0.09	0.09	0.07	0.12	0.12
Crit Moves:		****		****			****					
Green/Cycle:	0.70	0.63	0.63	0.65	0.61	0.61	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.03	0.71	0.71	0.04	0.39	0.39	0.93	0.37	0.37	0.29	0.52	0.52
Delay/Veh:	59.2	18.4	18.4	62.4	14.0	14.0	96.5	44.9	44.9	44.2	47.4	47.4
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:	59.2	18.4	18.4	62.4	14.0	14.0	96.5	44.9	44.9	44.2	47.4	47.4
LOS by Move:	E	B	B	E	B	B	F	D	D	D	D	D
HCM2kAvgQ:	1	23	23	1	8	8	11	6	6	3	8	8

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #3)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.1
Optimal Cycle:	98	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			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	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	27	1266	120	43	588	44	97	67	39	63	27	128
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:	27	1266	120	43	588	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	11	13	0	0	28	18	76	32	7	0	32	0
Initial Fut:	38	1279	120	43	616	62	173	99	46	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	1390	130	47	670	67	188	108	50	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1390	130	47	670	67	188	108	50	68	64	139
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
FinalVolume:	41	1390	130	47	670	67	188	108	50	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.83	0.82	0.82	0.94	0.94	0.94	0.91	0.86	0.86
Lanes:	1.00	1.83	0.17	1.00	1.82	0.18	1.00	0.68	0.32	1.00	0.32	0.68
Final Sat.:	1702	3072	288	1583	2836	285	1787	1223	568	1736	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.03	0.24	0.24	0.11	0.09	0.09	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.66	0.59	0.59	0.61	0.57	0.57	0.11	0.17	0.17	0.07	0.13	0.13
Volume/Cap:	0.04	0.77	0.77	0.05	0.42	0.42	0.96	0.53	0.53	0.53	0.95	0.95
Delay/Veh:	50.7	20.5	20.5	53.3	14.8	14.8	104.7	47.6	47.6	57.7	100	100.3
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:	50.7	20.5	20.5	53.3	14.8	14.8	104.7	47.6	47.6	57.7	100	100.3
LOS by Move:	D	C	C	D	B	B	F	D	D	E	F	F
HCM2kAvgQ:	1	23	23	1	8	8	11	6	6	3	11	11

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.9
Optimal Cycle:	98	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:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	27	1266	120	43	588	44	97	67	39	63	27	128
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:	27	1266	120	43	588	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	11	13	0	0	28	18	76	32	7	0	32	0
Initial Fut:	38	1279	120	43	616	62	173	99	46	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	1390	130	47	670	67	188	108	50	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1390	130	47	670	67	188	108	50	68	64	139
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
FinalVolume:	41	1390	130	47	670	67	188	108	50	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.83	0.82	0.82	0.94	0.94	0.94	0.91	0.86	0.86
Lanes:	1.00	1.83	0.17	1.00	1.82	0.18	1.00	0.68	0.32	1.00	0.32	0.68
Final Sat.:	1702	3072	288	1583	2836	285	1787	1223	568	1736	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.03	0.24	0.24	0.11	0.09	0.09	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.67	0.61	0.61	0.63	0.59	0.59	0.11	0.17	0.17	0.07	0.13	0.13
Volume/Cap:	0.03	0.75	0.75	0.05	0.40	0.40	0.96	0.53	0.53	0.53	0.95	0.95
Delay/Veh:	59.6	21.4	21.4	62.7	15.9	15.9	113.6	55.3	55.3	66.6	109	108.9
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:	59.6	21.4	21.4	62.7	15.9	15.9	113.6	55.3	55.3	66.6	109	108.9
LOS by Move:	E	C	C	E	B	B	F	E	E	E	F	F
HCM2kAvgQ:	1	25	25	1	9	9	12	7	7	4	12	12

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.2 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 0			0 1 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:	AM Peak Hour											
Base Vol:	0	1404	2	5	685	0	0	0	0	4	0	9
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	1404	2	5	685	0	0	0	0	4	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	24	0	0	35	0	0	0	0	0	0	0
Initial Fut:	0	1428	2	5	720	0	0	0	0	4	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1552	2	5	783	0	0	0	0	4	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1552	2	5	783	0	0	0	0	4	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1554	xxxx	xxxxx	xxxx	xxxx	xxxxx	1955	2347	777
Potent Cap.:	xxxx	xxxx	xxxxx	386	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	37	344
Move Cap.:	xxxx	xxxx	xxxxx	386	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	36	344
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.5	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	134	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.0	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.0		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: C[16.1]

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	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	2	0	26	0	0	0	0	174	0	8	90	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	0	26	0	0	0	0	174	0	8	90	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	0	0	115	0	55	47	0	0	0	0	61
Initial Fut:	2	0	26	115	0	55	47	174	0	8	90	61
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	2	0	32	140	0	67	57	212	0	10	110	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	32	140	0	67	57	212	0	10	110	74
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	527	530	212	509	493	147	184	xxxx	xxxxx	212	xxxx	xxxxx
Potent Cap.:	465	457	833	478	480	905	1367	xxxx	xxxxx	1323	xxxx	xxxxx
Move Cap.:	414	435	833	442	456	905	1367	xxxx	xxxxx	1323	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.04	0.32	0.00	0.07	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	777	xxxxx	xxxx	530	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	16.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	C	*	*	*	*	*	*	*
ApproachDel:		9.8			16.1			xxxxxx			xxxxxx	
ApproachLOS:		A			C			*			*	

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
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2028 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Cornelius Pass Rd./Proposed Access

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.2]

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 2	0	0	0 0 1	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module:AM Peak Hour												
Base Vol:	0	1491	0	0	675	0	0	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
Initial Bse:	0	1491	0	0	675	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	13	76	0	0	18	25	0	0	28	0	0	0
Initial Fut:	13	1567	0	0	693	25	0	0	28	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	14	1703	0	0	753	27	0	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	1703	0	0	753	27	0	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	780	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	390	xxxx	xxxx	xxxxx
Potent Cap.:	813	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	614	xxxx	xxxx	xxxxx
Move Cap.:	813	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	614	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St. (SCENARIOS #1 & #3)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	55	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	1115	78	131	1735	0	0	0	0	49	0	88
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	1115	78	131	1735	0	0	0	0	49	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	48	15	0	70	0	0	0	0	13	0	0
Initial Fut:	0	1163	93	131	1805	0	0	0	0	62	0	88
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1199	96	135	1861	0	0	0	0	64	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1199	96	135	1861	0	0	0	0	64	0	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
FinalVolume:	0	1199	96	135	1861	0	0	0	0	64	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.93	0.93	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3240	259	1769	3538	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.08	0.53	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.67	0.67	0.14	0.81	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.55	0.55	0.55	0.65	0.00	0.00	0.00	0.00	0.41	0.00	0.65
Delay/Veh:	0.0	10.4	10.4	50.8	5.0	0.0	0.0	0.0	0.0	53.5	0.0	63.1
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	10.4	10.4	50.8	5.0	0.0	0.0	0.0	0.0	53.5	0.0	63.1
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	13	13	5	15	0	0	0	0	3	0	4

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St. (SCENARIOS #2 & #4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	55	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	1115	78	131	1735	0	0	0	0	49	0	88
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	1115	78	131	1735	0	0	0	0	49	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	48	15	0	70	0	0	0	0	13	0	0
Initial Fut:	0	1163	93	131	1805	0	0	0	0	62	0	88
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1199	96	135	1861	0	0	0	0	64	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1199	96	135	1861	0	0	0	0	64	0	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
FinalVolume:	0	1199	96	135	1861	0	0	0	0	64	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.93	0.93	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3240	259	1769	3538	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.08	0.53	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.68	0.68	0.14	0.83	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.54	0.54	0.54	0.64	0.00	0.00	0.00	0.00	0.40	0.00	0.64
Delay/Veh:	0.0	11.3	11.3	58.3	5.0	0.0	0.0	0.0	0.0	61.9	0.0	70.8
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	11.3	11.3	58.3	5.0	0.0	0.0	0.0	0.0	61.9	0.0	70.8
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	14	14	6	16	0	0	0	0	3	0	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #1)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.3
Optimal Cycle: 145 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			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	63	1051	96	126	1446	212	62	74	60	215	51	80
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:	63	1051	96	126	1446	212	62	74	60	215	51	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	34	6	0	0	-13	52	86	42	46	0	42	0
Initial Fut:	97	1057	96	126	1433	264	148	116	106	215	93	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	1113	101	133	1508	278	156	122	112	226	98	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1113	101	133	1508	278	156	122	112	226	98	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
FinalVolume:	102	1113	101	133	1508	278	156	122	112	226	98	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.93	0.91	0.91	0.53	0.92	0.92	0.45	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.69	0.31	1.00	0.52	0.48	1.00	0.54	0.46
Final Sat.:	1753	3175	288	1769	2919	538	999	912	833	846	941	810
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.07	0.52	0.52	0.16	0.13	0.13	0.27	0.10	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.57	0.51	0.51	0.65	0.55	0.55	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.60	0.69	0.69	0.43	0.94	0.94	0.55	0.47	0.47	0.94	0.36	0.36
Delay/Veh:	29.6	23.7	23.7	15.4	34.3	34.3	38.5	36.0	36.0	82.4	34.6	34.6
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:	29.6	23.7	23.7	15.4	34.3	34.3	38.5	36.0	36.0	82.4	34.6	34.6
LOS by Move:	C	C	C	B	C	C	D	D	D	F	C	C
HCM2kAvgQ:	4	18	18	3	37	37	6	7	7	12	5	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #2)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.2
Optimal Cycle:	147	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:	Prot+Permit			Prot+Permit			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	63	1051	96	126	1446	212	62	74	60	215	51	80
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:	63	1051	96	126	1446	212	62	74	60	215	51	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	34	6	0	0	-13	52	86	42	46	0	42	0
Initial Fut:	97	1057	96	126	1433	264	148	116	106	215	93	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	1113	101	133	1508	278	156	122	112	226	98	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1113	101	133	1508	278	156	122	112	226	98	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
FinalVolume:	102	1113	101	133	1508	278	156	122	112	226	98	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.93	0.91	0.91	0.52	0.92	0.92	0.44	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.69	0.31	1.00	0.52	0.48	1.00	0.54	0.46
Final Sat.:	1753	3175	288	1769	2919	538	988	912	833	839	941	810
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.07	0.52	0.52	0.16	0.13	0.13	0.27	0.10	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.58	0.51	0.51	0.65	0.56	0.56	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.63	0.68	0.68	0.43	0.92	0.92	0.54	0.46	0.46	0.92	0.36	0.36
Delay/Veh:	35.4	26.7	26.7	17.4	36.2	36.2	43.7	41.2	41.2	85.5	39.6	39.6
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:	35.4	26.7	26.7	17.4	36.2	36.2	43.7	41.2	41.2	85.5	39.6	39.6
LOS by Move:	D	C	C	B	D	D	D	D	D	F	D	D
HCM2kAvgQ:	4	21	21	3	40	40	6	8	8	13	6	6

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #3)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.1
Optimal Cycle:	173	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:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	63	1051	96	126	1446	212	62	74	60	215	51	80
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:	63	1051	96	126	1446	212	62	74	60	215	51	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	34	6	0	0	-13	52	86	42	46	0	42	0
Initial Fut:	97	1057	96	126	1433	264	148	116	106	215	93	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	1113	101	133	1508	278	156	122	112	226	98	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1113	101	133	1508	278	156	122	112	226	98	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
FinalVolume:	102	1113	101	133	1508	278	156	122	112	226	98	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.93	0.91	0.91	0.94	0.92	0.92	0.94	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.69	0.31	1.00	0.52	0.48	1.00	0.54	0.46
Final Sat.:	1753	3175	288	1769	2919	538	1787	912	833	1787	941	810
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.07	0.52	0.52	0.09	0.13	0.13	0.13	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.55	0.49	0.49	0.63	0.54	0.54	0.12	0.14	0.14	0.13	0.15	0.15
Volume/Cap:	0.61	0.71	0.71	0.46	0.96	0.96	0.71	0.96	0.96	0.96	0.71	0.71
Delay/Veh:	31.5	25.4	25.4	16.8	40.2	40.2	60.6	99.0	99.0	100.3	57.5	57.5
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:	31.5	25.4	25.4	16.8	40.2	40.2	60.6	99.0	99.0	100.3	57.5	57.5
LOS by Move:	C	C	C	B	D	D	E	F	F	F	E	E
HCM2kAvgQ:	4	19	19	3	39	39	7	13	13	12	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd. (SCENARIO #4)

Cycle (sec):	140	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.8
Optimal Cycle:	173	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:	Prot+Permit					Prot+Permit					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	0	1	0	1	0	0	1	0
Volume Module: PM Peak Hour																				
Base Vol:	63	1051		96		126	1446		212		62		74		60	215		51		80
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:	63	1051		96		126	1446		212		62		74		60	215		51		80
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Site Trips:	34	6		0		0	-13		52		86		42		46	0		42		0
Initial Fut:	97	1057		96		126	1433		264		148		116		106	215		93		80
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:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	102	1113		101		133	1508		278		156		122		112	226		98		84
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	102	1113		101		133	1508		278		156		122		112	226		98		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
FinalVolume:	102	1113		101		133	1508		278		156		122		112	226		98		84
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900	1900		1900		1900
Adjustment:	0.92	0.91		0.91		0.93	0.91		0.91		0.94		0.92		0.92	0.94		0.92		0.92
Lanes:	1.00	1.83		0.17		1.00	1.69		0.31		1.00		0.52		0.48	1.00		0.54		0.46
Final Sat.:	1753	3175		288		1769	2919		538		1787		912		833	1787		941		810
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.35		0.35		0.07	0.52		0.52		0.09		0.13		0.13	0.13		0.10		0.10
Crit Moves:	****						****						****			****				
Green/Cycle:	0.56	0.50		0.50		0.64	0.55		0.55		0.13		0.14		0.14	0.13		0.15		0.15
Volume/Cap:	0.63	0.70		0.70		0.44	0.94		0.94		0.69		0.94		0.94	0.94		0.69		0.69
Delay/Veh:	36.9	28.0		28.0		18.5	39.9		39.9		67.5		101		101.3	102.7		64.1		64.1
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:	36.9	28.0		28.0		18.5	39.9		39.9		67.5		101		101.3	102.7		64.1		64.1
LOS by Move:	D	C		C		B	D		D		E		F		F	F		E		E
HCM2kAvgQ:	4	21		21		3	42		42		8		14		14	13		9		9

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[36.1]

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		0 1 1	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module: PM Peak Hour												
Base Vol:	0	1207	2	10	1711	0	0	0	0	1	0	3
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	1207	2	10	1711	0	0	0	0	1	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	40	0	0	33	0	0	0	0	0	0	0
Initial Fut:	0	1247	2	10	1744	0	0	0	0	1	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1286	2	10	1798	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1286	2	10	1798	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1288	xxxx	xxxxx	xxxx	xxxx	xxxxx	2206	3105	644
Potent Cap.:	xxxx	xxxx	xxxxx	534	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	12	420
Move Cap.:	xxxx	xxxx	xxxxx	534	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	12	420
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.9	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	120	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	36.1	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			36.1		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 Quatama Rd./76th Ave./Site Access

****

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: E[45.3]

****

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	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	3	0	19	0	0	0	0	178	6	23	304	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:	3	0	19	0	0	0	0	178	6	23	304	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	0	0	175	0	64	69	0	0	0	0	128
Initial Fut:	3	0	19	175	0	64	69	178	6	23	304	128
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	0	20	188	0	69	74	191	6	25	327	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	20	188	0	69	74	191	6	25	327	138
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	823	857	195	798	791	396	465	xxxx	xxxxx	198	xxxx	xxxxx
Potent Cap.:	290	293	842	306	324	658	1107	xxxx	xxxxx	1375	xxxx	xxxxx
Move Cap.:	243	268	842	280	297	658	1107	xxxx	xxxxx	1375	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	0.67	0.00	0.10	0.07	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	630	xxxxx	xxxx	331	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	6.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.9	xxxxx	xxxxx	45.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	E	*	*	*	*	*	*	*
ApproachDel:		10.9			45.3			xxxxxx			xxxxxx	
ApproachLOS:		B			E			*			*	

****

Note: Queue reported is the number of cars per lane.

****

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #6 Cornelius Pass Rd./Proposed Access

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[20.6]

****

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:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	0	1193	0	0	1784	0	0	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
Initial Bse:	0	1193	0	0	1784	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	29	63	0	0	19	64	0	0	20	0	0	0
Initial Fut:	29	1256	0	0	1803	64	0	0	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	1322	0	0	1898	67	0	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	1322	0	0	1898	67	0	0	21	0	0	0
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1965	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	983	xxxx	xxxx	xxxxx
Potent Cap.:	288	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	252	xxxx	xxxx	xxxxx
Move Cap.:	288	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	252	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	19.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.6	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	C	*	*	*
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.6			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

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APPENDIX D

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 AM Peak Hour (No RIROLI)
	Scenario #1
Cycle Length:	120 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	51	1386	43	675	173	173	63	187
G/C for movement:	0.07	0.63	0.04	0.59	0.23	0.23	0.23	0.23
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	111.6	44.4	115.2	49.2	92.4	92.4	92.4	92.4
Average total queue (veh):	1.6	17.1	1.4	9.2	4.4	4.4	1.6	4.8
Maximum total queue (veh):	**4**	**24**	**4**	**14**	**8**	**8**	**4**	**9**
Total queue length (feet):	100	600	100	350	200	200	100	225
Required storage/lane (feet):	**100**	**300**	**100**	**175**	**200**	**200**	**100**	**225**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					187		173	
Opposing sat. flow rate:					1639		1761	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.11		0.10	
Unblocked G/C:					0.13		0.15	
Effective red interval (sec):					104.3		102.5	
Average total queue (veh):					5.0		1.8	
Maximum total queue (veh):					**9**		**4**	
Total queue length (feet):					225		100	
Required storage/lane (feet):					**225**		**100**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 AM Peak Hour (No RIROLI)
	Scenario #2
Cycle Length:	140 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	51	1386	43	675	173	173	63	187
G/C for movement:	0.07	0.63	0.04	0.59	0.24	0.24	0.24	0.24
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	130.2	51.8	134.4	57.4	106.4	106.4	106.4	106.4
Average total queue (veh):	1.8	19.9	1.6	10.8	5.1	5.1	1.9	5.5
Maximum total queue (veh):	**4**	**28**	**4**	**16**	**9**	**9**	**4**	**10**
Total queue length (feet):	100	700	100	400	225	225	100	250
Required storage/lane (feet):	**100**	**350**	**100**	**200**	**225**	**225**	**100**	**250**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					187		173	
Opposing sat. flow rate:					1639		1761	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.11		0.10	
Unblocked G/C:					0.14		0.16	
Effective red interval (sec):					120.1		118.0	
Average total queue (veh):					5.8		2.1	
Maximum total queue (veh):					**10**		**5**	
Total queue length (feet):					250		125	
Required storage/lane (feet):					**250**		**125**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded
up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 AM Peak Hour (No RIROLI)
	Scenario #3
Cycle Length:	120 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	51	1386	43	675	173	173	63	187
G/C for movement:	0.07	0.59	0.04	0.55	0.11	0.18	0.13	0.13
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	111.6	49.2	115.2	54.0	106.8	98.4	104.4	104.4
Average total queue (veh):	1.6	18.9	1.4	10.1	5.1	4.7	1.8	5.4
Maximum total queue (veh):	**4**	**26**	**4**	**16**	**9**	**9**	**4**	**9**
Total queue length (feet):	100	650	100	400	225	225	100	225
Required storage/lane (feet):	**100**	**325**	**100**	**200**	**225**	**225**	**100**	**225**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, .., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 AM Peak Hour (No RIROLI)
	Scenario #4
Cycle Length:	140 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	51	1386	43	675	173	173	63	187
G/C for movement:	0.06	0.61	0.04	0.57	0.11	0.18	0.13	0.13
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	131.6	54.6	134.4	60.2	124.6	114.8	121.8	121.8
Average total queue (veh):	1.9	21.0	1.6	11.3	6.0	5.5	2.1	6.3
Maximum total queue (veh):	**4**	**29**	**4**	**17**	**10**	**10**	**5**	**11**
Total queue length (feet):	100	725	100	425	250	250	125	275
Required storage/lane (feet):	**100**	**375**	**100**	**225**	**250**	**250**	**125**	**275**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, . . , N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 PM Peak Hour (No RIROLI)
	Scenario #1
Cycle Length:	120 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	126	1124	126	1741	148	242	215	173
G/C for movement:	0.08	0.50	0.11	0.54	0.29	0.29	0.29	0.29
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	110.4	60.0	106.8	55.2	85.2	85.2	85.2	85.2
Average total queue (veh):	3.9	18.7	3.7	26.7	3.5	5.7	5.1	4.1
Maximum total queue (veh):	**7**	**26**	**7**	**35**	**7**	**10**	**9**	**8**
Total queue length (feet):	175	650	175	875	175	250	225	200
Required storage/lane (feet):	**175**	**325**	**175**	**450**	**175**	**250**	**225**	**200**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					173		242	
Opposing sat. flow rate:					1751		1734	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.10		0.14	
Unblocked G/C:					0.21		0.17	
Effective red interval (sec):					94.5		99.0	
Average total queue (veh):					3.9		5.9	
Maximum total queue (veh):					**7**		**10**	
Total queue length (feet):					175		250	
Required storage/lane (feet):					**175**		**250**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob. of arrivals = N) = (Red interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, .. , N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 PM Peak Hour (No RIROLI)
	Scenario #2
Cycle Length:	140 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	126	1124	126	1741	148	242	215	173
G/C for movement:	0.08	0.51	0.11	0.54	0.29	0.29	0.29	0.29
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	128.8	68.6	124.6	64.4	99.4	99.4	99.4	99.4
Average total queue (veh):	4.5	21.4	4.4	31.1	4.1	6.7	5.9	4.8
Maximum total queue (veh):	**8**	**29**	**8**	**41**	**8**	**11**	**10**	**9**
Total queue length (feet):	200	725	200	1025	200	275	250	225
Required storage/lane (feet):	**200**	**375**	**200**	**525**	**200**	**275**	**250**	**225**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					173		242	
Opposing sat. flow rate:					1751		1734	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.10		0.14	
Unblocked G/C:					0.21		0.17	
Effective red interval (sec):					110.3		115.5	
Average total queue (veh):					4.5		6.9	
Maximum total queue (veh):					**8**		**11**	
Total queue length (feet):					200		275	
Required storage/lane (feet):					**200**		**275**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob of arrivals = N) = (Red interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded
up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 PM Peak Hour (No RIROLI)
	Scenario #3
Cycle Length:	120 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	126	1124	126	1741	148	242	215	173
G/C for movement:	0.07	0.49	0.11	0.52	0.12	0.14	0.12	0.15
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	111.6	61.2	106.8	57.6	105.6	103.2	105.6	102.0
Average total queue (veh):	3.9	19.1	3.7	27.9	4.3	6.9	6.3	4.9
Maximum total queue (veh):	**7**	**27**	**7**	**37**	**8**	**12**	**11**	**9**
Total queue length (feet):	175	675	175	925	200	300	275	225
Required storage/lane (feet):	**175**	**350**	**175**	**475**	**200**	**300**	**275**	**225**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, .., N-1
Max N. Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded
up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 PM Peak Hour (No RIROLI)
	Scenario #4
Cycle Length:	140 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	126	1124	126	1741	148	242	215	173
G/C for movement:	0.08	0.50	0.10	0.54	0.13	0.15	0.13	0.15
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	128.8	70.0	126.0	64.4	121.8	119.0	121.8	119.0
Average total queue (veh):	4.5	21.9	4.4	31.1	5.0	8.0	7.3	5.7
Maximum total queue (veh):	**8**	**30**	**8**	**41**	**9**	**13**	**12**	**10**
Total queue length (feet):	200	750	200	1025	225	325	300	250
Required storage/lane (feet):	**200**	**375**	**200**	**525**	**225**	**325**	**300**	**250**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob. of arrivals = N) = (Red interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Unsignalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	September 4, 2008
Scenario:	2028 Weekday AM Peak Hour (No Access)
Analysis Period:	0.25 (peak 15 minute analysis)
Vehicle Length (ft):	25

Legend

V = Flow rate for movement
C = Capacity of movement
Q = 95th percentile queue (veh)
S = Storage needed (ft)

* 95th-percentile queue length calculations performed using Equation (17-37) presented in *Highway Capacity Manual 2000*.

Intersection Name		Approach/Turn Movement											
		NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT
Cornelius Pass Rd/ Proposed Site Access	V												
	C												
	Q												
	S												
Quatama Rd/ Site Access/76th Avenue	V										10		
	C										1323		
	Q										0.0		
	S										25		

Unsignalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	September 4, 2008
Scenario:	2028 Weekday PM Peak Hour (No Access)
Analysis Period:	0.25 (peak 15 minute analysis)
Vehicle Length (ft):	25

Legend

V = Flow rate for movement
C = Capacity of movement
Q = 95th percentile queue (veh)
S = Storage needed (ft)

* 95th-percentile queue length calculations performed using Equation (17-37) presented in *Highway Capacity Manual 2000*.

Intersection Name		Approach/Turn Movement											
		NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT
Cornelius Pass Rd/ Proposed Site Access	V												
	C												
	Q												
	S												
Quatama Rd/ Site Access/76th Avenue	V										25		
	C										1375		
	Q										0.1		
	S										25		

APPENDIX E

Signalized Vehicle Qu. .ing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 AM Peak Hour (With RIROLI)
	Scenario #1
Cycle Length:	120 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	38	1399	43	678	173	145	63	187
G/C for movement:	0.07	0.63	0.04	0.61	0.23	0.23	0.23	0.23
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	111.6	44.4	115.2	46.8	92.4	92.4	92.4	92.4
Average total queue (veh):	1.2	17.3	1.4	8.8	4.4	3.7	1.6	4.8
Maximum total queue (veh):	**3**	**24**	**4**	**14**	**8**	**7**	**4**	**9**
Total queue length (feet):	75	600	100	350	200	175	100	225
Required storage/lane (feet):	**75**	**300**	**100**	**175**	**200**	**175**	**100**	**225**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					187		145	
Opposing sat. flow rate:					1636		1790	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.11		0.08	
Unblocked G/C:					0.13		0.16	
Effective red interval (sec):					104.3		100.5	
Average total queue (veh):					5.0		1.8	
Maximum total queue (veh):					**9**		**4**	
Total queue length (feet):					225		100	
Required storage/lane (feet):					**225**		**100**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, . ., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded
up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 AM Peak Hour (With RIROLI) **Scenario #2**
Cycle Length:	140 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	38	1399	43	678	173	145	63	187
G/C for movement:	0.07	0.63	0.04	0.61	0.24	0.24	0.24	0.24
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	130.2	51.8	134.4	54.6	106.4	106.4	106.4	106.4
Average total queue (veh):	1.4	20.1	1.6	10.3	5.1	4.3	1.9	5.5
Maximum total queue (veh):	**4**	**28**	**4**	**16**	**9**	**8**	**4**	**10**
Total queue length (feet):	100	700	100	400	225	200	100	250
Required storage/lane (feet):	**100**	**350**	**100**	**200**	**225**	**200**	**100**	**250**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					187		145	
Opposing sat. flow rate:					1636		1790	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.11		0.08	
Unblocked G/C:					0.14		0.17	
Effective red interval (sec):					120.1		115.8	
Average total queue (veh):					5.8		2.0	
Maximum total queue (veh):					**10**		**5**	
Total queue length (feet):					250		125	
Required storage/lane (feet):					**250**		**125**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N. Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 AM Peak Hour (With RIROLI) **Scenario #3**
Cycle Length:	120 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	38	1399	43	678	173	145	63	187
G/C for movement:	0.07	0.59	0.04	0.57	0.11	0.17	0.07	0.13
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	111.6	49.2	115.2	51.6	106.8	99.6	111.6	104.4
Average total queue (veh):	1.2	19.1	1.4	9.7	5.1	4.0	2.0	5.4
Maximum total queue (veh):	**3**	**27**	**4**	**15**	**9**	**8**	**4**	**9**
Total queue length (feet):	75	675	100	375	225	200	100	225
Required storage/lane (feet):	**75**	**350**	**100**	**200**	**225**	**200**	**100**	**225**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 AM Peak Hour (With RIROLI)
	Scenario #4
Cycle Length:	140 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	38	1399	43	678	173	145	63	187
G/C for movement:	0.06	0.61	0.04	0.59	0.11	0.17	0.07	0.13
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	131.6	54.6	134.4	57.4	124.6	116.2	130.2	121.8
Average total queue (veh):	1.4	21.2	1.6	10.8	6.0	4.7	2.3	6.3
Maximum total queue (veh):	**4**	**29**	**4**	**16**	**10**	**8**	**5**	**11**
Total queue length (feet):	100	725	100	400	250	200	125	275
Required storage/lane (feet):	**100**	**375**	**100**	**200**	**250**	**200**	**125**	**275**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

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Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 PM Peak Hour (With RIROLI)
	Scenario #1
Cycle Length:	120 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	97	1153	126	1697	148	222	215	173
G/C for movement:	0.06	0.51	0.10	0.55	0.29	0.29	0.29	0.29
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	112.8	58.8	108.0	54.0	85.2	85.2	85.2	85.2
Average total queue (veh):	3.0	18.8	3.8	25.5	3.5	5.3	5.1	4.1
Maximum total queue (veh):	**6**	**26**	**7**	**34**	**7**	**9**	**9**	**8**
Total queue length (feet):	150	650	175	850	175	225	225	200
Required storage/lane (feet):	**150**	**325**	**175**	**425**	**175**	**225**	**225**	**200**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					173		222	
Opposing sat. flow rate:					1751		1745	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.10		0.13	
Unblocked G/C:					0.21		0.19	
Effective red interval (sec):					94.5		97.6	
Average total queue (veh):					3.9		5.8	
Maximum total queue (veh):					**7**		**10**	
Total queue length (feet):					175		250	
Required storage/lane (feet):					**175**		**250**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, .. , N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded
up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

81

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 PM Peak Hour (With RIROLI)
	Scenario #2
Cycle Length:	140 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	97	1153	126	1697	148	222	215	173
G/C for movement:	0.07	0.51	0.09	0.56	0.29	0.29	0.29	0.29
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	130.2	68.6	127.4	61.6	99.4	99.4	99.4	99.4
Average total queue (veh):	3.5	22.0	4.5	29.0	4.1	6.1	5.9	4.8
Maximum total queue (veh):	**7**	**30**	**8**	**38**	**8**	**10**	**10**	**9**
Total queue length (feet):	175	750	200	950	200	250	250	225
Required storage/lane (feet):	**175**	**375**	**200**	**475**	**200**	**250**	**250**	**225**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					173		222	
Opposing sat. flow rate:					1751		1745	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.10		0.13	
Unblocked G/C:					0.21		0.19	
Effective red interval (sec):					110.3		113.9	
Average total queue (veh):					4.5		6.8	
Maximum total queue (veh):					**8**		**11**	
Total queue length (feet):					200		275	
Required storage/lane (feet):					**200**		**275**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, .., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

P2

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 PM Peak Hour (With RIROLI)
	Scenario #3
Cycle Length:	120 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	97	1153	126	1697	148	222	215	173
G/C for movement:	0.06	0.49	0.09	0.54	0.12	0.14	0.13	0.15
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	112.8	61.2	109.2	55.2	105.6	103.2	104.4	102.0
Average total queue (veh):	3.0	19.6	3.8	26.0	4.3	6.4	6.2	4.9
Maximum total queue (veh):	**6**	**27**	**7**	**35**	**8**	**11**	**11**	**9**
Total queue length (feet):	150	675	175	875	200	275	275	225
Required storage/lane (feet):	**150**	**350**	**175**	**450**	**200**	**275**	**275**	**225**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

83

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	9/4/2008
Intersection:	Quatama/Cornelius Pass
Scenario:	2028 PM Peak Hour (With RIROLI)
	Scenario #4
Cycle Length:	140 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH/RT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	97	1153	126	1697	148	222	215	173
G/C for movement:	0.06	0.50	0.09	0.55	0.13	0.14	0.13	0.15
Number of lanes:	1	2	1	2	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	131.6	70.0	127.4	63.0	121.8	120.4	121.8	119.0
Average total queue (veh):	3.5	22.4	4.5	29.7	5.0	7.4	7.3	5.7
Maximum total queue (veh):	**7**	**30**	**8**	**39**	**9**	**12**	**12**	**10**
Total queue length (feet):	175	750	200	975	225	300	300	250
Required storage/lane (feet):	**175**	**375**	**200**	**500**	**225**	**300**	**300**	**250**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

84

Unsignalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	September 4, 2008
Scenario:	2028 Weekday AM Peak Hour (With RIROLI)
Analysis Period:	0.25 (peak 15 minute analysis)
Vehicle Length (ft):	25

Legend

V = Flow rate for movement
C = Capacity of movement
Q = 95th percentile queue (veh)
S = Storage needed (ft)

* 95th-percentile queue length calculations performed using Equation (17-37) presented in *Highway Capacity Manual 2000*.

Intersection Name		Approach/Turn Movement											
		NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT
Cornelius Pass Rd/ Proposed Site Access	V	14											
	C	813											
	Q	0.1											
	S	25											
Quatama Rd/ Site Access/76th Avenue	V										10		
	C										1323		
	Q										0.0		
	S										25		

85

Unsignalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	September 4, 2008
Scenario:	2028 Weekday PM Peak Hour (With RIROLI)
Analysis Period:	0.25 (peak 15 minute analysis)
Vehicle Length (ft):	25

Legend

V = Flow rate for movement
C = Capacity of movement
Q = 95th percentile queue (veh)
S = Storage needed (ft)

* 95th-percentile queue length calculations performed using Equation (17-37) presented in *Highway Capacity Manual 2000*.

Intersection Name		Approach/Turn Movement											
		NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT
Cornelius Pass Rd/ Proposed Site Access	V	31											
	C	288											
	Q	0.4											
	S	25											
Quatama Rd/ Site Access/76th Avenue	V										25		
	C										1375		
	Q										0.1		
	S										25		

86

CITY OF HILLSBORO
PLANNING DEPARTMENT
OCT 3 2
RECEIVED BY

10-15-08

Hillsboro Planning Commission,

Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)

- I would like to point out that the traffic from this "modification" will create more of a negative impact at the Kian Lane intersection than the previously approved CDP.

- As you know, Kian Lane connects with Cornelius Pass from the east, approximately 220 feet[1] south of the Quatama intersection. Kian Lane has 26 housing units.

- The original CDP that was previously approved for 252 residential units forecasted 15[2] peak p.m. hour trips southbound past Kian Lane. The "modified" CDP now being considered forecasts 33[3] trips. This is an additional 18 peak p.m. hour trips from the "modification", which more than doubles the number generated by the original CDP.

- This increase in southbound trips by the "modification" will increase the difficulty that a driver has of turning left out of Kian Lane. This is a greater negative impact from the "modification.

- The <u>only</u> roadway improvement that is different with the "modification" is a Southbound Right-Turn lane at the Quatama / Cornelius Pass intersection.[4]

- That improvement will <u>not</u> mitigate the impact of an increase in p.m. peak hour trips caused by the "modification".

- In fact, because of an added right turn lane at the Quatama intersection the average speed of traffic going past Kian Lane will be greater and increase the chance of rear-ending a car stopped waiting to turn left onto Kian Lane.

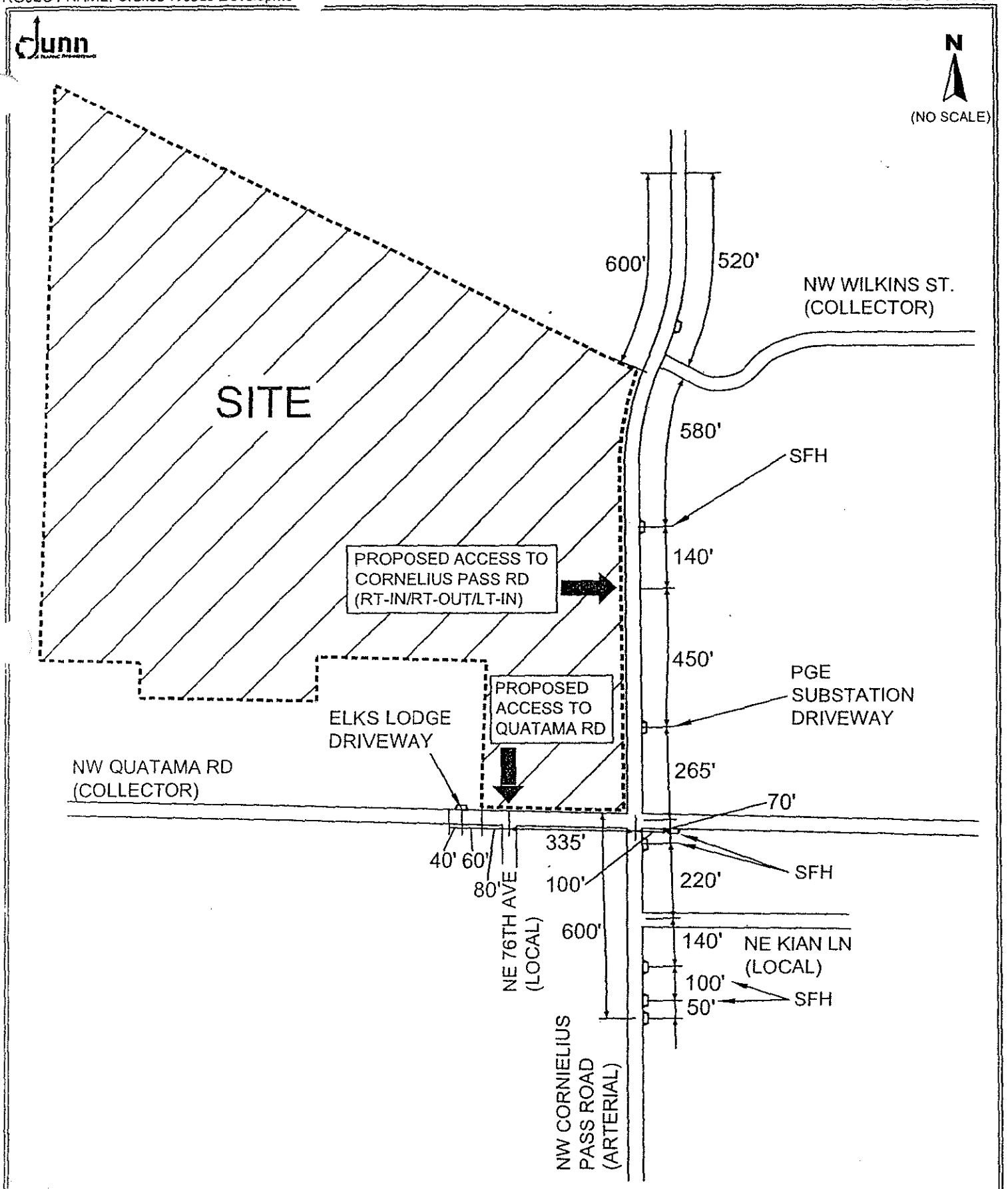
- The additional traffic from this "modification" <u>will</u> result in a greater negative traffic impact at the Kian Lane intersection for left turns out of Kian Lane and a greater chance of rear-end collisions.

- In addition, there will be more p.m. peak hour traffic at the northbound left-turn lane onto Quatama. The original CDP forecasted 13 peak p.m. hour trips turning left onto Quatama.[2] The "modified" CDP forecasts 34 trips.[3] This will create longer queues at this left turn lane and make it more difficult for Kian drivers to see oncoming traffic as they try to turn left. This is another greater negative impact caused by this "modification" compared to the original CDP.

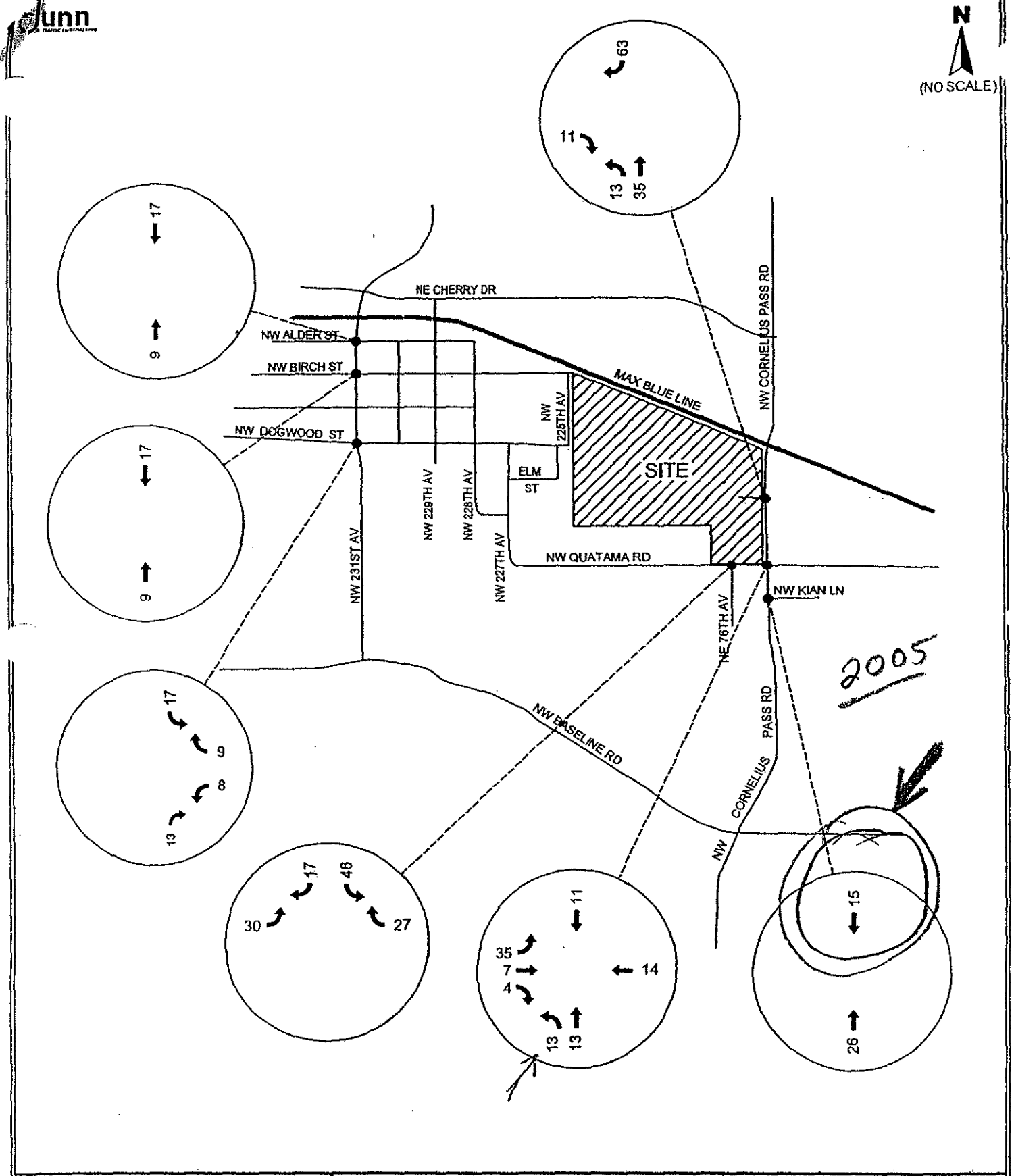
---

[1] See attached Figure No. 3 from the applicant's August, 2008 traffic report.
[2] See attached Figure No. 12 from the applicant's <u>2005</u> traffic report.
[3] See attached Figure No. 14 from the applicant's August, 2008 traffic report.
[4] See attached Figure No. 9 from the applicant's <u>2005</u> traffic report, and Figure No. 10 from the applicant's August, 2008 traffic report.

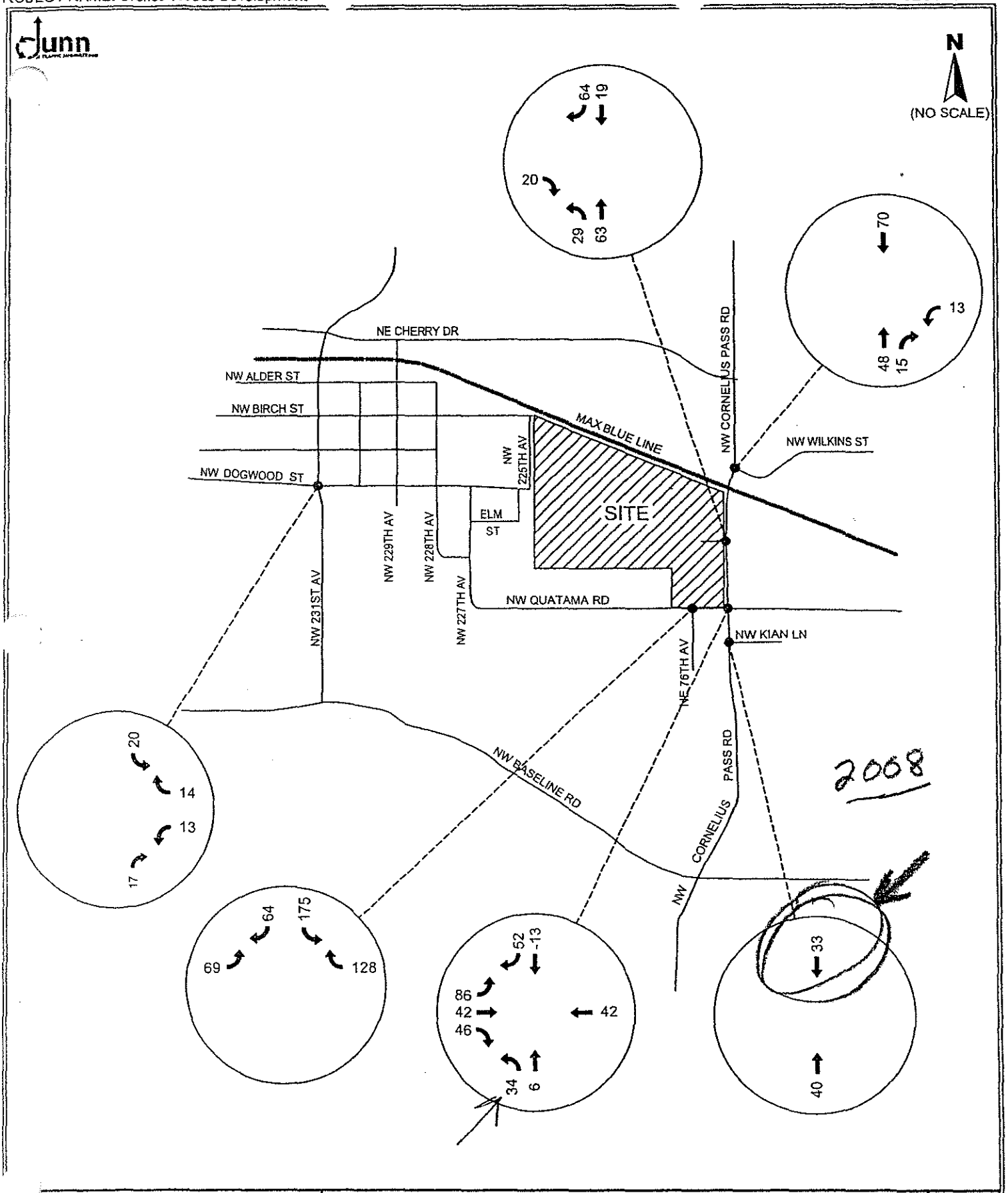
Rob Kidd



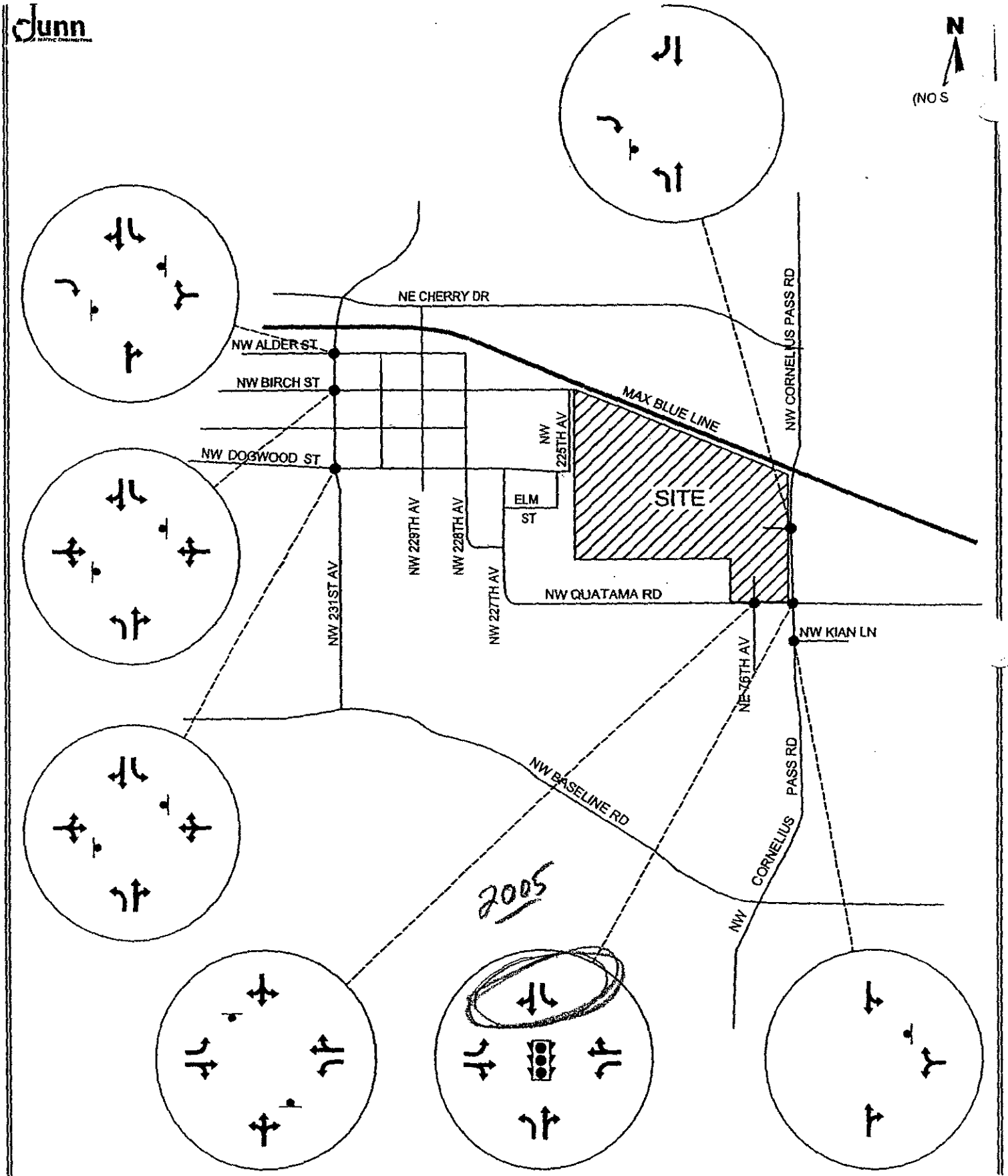
LEGEND	INFLUENCE AREA MAP	FIGURE No.:
SFH = DRIVEWAY TO SINGLE-FAMILY HOME	AUGUST, 2008	3



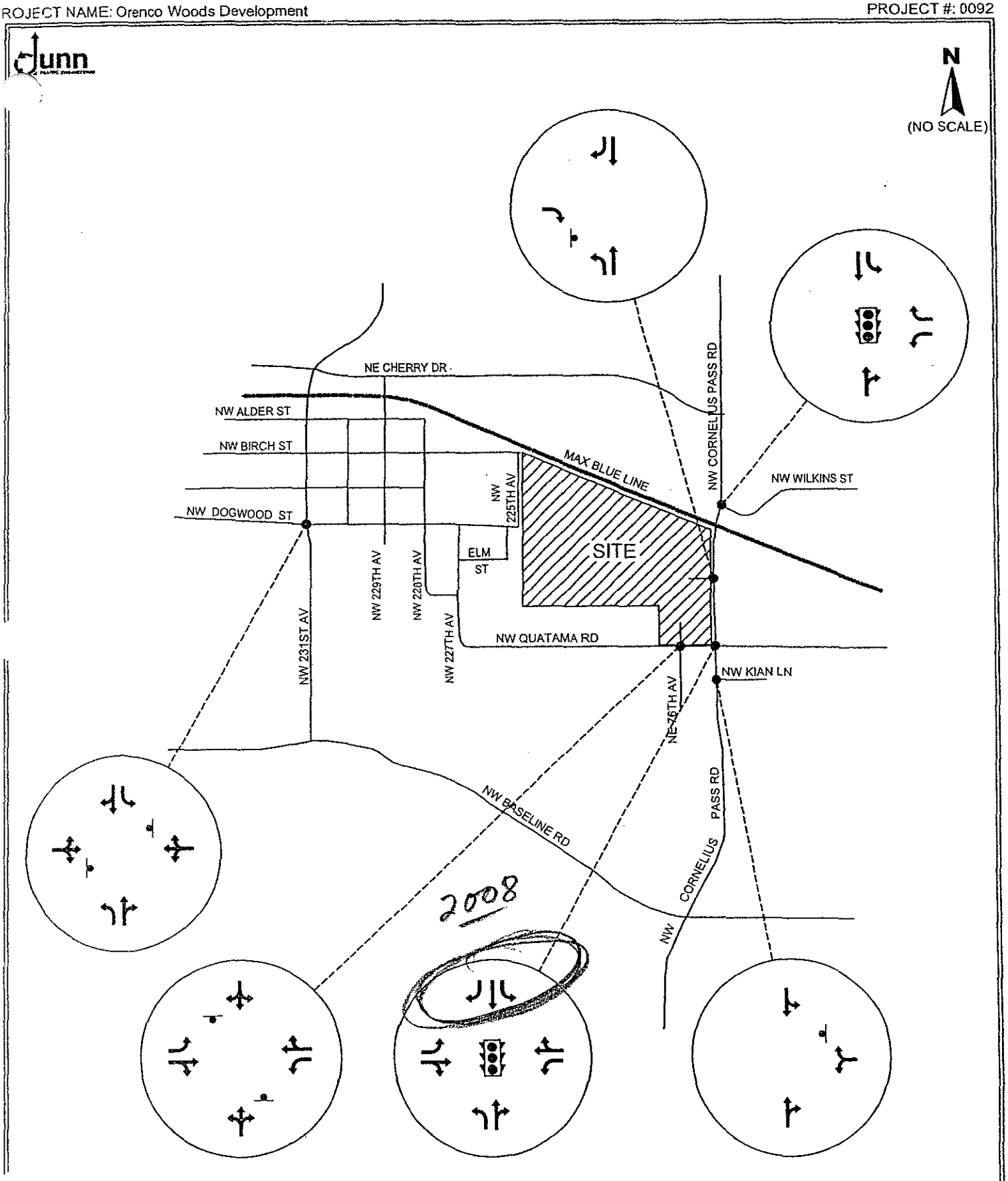
LEGEND	SITE-GENERATED TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR	FIGURE No.:
PEAK HOUR TRAFFIC VOLUME	DECEMBER, 2005	12



LEGEND	TOTAL SITE-GENERATED TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR AUGUST, 2008	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		14



LEGEND	ASSUMED LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES	FIGURE No.:
= STOP SIGN = STOP SIGNAL	DECEMBER, 2005	9



LEGEND	ASSUMED LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES (BUILD-OUT CONDITIONS)	FIGURE No.:
= STOP SIGN = STOP SIGNAL	AUGUST, 2008	10

W R G
DESIGN INC.

October 14, 2008

Hillsboro Planning Commission
c/o Ruth Klein, Urban Planner III
City of Hillsboro
150 E. Main Street, 4th Floor
Hillsboro, Oregon 97123-3999

DEVELOPMENT SERVICES

LAND PLANNING

CIVIL ENGINEERING

LANDSCAPE ARCHITECTURE

LAND SURVEY

RE: Orenco Woods CDP Modification (CDP 1-06 (MOD))
Response to Questions from September 10, 2008 Planning Commission Hearing

Dear Commissioners:

The Hillsboro Planning Commission posed several questions to Venture Properties and the Orenco Woods team regarding the proposed modification to Orenco Woods Crossing at the September 10, 2008 hearing. Our team has been working diligently to provide additional detail and responses to the questions, and appreciate the Commission's continuance of the hearing to October 22, 2008 to allow for this additional detail. We have outlined the major questions below with additional information, including updated traffic analysis information, an approval letter from Washington County for the Access Modification, and a modified land use plan.

Will the Transportation be 'No Worse'?

The Planning Commission asked the Orenco Woods team if the traffic would be 'No Worse' with the proposed modification. This question is in regard to driver delay. Brian Dunn, Principal for Dunn Traffic Engineering has completed an analysis (attached) of the Cornelius Pass corridor with and without the Orenco Woods development which shows the average delay in the AM and PM peak hours for the intersections with Quatama Road and Wilkens Street. This study shows an improvement (reduction) in the driver delay through these intersections. This improvement is the result of two major factors. First, the Orenco Woods project will complete full frontage improvements to both Cornelius Pass Road and Quatama Road, consistent with the original approval. The second significant factor is the addition of a Signal Interconnect between the new Wilkens Road signal and the Quatama Road signal that has been added with the proposed modification.

There has been significant testimony about the major delays to navigate through the Quatama and Cornelius Pass intersection, but the delays do not appear to be reflected in the Traffic Analyses prepared by Kittelson, Dunn Traffic Engineers, or Group MacKenzie. The significant delay phenomenon occurs when the 'progression' does not work correctly through the Cornelius Pass corridor. Signals work best when traffic through a corridor travels in groups, or platoons. This creates gaps in the traffic flow that allow the cross street traffic to travel with minimal delay. Currently, the signals along Cornelius Pass operate independently, so there are times when two platoons will be stopped at an intersection, and that creates too much volume to travel through a single phase of the signal. This results in a perpetuating backup that takes many cycles to clear out. The interconnect will coordinate the platoons so this backup does not occur, thereby improving (reducing) delay.

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Why is this modification request better than the existing approval?

The Planning Commission asked why this mixed-use proposal is better than the approved residential community. First and foremost, it will provide an important diversity of land uses that will improve the walkability of the greater community. This design provides the vibrant, mixed-use community envisioned by the SCR-V zone, incorporating jobs and services into the community fabric. The condominium units include units that are 'flats', or one story living. This will be attractive to senior residents, buyers seeking single level living, and residents desiring universal or accessible design. The close proximity to jobs and services will also be attractive to the condominium market.

The modified design does not remove any of the amenities provided in the original Orenco Woods CDP, including the natural open space, active parks, regional trail corridor, protection of the McDonald House, or other walkable features of the community. The proposed modification provides greater diversity in the community. The proposed uses also compliment the exiting Hillsboro Elks Lodge facility, and permit future commercial access to the Elks property, should the Elks property ever redevelop.

Aside from the land use benefits of the new proposed design, there are important transportation benefits to the modification, made possible through a public/private partnership. Orenco Woods Crossing is required to construct frontage improvements and intersection improvements for Cornelius Pass Road and Quatama Road. The modification will also add a signal interconnect for improved traffic flow. This substantial amount of investment in Cornelius Pass Road has leveraged additional public investments in this corridor.

Due to the substantial infrastructure investment being made by Orenco Woods in the Cornelius Pas corridor, Washington County has elevated the Major Streets Transportation Improvement Progran. (MSTIP) project for Cornelius Pass Road to replace the Beavercreek Bridge to begin construction in 2010. In conjunction with the Orenco Woods Crossing improvements and the Washington County improvements, the City of Hillsboro has dedicated over four million dollars of funding to extend the Cornelius Pass improvements from Baseline Road to Quatama Road. Together, the City and County funding will result in a five lane facility from Baseline Road to Quatama Road.

In addition, Commercial and office uses generate substantial System Development Charges that will provide additional funds for system-wide improvements to the Hillsboro transportation network.

South Hillsboro Concept Plan Traffic

The Planning Commission asked if the South Hillsboro Concept Plan had been included in the background assumptions for the Traffic Analysis. This area was not included in the Traffic Analysis because it has not been adopted, and it would only be appropriate in a 20 year analysis. Per the Commission's request, Dunn Traffic Engineering has completed a 20-year analysis with the South Hillsboro Concept Plan areas that lie within the Urban Growth Boundary (attached). This analysis shows that the study intersections meet the LOS and V/C standards with the additional South Hillsboro areas.

Mid-Day Analysis

The Planning Commission requested a more detailed study of the Mid-Day traffic operations for the proposed modification. Dunn Traffic Engineering has completed additional counts that show that this is not a peak hour, and an operational analysis that all intersections meet the operational standards a' the Mid-Day period. Please see the attached letter for additional details.

Access Modification for the Mid-Point Access

Washington County issued an approval for the Access Modification application to allow the mid-point access to Cornelius Pass Road. An Access Modification had been approved for the original Orenco Woods project. This approval has been reviewed with the new mixture of uses and traffic projections. The approval letter is attached.

Village Concept

Several Commissioners expressed concern with the segregation of land use districts shown in the Modification application. They felt that this segregation did not reflect a Village, and looked like traditional zoning. This site plan was not meant to be reviewed in detail, but just to show how the district might function. In response to the concerns from the Commission, Venture Properties has proposed to remove the individually mapped land use districts, and instead rename the entire modification area 'Village Center', with the actual layout and mixture of uses to be presented in the Detailed Development Plan. The same program is proposed for land use and transportation analysis assumptions, including acreages and building square footages, but the location and design will be deferred to the DDP.

This modification will serve as the first step to creating the vibrant village center that the Planning Commission has described. The Detailed Development Plan will be the vehicle to view the actual design of this district and how it the individual components blend together.

We appreciate the opportunity to provide responses to these issues for the Planning Commission, and we will be happy to discuss it in more detail at the October 22, 2008 hearing. Thank you for your consideration of this matter.

Sincerely,
WRG Design, Inc.

Mimi Doukas, AICP, RLA
Director of Land Use Planning

cc: Kelly Ritz, Venture Properties
Ed Sullivan, Garvey Schubert Barer
Brian Dunn, Dunn Traffic Engineering
File (VEN3778.02)

Attachments:
Letter from Brian Dunn, Dunn Traffic Engineering
Access Modification Approval, Washington County
Revised Overall Site Plan 3 C003, WRG Design

dunn
TRAFFIC ENGINEERING

October 10, 2008 Project #: 0092.0

Ruth Klein, Urban Planner
City of Hillsboro Planning Department
150 East Main Street, 4th Floor
Hillsboro, OR 97123

RE: Transportation Impacts of Orenco Woods Crossing Site Plan Modification - Hillsboro

Dear Ms. Klein:

This letter was prepared to address specific transportation issues raised by members of the Hillsboro Planning Commission at the last hearing on September 10, 2008. Specifically, this letter responds to the Planning Commission's request for the Applicant to demonstrate that upon completion of the Orenco Woods Crossing site development, the following criteria is met; 1) traffic operating conditions will be adequate during the weekday midday peak hour, 2) traffic delays along the NW Cornelius Pass corridor will be no worse than conditions without the site development, and 3) long-range traffic operating conditions in the NW Cornelius Pass Road corridor will be adequate with the inclusion of traffic generated by the South Hillsboro Community area. The remaining sections of this letter evaluate each of these topics in detail.

Midday Peak Hour Operations Analysis

An analysis was performed to determine whether or not the study intersections previously analyzed in the original August 2008 transportation impact study will operate in a manner that complies with the midday peak hour level-of-service standards specified in Table 137.4 of the City's Zoning Ordinance, once the Orenco Woods Crossing site development is fully built out and occupied. To conduct such an analysis, a three-step process was used. First, new traffic counts were conducted at all the study intersections on a typical mid-week day in September 2008 for the period that covers the midday peak travel hour. This is defined by Table 137.4 of the City's Zoning Ordinance to be between 12:00 p.m. until 2:00 p.m. Based on the results of the traffic counts, the midday peak hour of traffic on the surrounding street system was determined to occur between 12:00 p.m. and 1:00 p.m. Once the existing weekday midday peak hour traffic volumes were established for each study intersection, the second step was to increase existing traffic levels to account for the following factors: 1) a six percent increase in existing traffic levels to reflect background traffic growth expected over the next three years, 2) trips associated with "in-process" developments in the area, and 3) site-generated trips related to the Orenco Woods Crossing development.

Given that there is no suitable mechanism for estimating "in-process" and site-generated vehicle trips for the midday peak hour (no ITE trip generation data is available), professional judgment had to employed to come up with a reasonable estimate. This led to the use of the weekday p.m. peak hour trip assignments for these two entities, as specified in the August 2008 transportation impact study. The expectation here is that traffic associated with all "in-process" and site-generated traffic for the weekday p.m. peak hour would be no worse than during the midday peak hour. In fact, it is our professional opinion that "in-process" traffic and site-generated traffic activity during the midday peak hour will be less than during the weekday p.m. peak hour. Nevertheless, use of the critical weekday p.m. peak hour trip characteristics is expected to yield a very conservative, and worst-case estimate of traffic impacts for the weekday midday peak hour.

107 SE Washington St., Ste. 445, Portland, OR 97214 ◆ PHONE 503.774.2669 ◆ FAX 503.774.8000

The results of the weekday midday peak hour intersection operations analysis are presented in Table 1. *All operations analysis worksheets supporting the findings in Table 1, including all new midday peak period traffic counts are contained in Attachment "A" to this letter.* It is important to note here that the results shown in Table 1 reflect the street and intersection capacity enhancements that will be made in conjunction with the Orenco Woods Crossing development.

TABLE 1
YEAR 2011 INTERSECTION OPERATIONS ANALYSIS RESULTS
(WEEKDAY MIDDAY PEAK HOUR)

Intersection	LOS	V/C Ratio
NW Cornelius Pass Road/NW Wilkins Street	B	0.73
NW Cornelius Pass Road/Proposed Access	B	0.06
NW Cornelius Pass Road/NW Quatama Road	B	0.69
NW Cornelius Pass Road/NW Kian Lane	C	0.02
NW Quatama Road/Proposed Access/NE 76th Avenue	C	0.60
NW Dogwood Street/NW 231st Avenue	C	0.19

Note: Analysis results for unsignalized intersections reflect operations for critical movements on minor approach.

As demonstrated by the analysis results presented in the table above, the level-of-service descriptions for all study intersections meet the City's Level-of-Service standards specified in Table 137.4 of the City's Zoning Ordinance for the weekday midday peak hour (LOS D or better). Also, the Washington County standard requiring a v/c ratio of 0.99 or less at County-controlled intersections will be satisfied.

Impacts to Driver Delay on NW Cornelius Pass Road

Members of the Planning Commission made it clear at the last hearing that if the Orenco Woods Crossing site development were to be approved and developed, that they would expect traffic conditions (i.e. driver delay) along the NW Cornelius Pass Road corridor to be "no worse than today". To test this expectation, a detailed analysis was prepared to look at the impacts to average driver delays in the NW Cornelius Pass Road corridor from just north of NW Wilkins Street to just south of NW Quatama Road. Specifically, the average driver delays on the mainstream, or through lane, approaches to these two intersections were evaluated because it is these intersections that create delay in the corridor due to the fact that they are signalized now (NW Quatama Road) or programmed to be signalized in the near future (NW Wilkins Street). The intent here is to ascertain whether or not driver delay can be reduced on the mainstream approaches at these two intersections once the Orenco Woods Crossing site development is fully developed and occupied relative to conditions where the proposed site development is not built.

Before presenting the analysis results, it is important to note a few key aspects of the analysis. First, the only appropriate means of comparing traffic conditions without and with the Orenco Woods Crossing site development is to look at traffic conditions for a fixed point in time. That is why for this analysis, we selected the build-out year 2011 as the fixed analysis period. There are two fundamental reasons why we believe this period should be the focus of this analysis. First, traffic volumes in the NW Cornelius Pass Road corridor will increase no matter if the Orenco Woods Crossing development is built or not, so a comparison between an existing year 2008 condition without the site development and a future year 2011 condition with the site development in place doesn't make any sense, as it wouldn't reflect an apples-to-apples comparison. Second, and more importantly, a traffic signal installation is going to be constructed at the NW Wilkins Street intersection in the near future, regardless of the proposed site development. This traffic signal will introduce driver delay in the NW Cornelius Pass Road corridor and, therefore, it must be addressed and considered. Hence, evaluation of traffic conditions for the build-out year 2011 both without and with the site development is the best practical way of comparing impacts on driver delay.

It should also be emphasized here that a new transportation solution has been integrated into the analysis scenario that accounts for the development of the Orenco Woods Crossing site. This includes the establishment of a new signal interconnect at the NW Wilkins Street and NW Quatama Road traffic signal controllers, to establish a continuous interconnect system that involves all traffic signals in the NW Cornelius Pass Road corridor, from Aloclek Road to the north to Baseline Road to the south. This solution was discussed with the City's traffic engineer as a potential remedy to reducing driver delay in the corridor, and would be seen as a new improvement that could be conditioned on the Orenco Woods Crossing site development. The intent of the signal interconnect solution is to allow the traffic signals at NW Wilkins Street and NW Quatama Road to speak to each other and be coordinated with other traffic signals in the corridor so that better, more enhanced traffic signal progression can be established. In other words, the goal of the signal interconnect system would be to increase the density of vehicle platoons in the corridor and organize these platoons so that they arrive at signalized intersections during the green signal phases, instead of arriving in a random fashion as they do today.

The comparison between average driver delays in the NW Cornelius Pass Road corridor under conditions without and with the Orenco Woods Crossing site development are presented in Tables 2 and 3. Table 2 illustrates average delays during the weekday a.m. and p.m. peak hours for drivers heading northbound on NW Cornelius Pass Road. Table 3 reflects conditions for drivers heading in the southbound travel direction. All results shown in Tables 2 and 3 reflect average driver delays on the mainstream approaches to the traffic signals at NW Wilkins Street and NW Quatama Road. *All operations analysis worksheets supporting the findings in Tables 2 and 3 are contained in Attachment "B" to this letter.*

TABLE 2
COMPARISON OF YEAR 2011 DRIVER DELAY ON CORNELIUS PASS ROAD
-NORTHBOUND DIRECTION
(WITHOUT AND WITH ORENCO WOODS CROSSING)

Intersection	Without Orenco Woods Crossing	With Orenco Woods Crossing	Is Driver Delay Reduced?
NW Cornelius Pass Road/NW Wilkins Street			
Weekday AM Peak Hour	13.1 sec	8.3 sec	Yes
Weekday PM Peak Hour	10.7 sec	5.2 sec	Yes
NW Cornelius Pass Road/NW Quatama Road			
Weekday AM Peak Hour	13.0 sec	7.4 sec	Yes
Weekday PM Peak Hour	19.6 sec	11.1 sec	Yes

Note: Analysis results reflect average driver delay for the approaches to the traffic signals.

TABLE 3
COMPARISON OF YEAR 2011 DRIVER DELAY ON CORNELIUS PASS ROAD
-SOUTHBOUND DIRECTION
(WITHOUT AND WITH ORENCO WOODS CROSSING)

Intersection	Without Orenco Woods Crossing	With Orenco Woods Crossing	Is Driver Delay Reduced?
NW Cornelius Pass Road/NW Wilkins Street			
Weekday AM Peak Hour	3.7 sec	0.2 sec	Yes
Weekday PM Peak Hour	6.9 sec	2.7 sec	Yes
NW Cornelius Pass Road/NW Quatama Road			
Weekday AM Peak Hour	6.3 sec	2.9 sec	Yes
Weekday PM Peak Hour	32.7 sec	16.6 sec	Yes

Note: Analysis results reflect average driver delay for the approaches to the traffic signals.

As the results in Tables 2 and 3 show, driver delays in the NW Cornelius Pass Road corridor can be reduced. The primary reasons for the reduction are because of the substantial traffic capacity enhancements that will be made in concert with the Orenco Woods Crossing development, and the added benefits of a signal interconnect system that will provide better signal progression in the corridor.

Inclusion of South Hillsboro Community Plan in Long-Range Analysis

One member of the Planning Commission expressed concern about the combined effects of traffic from the proposed site development and traffic related to the South Hillsboro Community Plan area. As described at the hearing, Dunn Traffic Engineering, LLC did prepare a long-range traffic forecast for the year 2028 as part of an access modification request submitted to Washington County to permit the proposed new public street access to NW Cornelius Pass Road. As explained at the hearing, this long-range traffic analysis did not account for the increased traffic that may eventually come from the South Hillsboro Community Plan area. The primary reason is that Washington County traffic engineering staff would not accept a long-range analysis which included trips generated by land uses that are not a part of the County's or City's adopted comprehensive plans. Only approved land uses contained in the adopted Washington County regional traffic model could be utilized to develop a future traffic forecast.

Nevertheless, in an effort to answer the Planning Commission's request for additional analysis, Dunn Traffic Engineering, LLC reanalyzed long-range traffic conditions in the NW Cornelius Pass Road corridor to ascertain the combined impacts of both the site development and the South Hillsboro Community Plan area. But the revised analysis only considers the traffic that would be generated by urban reserve areas #69 and #71, which lie inside the South Hillsboro Community Plan boundary, are currently inside the urban growth boundary and zoned for urban uses. Any development within the rural area of the South Hillsboro Community Plan was excluded from the analysis for several reasons. First, the South Hillsboro Community Plan has not been adopted by the City of Hillsboro and is, therefore, not a part of the City's Comprehensive Plan. Second, there are more complicating impacts of the South Hillsboro Community Plan that need to be addressed by the City of Hillsboro prior to its adoption, such as the issues associated with increasing the capacity of TV Highway to seven lanes and the potential problems with reconfiguring the intersection between TV Highway and NW Cornelius Pass Road to a grade-separated interchange. A full accounting of the traffic impacts associated with the South Hillsboro Community Plan should only be made when this plan is adopted by the City and when an implementation action plan has been devised. To do so now would be premature and may overestimate actual travel demand needs in the NW Cornelius Pass Road corridor. Therefore, in an effort to provide a reasonable response to the Planning Commission's request, our revised long-range analysis does account for the increased traffic that would come from urban development activities in Reserve Areas #69 and #71.

To determine the trip-generating potential of urban reserve areas #69 and #71, long-range traffic forecast information for the South Hillsboro Community Plan area, as prepared by David Evans & Associates, Inc., was provided by City staff (Reference 1). Based on this information, it was determined that an additional 90 trips southbound and 35 trips northbound would be generated by the two urban reserve areas on NW Cornelius Pass Road, north of NW Baseline Road. These volumes were presumed to travel past the site frontage of the Orenco Woods Crossing development. For the weekday a.m. peak hour, an assumption was made that the same trips would occur but in the opposite direction to reflect a reverse commuter pattern in the morning period.

The results of the revised long-range 2028 intersection operations analysis are presented in Table 4. *All operations analysis worksheets supporting the findings in Table 4 are contained in Attachment "C" to this letter.* It is important to note here that the results shown in Table 4 reflect the long-range street and intersection capacity enhancements that will be made along NW Cornelius Pass Road in the future (i.e. continuous five-lane cross-section).

TABLE 4
REVISED YEAR 2028 TRAFFIC OPERATIONS ON NW CORNELIUS PASS ROAD
(WITH URBAN RESERVE AREAS #69 AND #71)

	Weekday AM Peak Hour		Weekday PM Peak Hour		Operating Standards Met?
Intersection	LOS	V/C Ratio	LOS	V/C Ratio	
NW Cornelius Pass Road/NW Wilkins Street	B	0.72	B	0.68	Yes
NW Cornelius Pass Road/Proposed Access	B	0.05	C	0.09	Yes
NW Cornelius Pass Road/NW Quatama Road	C	0.82	D	0.97	Yes
NW Cornelius Pass Road/NW Kian Lane	E	0.12	E	0.04	Yes

Note: Analysis results for unsignalized intersections reflect operations for critical movements on minor approach.

As demonstrated by the analysis results presented in the table above, the level-of-service descriptions for all study intersections meet the City's Level-of-Service standards specified in Table 137.4 of the City's Zoning Ordinance for the weekday peak hour (LOS E or better). Also, the Washington County standard requiring a v/c ratio of 0.99 or less at County-controlled intersections will be satisfied.

CONCLUSIONS

Based on the findings documented in this letter, the Orenco Woods Crossing site development and all associated off-site improvements, including the establishment of a signal interconnect system in the NW Cornelius Pass Road corridor, will result in adequate traffic operating conditions during the weekday midday peak hour of the build-out year 2011, will result in less driver delay along the NW Cornelius Pass corridor than if the proposed site development were not built, and will result in acceptable long-term traffic operating conditions in the NW Cornelius Pass Road corridor, assuming the Urban Reserve Areas #69 and #71, as contained within the South Hillsboro Community Plan area, are built.

We trust that this letter adequately addresses the Planning Commission's request for additional analysis and information regarding the Orenco Woods Crossing's transportation-related impacts. If you have any questions or comments regarding this study, please contact me at (503)-774-2669.

Sincerely,
DUNN TRAFFIC ENGINEERING, LLC

Brian J. Dunn, P.E.
Principal

References: 1) David Evans & Associates, Inc. *The South Hillsboro Community Plan and Implementation Action Plan Draft Preliminary Transportation Evaluation*. December 24, 2007.

Enclosure: Attachments "A" through "C"

File: *response to Planning Commission comments_draft.doc*

REGISTERED PROFESSIONAL ENGINEER
60027PE
OREGON
JUN 13, 1999
BRIAN JOSEPH DUNN
EXPIRES: 12-31-09

ATTACHMENT A

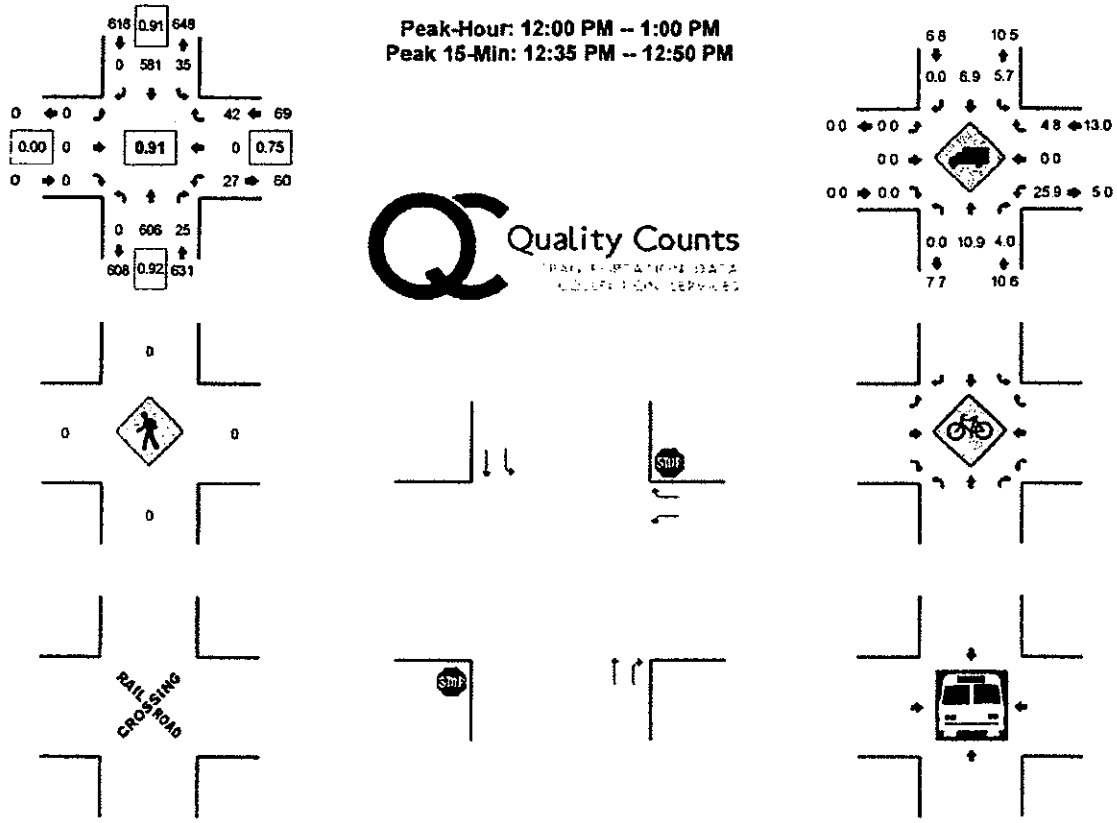
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Cornelius Pass Rd -- Wilkins St
CITY/STATE: Hillsboro, OR

QC JOB #: 10380701
DATE: 9/9/2008

Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:35 PM -- 12:50 PM



5-Min Count Period Beginning At	Cornelius Pass Rd (Northbound)			Cornelius Pass Rd (Southbound)			Wilkins St (Eastbound)			Wilkins St (Westbound)			Total	Hourly Totals
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
12:00 PM	0	54	2	3	43	0	0	0	0	3	0	5	110	
12:05 PM	0	37	2	5	49	0	0	0	0	3	0	4	100	
12:10 PM	0	53	1	2	57	0	0	0	0	3	0	1	117	
12:15 PM	0	54	3	3	53	0	0	0	0	0	0	2	115	
12:20 PM	0	58	0	4	55	0	0	0	0	0	0	5	120	
12:25 PM	0	41	2	1	44	0	0	0	0	3	0	6	97	
12:30 PM	0	53	1	2	35	0	0	0	0	2	0	1	94	
[redacted]	[redacted]													
12:50 PM	0	46	3	5	40	0	0	0	0	2	0	2	98	
12:55 PM	0	48	4	2	44	0	0	0	0	3	0	1	102	1316
1:00 PM	0	35	2	3	53	0	0	0	0	3	0	6	102	1308
1:05 PM	0	29	2	6	63	0	0	0	0	0	0	1	101	1309
1:10 PM	0	57	2	8	45	0	0	0	0	1	0	2	115	1307
1:15 PM	0	46	2	4	57	0	0	0	0	1	0	2	112	1304
1:20 PM	0	58	3	4	52	0	0	0	0	3	0	4	124	1308
1:25 PM	0	34	2	3	53	0	0	0	0	1	0	6	99	1310
1:30 PM	0	46	4	4	39	0	0	0	0	0	0	3	96	1312
1:35 PM	0	58	1	0	56	0	0	0	0	3	0	2	120	1325
1:40 PM	0	42	1	4	39	0	0	0	0	1	0	0	87	1272
1:45 PM	0	54	0	2	47	0	0	0	0	0	0	2	105	1261
1:50 PM	0	45	1	2	64	0	0	0	0	2	0	6	120	1283
1:55 PM	0	51	1	5	40	0	0	0	0	1	0	4	102	1283

Peak 15-Min Flowrates	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
All Vehicles	0	656	28	32	644	0	0	0	0	32	0	60	1452
Heavy Trucks	0	60	4	4	44	0	0	0	0	0	0	8	120
Pedestrians		0			0			0			0		0
Bicycles													
Railroad													
Stopped Buses													

Comments:

Report generated on 9/10/2008 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

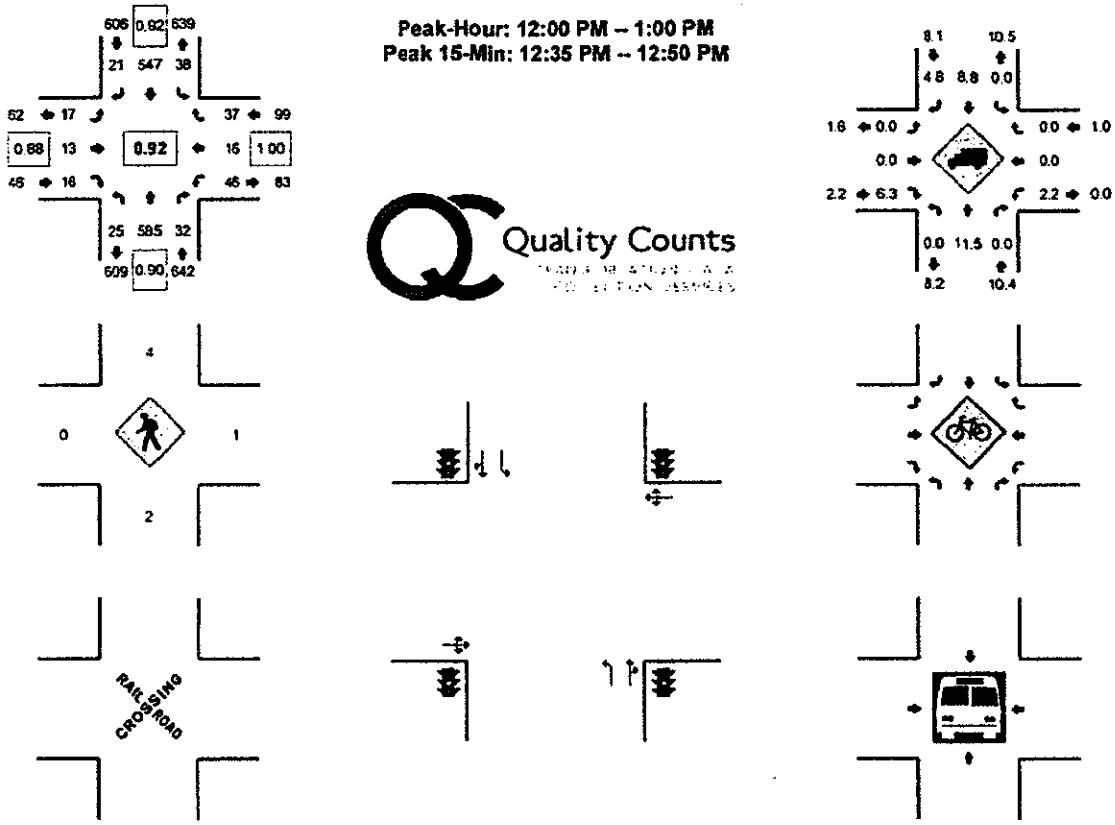
LOCATION: Cornelius Pass Rd – Quatama Rd

CITY/STATE: Hillsboro, OR

QC JOB #: 10380702

DATE: 9/9/2008

Peak-Hour: 12:00 PM – 1:00 PM
Peak 15-Min: 12:35 PM – 12:50 PM



5-Min Count Period Beginning At	Cornelius Pass Rd (Northbound)			Cornelius Pass Rd (Southbound)			Quatama Rd (Eastbound)			Quatama Rd (Westbound)			Total	Hourly Totals
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
12:00 PM	7	55	3	7	42	0	1	0	1	3	2	3	124	
12:05 PM	1	40	2	4	42	1	1	2	3	5	1	1	103	
12:10 PM	3	42	1	4	56	0	1	2	0	5	2	10	126	
12:15 PM	5	56	2	1	48	0	1	0	2	2	1	3	121	
12:20 PM	2	50	2	3	48	2	1	1	3	5	1	1	119	
12:25 PM	2	48	1	2	51	4	0	0	1	2	1	3	115	
12:30 PM	1	49	2	3	33	0	0	1	2	4	0	1	96	
12:35 PM	0	43	6	5	52	4	0	3	1	3	0	1	119	
12:40 PM	0	41	1	2	49	2	2	0	2	5	2	5	122	
12:45 PM	2	51	2	2	46	2	1	2	1	5	0	3	120	
12:50 PM	1	40	4	2	39	4	4	2	0	5	3	1	105	
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1:05 PM	1	28	6	4	62	1	4	1	2	1	3	2	115	1383
1:10 PM	2	55	7	3	37	1	3	0	0	5	1	3	117	1374
1:15 PM	3	37	3	4	47	2	1	0	0	4	5	4	110	1363
1:20 PM	1	53	3	4	55	2	0	0	1	3	1	8	131	1375
1:25 PM	1	35	2	1	46	0	0	1	1	4	1	2	94	1354
1:30 PM	6	44	2	2	34	5	4	1	1	6	0	3	108	1366
1:35 PM	3	56	3	5	52	4	3	0	1	1	1	2	131	1378
1:40 PM	2	39	2	0	45	1	1	1	2	7	3	7	110	1356
1:45 PM	1	45	3	4	43	2	2	1	1	5	1	2	110	1340
1:50 PM	2	48	3	3	54	1	0	4	1	1	2	5	124	1359
1:55 PM	0	45	1	1	47	0	0	2	1	2	1	1	101	1353

Peak 15-Min Flowrates	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
All Vehicles	8	660	44	40	588	28	16	20	16	44	8	36	1508
Heavy Trucks	0	60	0	0	48	0	0	0	0	0	0	0	108
Pedestrians		0			0			0			0		0
Bicycles													
Railroad													
Stopped Buses													

Comments:

Report generated on 9/10/2008 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

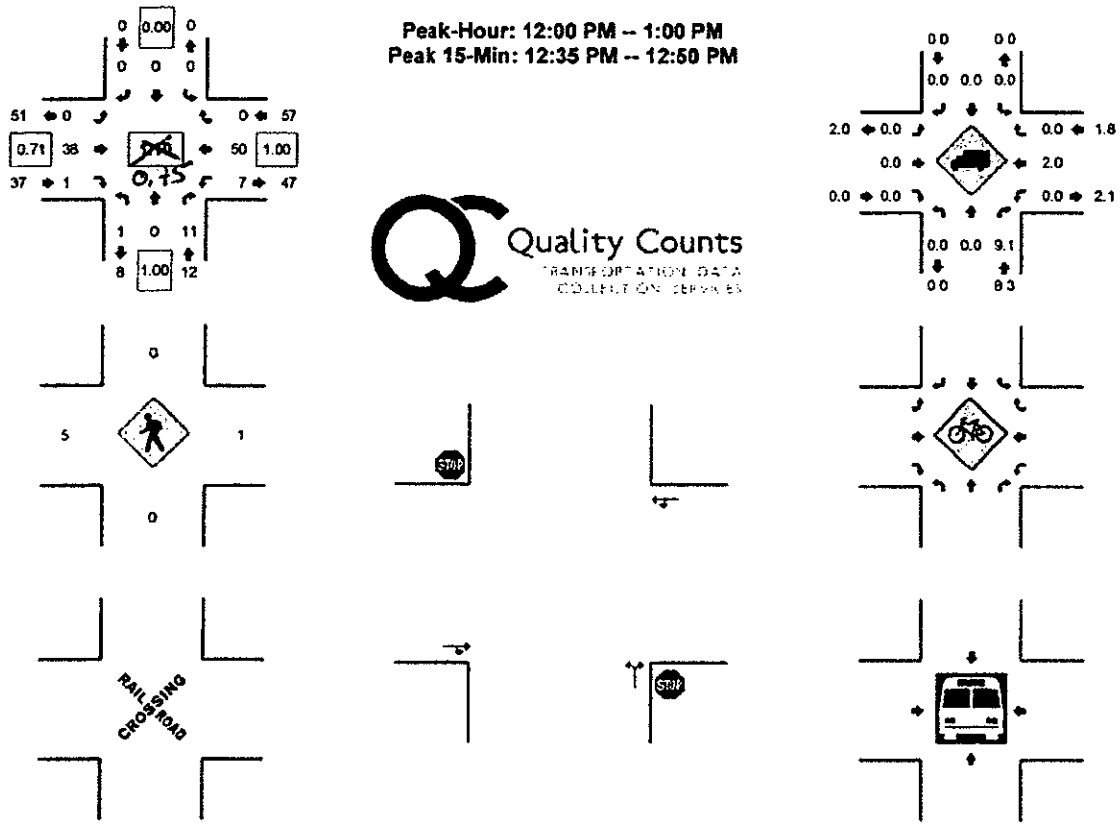
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NE 76th Ave – Quatama Rd
CITY/STATE: Hillsboro, OR

QC JOB #: 10380703
DATE: 9/9/2008

Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:35 PM -- 12:50 PM



5-Min Count Period Beginning At	NE 76th Ave (Northbound)			NE 76th Ave (Southbound)			Quatama Rd (Eastbound)			Quatama Rd (Westbound)			Total	Hourly Totals
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
12:00 PM	0	0	1	0	0	0	0	2	0	0	5	0	8	
12:05 PM	0	0	3	0	0	0	0	3	1	1	2	0	10	
12:10 PM	0	0	0	0	0	0	0	2	0	1	4	0	7	
12:15 PM	0	0	1	0	0	0	0	3	0	1	5	0	10	
12:20 PM	0	0	2	0	0	0	0	2	0	1	4	0	9	
12:25 PM	0	0	1	0	0	0	0	0	0	1	5	0	7	
12:30 PM	0	0	1	0	0	0	0	2	0	1	1	0	5	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
12:50 PM	0	0	1	0	0	0	0	4	0	0	7	0	12	
12:55 PM	1	0	0	0	0	0	0	5	0	1	7	0	14	106
1:00 PM	0	0	1	0	0	0	0	2	1	1	4	0	9	107
1:05 PM	1	0	0	0	0	0	0	8	0	0	5	0	14	111
1:10 PM	0	0	0	0	0	0	0	2	0	0	4	0	6	110
1:15 PM	1	0	0	0	0	0	0	1	0	1	9	0	12	112
1:20 PM	0	0	0	0	0	0	0	1	0	1	3	0	5	108
1:25 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	105
1:30 PM	0	0	2	0	0	0	0	4	0	1	9	0	16	116
1:35 PM	0	0	1	0	0	0	0	3	0	3	5	0	12	121
1:40 PM	0	0	0	0	0	0	0	5	1	0	6	0	12	125
1:45 PM	1	0	0	0	0	0	0	3	0	1	4	0	9	125
1:50 PM	1	0	1	0	0	0	0	4	0	1	5	0	12	125
1:55 PM	0	0	1	0	0	0	0	3	0	0	1	0	5	116

Peak 15-Min Flowrates	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
All Vehicles	0	0	4	0	0	0	0	52	0	0	40	0	96
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0		0
Bicycles													
Railroad													
Stopped Buses													

Comments:

Report generated on 9/10/2008 2:16 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW 231st Ave – NW Dogwood St

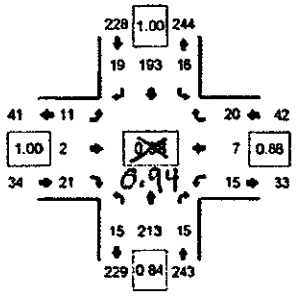
CITY/STATE: Hillsboro, OR

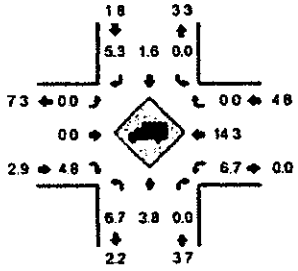
QC JOB #: 10380704

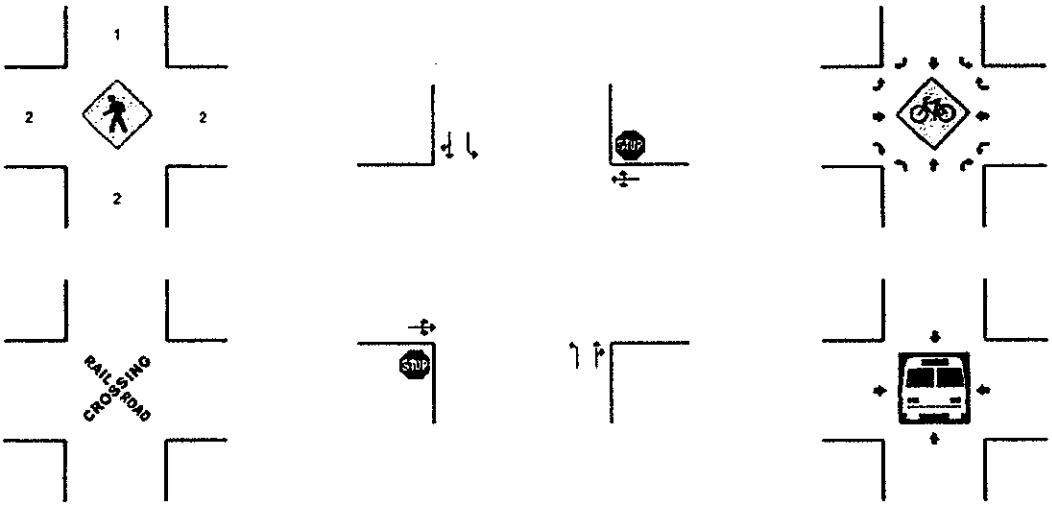
DATE: 9/9/2008

Peak-Hour: 12:00 PM – 1:00 PM

Peak 15-Min: 12:35 PM – 12:50 PM







5-Min Count Period Beginning At	NW 231st Ave (Northbound)			NW 231st Ave (Southbound)			NW Dogwood St (Eastbound)			NW Dogwood St (Westbound)			Total	Hourly Totals
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
12:00 PM	0	16	1	2	19	1	2	1	4	1	2	3	52	
12:05 PM	0	19	2	1	32	1	0	0	2	2	0	1	60	
12:10 PM	1	12	2	1	14	3	0	0	1	1	0	0	35	
12:15 PM	1	21	0	2	16	1	0	0	3	1	0	2	47	
12:20 PM	3	13	0	2	20	0	0	0	2	1	0	2	43	
12:25 PM	2	15	2	1	15	4	2	0	2	1	0	1	45	
12:30 PM	1	11	0	1	9	1	3	0	1	2	0	2	31	
12:35 PM	2	21	1	2	9	1	0	1	3	2	0	2	45	
12:40 PM	0	19	1	0	20	1	1	0	1	1	0	3	47	
12:45 PM	1	25	2	2	15	2	0	0	0	2	1	1	51	
12:50 PM	1	21	1	0	12	1	3	0	1	0	2	2	44	
12:55 PM	3	20	3	2	14	2	0	0	3	1	1	2	51	547
1:00 PM	1	13	0	1	13	0	0	0	1	1	0	4	34	529
1:05 PM	1	7	0	2	22	1	0	0	0	1	0	3	37	506
1:10 PM	0	10	3	5	23	3	1	0	1	1	0	1	48	519
1:15 PM	1	15	1	1	11	0	1	0	1	2	1	4	38	510
1:20 PM	2	17	0	0	15	0	1	0	1	0	1	5	42	509
1:25 PM	0	14	1	1	15	0	2	0	0	0	1	2	36	500
1:30 PM	0	15	2	0	13	1	0	0	1	1	0	2	35	504
1:35 PM	2	18	1	1	15	0	3	0	1	0	0	2	43	506
1:40 PM	1	12	0	1	12	0	1	1	1	1	0	1	31	490
1:45 PM	1	16	2	4	9	0	3	0	2	1	1	2	41	480
1:50 PM	2	12	1	3	17	2	0	0	0	0	0	1	38	474
1:55 PM	1	16	2	1	15	0	0	0	1	3	0	2	41	464

Peak 15-Min Flowrates	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
All Vehicles	12	260	16	16	168	20	4	4	8	20	8	20	556
Heavy Trucks	0	4	0	0	0	4	0	0	0	0	0	0	8
Pedestrians		0			4			8			8		20
Bicycles													
Railroad													
Stopped Buses													

Comments:

Report generated on 9/10/2008 2:16 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.5
Optimal Cycle:	61	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: Midday Peak Hour												
Base Vol:	0	606	25	35	581	0	0	0	0	27	0	42
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	642	27	37	616	0	0	0	0	29	0	45
Added Vol:	0	48 ~~45~~	15	0	70	0	0	0	0	13	0	0
In-Process:	0	24	33	57	36	0	0	0	0	19	0	25
Initial Fut:	0	~~745~~ 714	75	94	722	0	0	0	0	61	0	70
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:	0	786	82	103	793	0	0	0	0	67	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	786	82	103	793	0	0	0	0	67	0	76
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
FinalVolume:	0	786	82	103	793	0	0	0	0	67	0	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.89	0.94	1.00	1.00	1.00	1.00	0.84	1.00	0.75
Lanes:	0.00	0.91	0.09	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1530	159	1688	1777	0	0	0	0	1597	0	1429
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.06	0.45	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.71	0.71	0.08	0.79	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.73	0.73	0.73	0.56	0.00	0.00	0.00	0.00	0.57	0.00	0.73
Delay/Veh:	0.0	10.1	10.1	57.0	4.0	0.0	0.0	0.0	0.0	46.6	0.0	62.8
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	10.1	10.1	57.0	4.0	0.0	0.0	0.0	0.0	46.6	0.0	62.8
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	15	15	4	9	0	0	0	0	3	0	4

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	57	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:	Midday Peak Hour											
Base Vol:	25	585	32	38	547	21	17	13	16	46	16	37
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	27	620	34	40	580	22	18	14	17	49	17	39
Added Vol:	34	6	0	0	-13	52	86	42	46	0	42	0
In-Process:	4	62	9	6	46	11	7	0	3	4	0	3
Initial Fut:	65	688	43	46	613	85	111	56	66	53	59	42
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	70	748	47	50	666	93	121	61	72	57	64	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	748	47	50	666	93	121	61	72	57	64	46
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
FinalVolume:	70	748	47	50	666	93	121	61	72	57	64	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.90	0.90	0.88	0.93	0.79	0.62	0.90	0.90	0.56	0.93	0.93
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	0.46	0.54	1.00	0.58	0.42
Final Sat.:	1641	1611	100	1671	1759	1495	1177	784	927	1063	1027	735
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.03	0.38	0.06	0.10	0.08	0.08	0.05	0.06	0.06
Crit Moves:		****		****			****					
Green/Cycle:	0.76	0.67	0.67	0.69	0.64	0.64	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.15	0.69	0.69	0.14	0.59	0.10	0.69	0.52	0.52	0.36	0.42	0.42
Delay/Veh:	5.0	10.7	10.7	6.3	9.9	6.1	47.3	37.2	37.2	35.9	35.9	35.9
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:	5.0	10.7	10.7	6.3	9.9	6.1	47.3	37.2	37.2	35.9	35.9	35.9
LOS by Move:	A	B	B	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	14	14	1	11	1	5	4	4	2	3	3

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, Midday Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[21.3]

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 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:	Midday Peak Hour											
Base Vol:	0	639	1	6	603	0	0	0	0	1	0	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	677	1	6	639	0	0	0	0	1	0	3
Added Vol:	0	40	0	0	33	0	0	0	0	0	0	0
In-Process:	0	75	0	0	53	0	0	0	0	0	0	0
Initial Fut:	0	792	1	6	725	0	0	0	0	1	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	861	1	7	788	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	861	1	7	788	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	862	xxxx	xxxxx	xxxx	xxxx	xxxxx	1664	1664	862
Potent Cap.:	xxxx	xxxx	xxxxx	755	xxxx	xxxxx	xxxx	xxxx	xxxxx	108	98	358
Move Cap.:	xxxx	xxxx	xxxxx	755	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	97	358
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.8	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	226	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.3		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, Midday Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #4 Quatama Rd./76th Ave./Site Access

****

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: C[20.9]

****

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	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module: Midday Peak Hour												
Base Vol:	1	0	11	0	0	0	0	36	1	7	50	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	1	0	12	0	0	0	0	38	1	7	53	0
Added Vol:	0	0	0	175	0	64	69	0	0	0	0	~~129~~ 128
In-Process:	2	0	6	0	0	0	0	4	1	8	7	0
Initial Fut:	3	0	18	175	0	64	69	42	2	15	60	~~129~~ 128
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:	4	0	24	233	0	85	92	56	3	21	80	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	24	233	0	85	92	56	3	21	80	172
Critical Gap Module:												
Critical Gp:	7.2	6.6	6.3	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.4	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	491	535	58	460	450	166	252	xxxx	xxxxx	59	xxxx	xxxxx
Potent Cap.:	478	443	992	515	507	884	1325	xxxx	xxxxx	1545	xxxx	xxxxx
Move Cap.:	405	407	992	471	466	884	1325	xxxx	xxxxx	1545	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	0.50	0.00	0.10	0.07	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	817	xxxxx	xxxx	538	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	3.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	C	*	*	*	*	*	*	*
ApproachDel:		9.6			20.9			xxxxxx			xxxxxx	
ApproachLOS:		A			C			*			*	

****

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, Midday Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[15.9]

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	0	1	0	1	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:	Midday Peak Hour																			
Base Vol:		15	213		15		16	193		19	11		2		21	15		7		20
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06		1.06	1.06		1.06	
Initial Bse:		16	226		16		17	205		20	12		2		22	16		7		21
Added Vol:		0	0		17		20	0		0	0		0		0	13		0		14
In-Process:		7	51		1		4	101		11	6		0		5	0		0		2
Initial Fut:		23	277		34		41	306		31	18		2		27	29		7		37
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:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	
PHF Volume:		24	294		36		44	325		33	19		2		29	31		8		40
Reduct Vol:		0	0		0		0	0		0	0		0		0	0		0		0
FinalVolume:		24	294		36		44	325		33	19		2		29	31		8		40
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.1	6.5			6.2	7.1	6.5			6.2
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:	358	xxxx	xxxxx			331	xxxx	xxxxx			814	808			342	806	807			312
Potent Cap.:	1200	xxxx	xxxxx			1235	xxxx	xxxxx			299	317			705	303	318			732
Move Cap.:	1200	xxxx	xxxxx			1235	xxxx	xxxxx			266	300			705	277	300			732
Volume/Cap:	0.02	xxxx	xxxx			0.04	xxxx	xxxx			0.07	0.01			0.04	0.11	0.03			0.05
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx			0.1	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	8.1	xxxx	xxxxx			8.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*			A	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	419	xxxxx			xxxx	409	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	0.4	xxxxx			xxxxx	0.7	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	14.7	xxxxx			xxxxx	15.9	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	B	*			*	C	*		
ApproachDel:	xxxxxx					xxxxxx					14.7					15.9				
ApproachLOS:	*					*					B					C				

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, Midday Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Cornelius Pass Rd./Proposed Access

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.7]

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:	1 0 1 0 0			0 0 1 0 1			0 0 0 0 1			0 0 0 0 0		
Volume Module:	Midday Peak Hour											
Base Vol:	0	639	0	0	606	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	677	0	0	642	0	0	0	0	0	0	0
Added Vol:	29	63	0	0	19	64	0	0	20	0	0	0
In-Process:	0	72	0	0	63	0	0	0	0	0	0	0
Initial Fut:	29	812	0	0	724	64	0	0	20	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	32	883	0	0	787	70	0	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	883	0	0	787	70	0	0	22	0	0	0
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	857	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	787	xxxx	xxxx	xxxxx
Potent Cap.:	746	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	395	xxxx	xxxx	xxxxx
Move Cap.:	746	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	395	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.7	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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DUNN TRAFFIC, PORTLAND

ATTACHMENT B

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour (AUG 2008 STUDY)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	82	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:	AM Peak Hour											
Base Vol:	0	828	30	24	364	0	0	0	0	24	0	54
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	878	32	25	386	0	0	0	0	25	0	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	47	10	11	36	0	0	0	0	38	0	62
Initial Fut:	0	925	42	36	422	0	0	0	0	63	0	119
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:	0	1051	48	41	479	0	0	0	0	72	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1051	48	41	479	0	0	0	0	72	0	136
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
FinalVolume:	0	1051	48	41	479	0	0	0	0	72	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.83	0.88	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1720	78	1583	1666	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.61	0.03	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.73	0.73	0.03	0.76	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.83	0.83	0.83	0.38	0.00	0.00	0.00	0.00	0.40	0.00	0.83
Delay/Veh:	0.0	13.1	13.1	113.0	3.7	0.0	0.0	0.0	0.0	39.1	0.0	69.1
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	13.1	13.1	113.0	3.7	0.0	0.0	0.0	0.0	39.1	0.0	69.1
LOS by Move:	A	B	B	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	23	23	3	5	0	0	0	0	2	0	6

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour (AUG. 2008 STUDY)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	74	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	16	738	70	25	343	17	31	39	23	37	16	75
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	782	74	27	364	18	33	41	24	39	17	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	44	3	1	66	7	7	0	4	9	0	6
Initial Fut:	19	826	77	28	430	25	40	41	28	48	17	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	21	898	84	30	467	27	43	45	31	52	18	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	898	84	30	467	27	43	45	31	52	18	93
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
FinalVolume:	21	898	84	30	467	27	43	45	31	52	18	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.83	0.87	0.87	0.73	0.73	0.73	0.74	0.74	0.74
Lanes:	1.00	0.91	0.09	1.00	0.94	0.06	0.36	0.38	0.26	0.32	0.11	0.57
Final Sat.:	1702	1617	151	1583	1562	91	502	520	357	450	158	797
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.02	0.30	0.30	0.09	0.09	0.09	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.76	0.70	0.70	0.72	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.04	0.80	0.80	0.13	0.43	0.43	0.59	0.59	0.59	0.80	0.80	0.80
Delay/Veh:	3.2	13.0	13.0	8.7	6.3	6.3	40.5	40.5	40.5	56.3	56.3	56.3
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:	3.2	13.0	13.0	8.7	6.3	6.3	40.5	40.5	40.5	56.3	56.3	56.3
LOS by Move:	A	B	B	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	0	20	20	0	6	6	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Background Traffic Conditions, PM Peak Hour (AUG. 2008 STUDY)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Cornelius Pass Rd./Wilkins St.

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	62	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	675	49	71	941	0	0	0	0	37	0	66
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	716	52	75	997	0	0	0	0	39	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	24	33	57	36	0	0	0	0	19	0	25
Initial Fut:	0	740	85	132	1033	0	0	0	0	58	0	95
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	762	88	136	1065	0	0	0	0	60	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	762	88	136	1065	0	0	0	0	60	0	98
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
FinalVolume:	0	762	88	136	1065	0	0	0	0	60	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.93	0.98	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	0.90	0.10	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1647	189	1769	1862	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.08	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.67	0.67	0.11	0.78	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.69	0.69	0.69	0.73	0.00	0.00	0.00	0.00	0.40	0.00	0.73
Delay/Veh:	0.0	10.7	10.7	48.4	6.9	0.0	0.0	0.0	0.0	40.8	0.0	58.7
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	10.7	10.7	48.4	6.9	0.0	0.0	0.0	0.0	40.8	0.0	58.7
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	15	15	5	16	0	0	0	0	2	0	4

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Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Background Traffic Conditions, PM Peak Hour (AUG. 2008 STUDY)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle:	131	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	39	645	59	71	881	35	26	31	25	157	37	58
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	41	684	63	75	934	37	28	33	27	166	39	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	4	62	9	6	46	11	7	0	3	4	0	3
Initial Fut:	45	746	72	81	980	48	35	33	30	170	39	64
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	785	75	86	1031	51	36	35	31	179	41	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	785	75	86	1031	51	36	35	31	179	41	68
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
FinalVolume:	48	785	75	86	1031	51	36	35	31	179	41	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.93	0.97	0.97	0.80	0.80	0.80	0.71	0.71	0.71
Lanes:	1.00	0.91	0.09	1.00	0.95	0.05	0.36	0.34	0.30	0.62	0.14	0.24
Final Sat.:	1753	1662	159	1769	1762	87	545	518	465	841	194	318
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.05	0.59	0.59	0.07	0.07	0.07	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.61	0.58	0.58	0.69	0.61	0.61	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.36	0.81	0.81	0.33	0.95	0.95	0.30	0.30	0.30	0.95	0.95	0.95
Delay/Veh:	20.7	19.6	19.6	12.9	32.7	32.7	29.5	29.5	29.5	73.5	73.5	73.5
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:	20.7	19.6	19.6	12.9	32.7	32.7	29.5	29.5	29.5	73.5	73.5	73.5
LOS by Move:	C	B	B	B	C	C	C	C	C	E	E	E
HCM2kAvgQ:	1	21	21	1	34	34	3	3	3	12	12	12

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak (INTERCONNECT) *

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	100	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:	AM Peak Hour											
Base Vol:	0	828	30	24	364	0	0	0	0	24	0	54
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	878	32	25	386	0	0	0	0	25	0	57
Added Vol:	0	68	8	0	31	0	0	0	0	12	0	0
In-Process:	0	47	10	11	36	0	0	0	0	38	0	62
Initial Fut:	0	993	50	36	453	0	0	0	0	75	0	119
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:	0	1128	57	41	515	0	0	0	0	86	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1128	57	41	515	0	0	0	0	86	0	136
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
FinalVolume:	0	1128	57	41	515	0	0	0	0	86	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.83	0.88	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1712	86	1583	1666	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	0.03	0.31	0.00	0.00	0.00	0.00	0.05	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.74	0.74	0.03	0.77	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.89	0.89	0.89	0.40	0.00	0.00	0.00	0.00	0.50	0.00	0.89
Delay/Veh:	0.0	8.3	8.3	134.5	0.2	0.0	0.0	0.0	0.0	41.0	0.0	82.6
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	8.3	8.3	134.5	0.2	0.0	0.0	0.0	0.0	41.0	0.0	82.6
LOS by Move:	A	A	A	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	9	9	3	1	0	0	0	0	3	0	7

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak (INTERCONNECT)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	78	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	16	738	70	25	343	17	31	39	23	37	16	75
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	782	74	27	364	18	33	41	24	39	17	80
Added Vol:	11	13	0	0	28	18	76	32	7	0	32	0
In-Process:	2	44	3	1	66	7	7	0	4	9	0	6
Initial Fut:	30	839	77	28	458	43	116	73	35	48	49	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	912	84	30	497	47	126	80	38	52	53	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	912	84	30	497	47	126	80	38	52	53	93
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
FinalVolume:	33	912	84	30	497	47	126	80	38	52	53	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.83	0.88	0.75	0.52	0.94	0.94	0.59	0.87	0.87
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.67	0.33	1.00	0.36	0.64
Final Sat.:	1702	1619	149	1583	1666	1416	997	1207	582	1119	602	1052
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.02	0.30	0.03	0.13	0.07	0.07	0.05	0.09	0.09
Crit Moves:		****		****			****					
Green/Cycle:	0.76	0.69	0.69	0.69	0.67	0.67	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.05	0.82	0.82	0.09	0.45	0.05	0.82	0.43	0.43	0.30	0.57	0.57
Delay/Veh:	0.6	7.4	7.4	2.0	2.9	1.9	64.5	35.5	35.5	34.7	38.4	38.4
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:	0.6	7.4	7.4	2.0	2.9	1.9	64.5	35.5	35.5	34.7	38.4	38.4
LOS by Move:	A	A	A	A	A	A	E	D	D	C	D	D
HCM2kAvgQ:	0	12	12	0	3	0	6	3	3	2	5	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak (INTERCONNECT)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	70	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:	PM Peak Hour											
Base Vol:	0	675	49	71	941	0	0	0	0	37	0	66
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	716	52	75	997	0	0	0	0	39	0	70
Added Vol:	0	49	15	0	70	0	0	0	0	13	0	0
In-Process:	0	24	33	57	36	0	0	0	0	19	0	25
Initial Fut:	0	789	100	132	1103	0	0	0	0	71	0	95
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	813	103	136	1138	0	0	0	0	73	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	813	103	136	1138	0	0	0	0	73	0	98
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
FinalVolume:	0	813	103	136	1138	0	0	0	0	73	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.93	0.98	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	0.89	0.11	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1628	206	1769	1862	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.08	0.61	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.68	0.68	0.11	0.79	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.73	0.73	0.73	0.78	0.00	0.00	0.00	0.00	0.52	0.00	0.78
Delay/Veh:	0.0	5.2	5.2	52.9	2.7	0.0	0.0	0.0	0.0	43.3	0.0	66.1
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	5.2	5.2	52.9	2.7	0.0	0.0	0.0	0.0	43.3	0.0	66.1
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	9	9	5	3	0	0	0	0	3	0	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak (INTERCONNECT)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.0
Optimal Cycle:	99	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	39	645	59	71	881	35	26	31	25	157	37	58
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	41	684	63	75	934	37	28	33	27	166	39	61
Added Vol:	34	6	0	0	-13	52	86	42	46	0	42	0
In-Process:	4	62	9	6	46	11	7	0	3	4	0	3
Initial Fut:	79	752	72	81	967	100	121	75	76	170	81	64
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	791	75	86	1018	105	127	79	79	179	85	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	791	75	86	1018	105	127	79	79	179	85	68
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
FinalVolume:	84	791	75	86	1018	105	127	79	79	179	85	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.93	0.98	0.83	0.55	0.92	0.92	0.54	0.92	0.92
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	0.50	0.50	1.00	0.56	0.44
Final Sat.:	1753	1663	158	1769	1862	1583	1042	866	874	1021	979	778
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.05	0.55	0.07	0.12	0.09	0.09	0.18	0.09	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.66	0.61	0.61	0.71	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.36	0.78	0.78	0.24	0.89	0.11	0.62	0.46	0.46	0.89	0.44	0.44
Delay/Veh:	7.9	11.1	11.1	3.5	16.6	3.9	38.5	32.8	32.8	69.7	32.6	32.6
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:	7.9	11.1	11.1	3.5	16.6	3.9	38.5	32.8	32.8	69.7	32.6	32.6
LOS by Move:	A	B	B	A	B	A	D	C	C	E	C	C
HCM2kAvgQ:	1	15	15	0	23	1	4	4	4	8	4	4

Note: Queue reported is the number of cars per lane.

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ATTACHMENT C

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak (W/ South Hillsboro)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	120	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	65	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:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1	1	0		1	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:	AM Peak Hour																							
Base Vol:	0	1529		52			42	668		0			0		0		0		42		0		94	
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	1529		52			42	668		0			0		0		0		42		0		94	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Site Trips:	0	68		8			0	31		0			0		0		0		12		0		0	
Initial Fut:	0	1597		60			42	699		0			0		0		0		54		0		94	
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:	0	1815		68			48	794		0			0		0		0		61		0		107	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	0	1815		68			48	794		0			0		0		0		61		0		107	
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	
FinalVolume:	0	1815		68			48	794		0			0		0		0		61		0		107	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	1.00	0.90		0.90			0.83	0.83		1.00			1.00		1.00		1.00		0.92		1.00		0.83	
Lanes:	0.00	1.93		0.07			1.00	2.00		0.00			0.00		0.00		0.00		1.00		0.00		1.00	
Final Sat.:	0	3296		124			1583	3166		0			0		0		0		1753		0		1568	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.55		0.55			0.03	0.25		0.00			0.00		0.00		0.00		0.04		0.00		0.07	
Crit Moves:		****					****																****	
Green/Cycle:	0.00	0.76		0.76			0.04	0.81		0.00			0.00		0.00		0.00		0.09		0.00		0.09	
Volume/Cap:	0.00	0.72		0.72			0.72	0.31		0.00			0.00		0.00		0.00		0.37		0.00		0.72	
Delay/Veh:	0.0	8.5		8.5			88.7	3.1		0.0			0.0		0.0		0.0		52.4		0.0		68.7	
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	8.5		8.5			88.7	3.1		0.0			0.0		0.0		0.0		52.4		0.0		68.7	
LOS by Move:	A	A		A			F	A		A			A		A		A		D		A		E	
HCM2kAvgQ:	0	20		20			3	4		0			0		0		0		2		0		5	

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak (W/ South Hillsboro)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Cornelius Pass Rd./Proposed Access

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.4]

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:	1	0 2	0	0	0	0 1	1	0	0	0 0	0	1	0	0 0	0	0
Volume Module: AM Peak Hour																
Base Vol:	0	1581		0	0	710		0	0	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
Initial Bse:	0	1581		0	0	710		0	0	0		0	0	0		0
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Site Trips:	13	76		0	0	18		25	0	0		28	0	0		0
Initial Fut:	13	1657		0	0	728		25	0	0		28	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:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	14	1801		0	0	791		27	0	0		30	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	14	1801		0	0	791		27	0	0		30	0	0		0
Critical Gap Module:																
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	818	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx				409	xxxx	xxxx	xxxxx	
Potent Cap.:	787	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx				597	xxxx	xxxx	xxxxx	
Move Cap.:	787	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx				597	xxxx	xxxx	xxxxx	
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.05	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx				0.2	xxxx	xxxx	xxxxx	
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				11.4	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*				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	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*	
ApproachDel:	xxxxxx			xxxxxx			11.4						xxxxxx			
ApproachLOS:	*			*			B						*			

Note: Queue reported is the number of cars per lane.

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2028 Total Traffic Conditions, AM Peak (W/ South Hillsboro)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	120	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.4
Optimal Cycle:	86	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			Permitted			Permitted		
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 0	1 0		1 0 0	1 0	
Volume Module: AM Peak Hour												
Base Vol:	27	1356	120	43	623	44	97	67	39	63	27	128
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:	27	1356	120	43	623	44	97	67	39	63	27	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	11	13	0	0	28	18	76	32	7	0	32	0
Initial Fut:	38	1369	120	43	651	62	173	99	46	63	59	128
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	41	1488	130	47	708	67	188	108	50	68	64	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1488	130	47	708	67	188	108	50	68	64	139
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
FinalVolume:	41	1488	130	47	708	67	188	108	50	68	64	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.83	0.82	0.82	0.44	0.94	0.94	0.51	0.86	0.86
Lanes:	1.00	1.84	0.16	1.00	1.83	0.17	1.00	0.68	0.32	1.00	0.32	0.68
Final Sat.:	1702	3092	271	1583	2853	272	843	1223	568	978	517	1122
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.03	0.25	0.25	0.22	0.09	0.09	0.07	0.12	0.12
Crit Moves:		****		****			****					
Green/Cycle:	0.70	0.63	0.63	0.65	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.03	0.76	0.76	0.04	0.41	0.41	0.97	0.38	0.38	0.30	0.54	0.54
Delay/Veh:	50.6	17.4	17.4	53.3	12.3	12.3	101.6	39.6	39.6	39.0	42.2	42.2
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:	50.6	17.4	17.4	53.3	12.3	12.3	101.6	39.6	39.6	39.0	42.2	42.2
LOS by Move:	D	B	B	D	B	B	F	D	D	D	D	D
HCM2kAvgQ:	0	23	23	1	8	8	11	5	5	2	7	7

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2028 Total Traffic Conditions, AM Peak (W/ South Hillsboro)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: E[40.6]

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 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: AM Peak Hour												
Base Vol:	0	1494	2	5	720	0	0	0	0	4	0	9
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	1494	2	5	720	0	0	0	0	4	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	24	0	0	35	0	0	0	0	0	0	0
Initial Fut:	0	1518	2	5	755	0	0	0	0	4	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1650	2	5	821	0	0	0	0	4	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1650	2	5	821	0	0	0	0	4	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1652	xxxx	xxxxx	xxxx	xxxx	xxxxx	2072	2483	826
Potent Cap.:	xxxx	xxxx	xxxxx	352	xxxx	xxxxx	xxxx	xxxx	xxxxx	48	30	319
Move Cap.:	xxxx	xxxx	xxxxx	352	xxxx	xxxxx	xxxx	xxxx	xxxxx	47	30	319
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
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	115	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	40.6	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			40.6		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak (W/ South Hillsboro 69&71)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	120	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	58	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	1150	78	131	1825	0	0	0	0	49	0	88
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	1150	78	131	1825	0	0	0	0	49	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	48	15	0	70	0	0	0	0	13	0	0
Initial Fut:	0	1198	93	131	1895	0	0	0	0	62	0	88
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1235	96	135	1954	0	0	0	0	64	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1235	96	135	1954	0	0	0	0	64	0	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
FinalVolume:	0	1235	96	135	1954	0	0	0	0	64	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.93	0.93	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3247	252	1769	3538	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.08	0.55	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.68	0.68	0.14	0.82	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.56	0.56	0.56	0.68	0.00	0.00	0.00	0.00	0.43	0.00	0.68
Delay/Veh:	0.0	10.2	10.2	51.4	5.2	0.0	0.0	0.0	0.0	54.2	0.0	66.3
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:	0.0	10.2	10.2	51.4	5.2	0.0	0.0	0.0	0.0	54.2	0.0	66.3
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	13	13	5	16	0	0	0	0	3	0	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak (W/ South Hillsboro 69&71)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #6 Cornelius Pass Rd./Proposed Access

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[21.9]

****

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	2 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	0	1228	0	0	1874	0	0	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
Initial Bse:	0	1228	0	0	1874	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	29	63	0	0	19	64	0	0	20	0	0	0
Initial Fut:	29	1291	0	0	1893	64	0	0	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	1359	0	0	1993	67	0	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	1359	0	0	1993	67	0	0	21	0	0	0
Critical Gap Module:												
Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2060	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1030	xxxx	xxxx	xxxxx
Potent Cap.:	264	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	234	xxxx	xxxx	xxxxx
Move Cap.:	264	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	234	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	20.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.9	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	C	*	*	*
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			21.9			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak (W/ South Hillsboro 69&71)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	120	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.2
Optimal Cycle:	179	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:	Prot+Permit			Prot+Permit			Permitted			Permitted		
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	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	63	1086	96	126	1536	212	62	74	60	215	51	80
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:	63	1086	96	126	1536	212	62	74	60	215	51	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	34	6	0	0	-13	52	86	42	46	0	42	0
Initial Fut:	97	1092	96	126	1523	264	148	116	106	215	93	80
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	1149	101	133	1603	278	156	122	112	226	98	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1149	101	133	1603	278	156	122	112	226	98	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
FinalVolume:	102	1149	101	133	1603	278	156	122	112	226	98	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.93	0.91	0.91	0.52	0.92	0.92	0.44	0.92	0.92
Lanes:	1.00	1.84	0.16	1.00	1.70	0.30	1.00	0.52	0.48	1.00	0.54	0.46
Final Sat.:	1753	3183	280	1769	2949	511	991	912	833	837	941	810
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.07	0.54	0.54	0.16	0.13	0.13	0.27	0.10	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.57	0.51	0.51	0.65	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.61	0.70	0.70	0.44	0.97	0.97	0.56	0.48	0.48	0.97	0.37	0.37
Delay/Veh:	31.9	23.4	23.4	15.7	39.2	39.2	39.7	36.8	36.8	92.8	35.3	35.3
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:	31.9	23.4	23.4	15.7	39.2	39.2	39.7	36.8	36.8	92.8	35.3	35.3
LOS by Move:	C	C	C	B	D	D	D	D	D	F	D	D
HCM2kAvgQ:	4	19	19	3	41	41	6	7	7	12	5	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2028 Total Traffic Conditions, PM Peak (W/ South Hillsboro 69&71)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[39.8]

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	0 1	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	0	1242	2	10	1801	0	0	0	0	1	0	3
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	1242	2	10	1801	0	0	0	0	1	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Site Trips:	0	40	0	0	33	0	0	0	0	0	0	0
Initial Fut:	0	1282	2	10	1834	0	0	0	0	1	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1322	2	10	1891	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1322	2	10	1891	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1324	xxxx	xxxxx	xxxx	xxxx	xxxxx	2289	3234	662
Potent Cap.:	xxxx	xxxx	xxxxx	518	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	10	409
Move Cap.:	xxxx	xxxx	xxxxx	518	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	9	409
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.1	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	108	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	39.8	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			39.8		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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WASHINGTON COUNTY
OREGON

September 22, 2008

Brian Dunn, P.E.
Dunn Traffic Engierring, LLC
7505 SE 32nd Avenue
Portland, Oregon 97202

RE: **MODIFICATION TO W.C.U.R.I.D.S.**
ORENCO WOODS CROSSING
CITY OF HILLSBORO

The following is in response to your September 4, 2008 Request for Modification of the W.C.U.R.I.D.S. Section 130.2, Page 11, for the reduced access spacing of the proposed access on NW Cornelius Pass Road, for the subject development, located in the northwest quadrant of the NW Quatama Road/NW Cornelius Pass Road intersection in the city of Hillsboro.

XX Your request is approved with the following conditions:

1. Provide a center left turn lane on NW Quatama Road between NE 76th Avenue and NW Cornelius Pass Road and a westbound left turn lane with storage of 175 feet on NW Quatama Road at the intersection of NW Cornelius Pass Road and NW Quatama Road. Coordinate with Washington County and modify the traffic signal after the completion of the recommended roadway improvements.

2. Design and construct the proposed access on NW Cornelius Pass Road to safely and effectively restrict the site access to right-in/right-out/left-in movements only.
   a. Construct a raised median on NW Cornelius Pass Road and a half pork-chop island at the proposed site access. The raised median shall be designed to effectively restrict vehicle movements to right-in/right-out/left-in only. It is the applicant's responsibility to ensure that the access restrictions are adequate on NW Cornelius Pass Road to restrict movements to right-in/right-out/left-in only. Washington County will monitor the access to assure that it operates as a right-in/right-out/left-in intersection. If it is found that there are a significant number of violations of the restricted turning movements or safety/operational problems arise, the applicant will be responsible for assuring the safe operation of the access. This may require that the applicant retrofit additional traffic control devices to limit turning movements and/or physical improvements to the roadway. All changes will be subject to Washington County approval. If the retrofit(s) is (are) unsuccessful the County reserves the right to close the access.
   b. The roadway within the limits of the raised median shall be adequately illuminated satisfying the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, Latest revision. Direct technical questions concerning this condition or the current Roadway Illumination Standards to Traffic Engineering at (503) 846-7950.
   c. It is the responsibility of the applicant to ensure that sufficient roadway width exists for the raised median, striping, lane markers, and shy distances.

Washington County • Department of Land Use & Transportation
Engineering, (503) 846-7900, MS 17 • Survey, (503) 846-7925, MS 17 • Traffic Engineering, (503) 846-7950, MS 17
1400 SW Walnut Street, Hillsboro, OR 97123-5625
Fax: (503) 846-7910

3. Provide a northbound left turn lane with storage of 150 feet and a southbound deceleration right turn lane at the proposed restricted access on NW Cornelius Pass Road.

4. Provide adequate illumination at the two proposed site accesses, one on NW Cornelius Pass Road and the other on NW Quatama Road. Adequate illumination shall consist of at least one 200 watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet on **existing utility poles if available**. The fixture shall have a medium full-cutoff type III distribution. The pole shall be within the area defined by the radius returns of the intersection. The fixture shall be oriented at 90 degrees to centerline of the collector or arterial. For intersections of collectors with arterials, or arterials with arterials, the luminaire fixture shall be installed at 90 degrees to the higher classified roadway. If the intersecting roadways are of the same functional classification, the fixture may be oriented at 90 degrees to either roadway. **If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, latest revision. Illumination provided within the proscribed intersection area shall be a minimum of 1.5 times the required illumination level of the highest roadway classification at the intersection.** Washington County may require illumination in addition to the above-stated minimums. Direct technical questions concerning this condition or the current Roadway Illumination Standards to Traffic Engineering at (503) 846-7950.

Please be advised that all modifications granted to the W.C.U.R.I.D.S. are considered unique and are not uniformly applicable.

NOTE: See Section 250.2.3 for appeal procedures should you wish to appeal.

Sincerely,

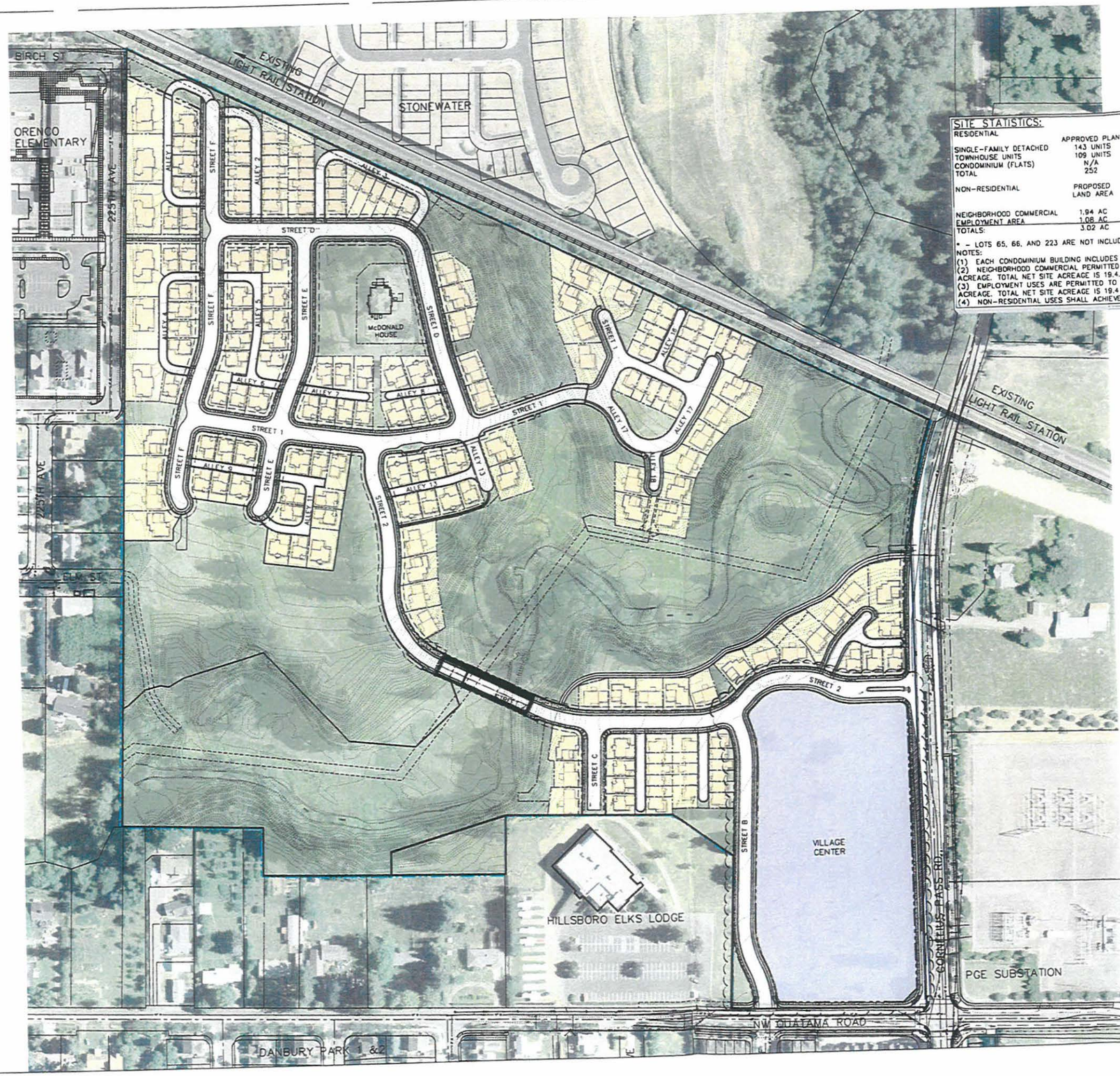
Gregory S. Miller, P.E.
County Engineer

Reviewed By: Jinde Zhu

Approved By: Tom Tushner

JZ:da

c: Tom Tushner
Jinde Zhu
Naomi Vogel-Beattie
Tracy Stone
Plan Review File
c/File



SITE STATISTICS:

RESIDENTIAL	APPROVED PLAN	REVISED PLAN (THIS PLAN)
SINGLE-FAMILY DETACHED	143 UNITS	120 UNITS
TOWNHOUSE UNITS	109 UNITS	65 UNITS
CONDOMINIUM (FLATS)	N/A	64 UNITS
TOTAL	252	249*

NON-RESIDENTIAL	PROPOSED LAND AREA	PROPOSED BUILDING AREA	REQUIRED MINIMUM BUILDING AREA (FAR0.40)
NEIGHBORHOOD COMMERCIAL	1.94 AC	35,777 SF	33,802 SF
EMPLOYMENT AREA	1.08 AC	17,650 AC	18,817 SF
TOTALS:	3.02 AC	53,427 SF	52,619 SF

* – LOTS 65, 66, AND 223 ARE NOT INCLUDED TO AVOID RENUMBERING APPROVED PLAN.

NOTES:
(1) EACH CONDOMINIUM BUILDING INCLUDES EIGHT DWELLING UNITS
(2) NEIGHBORHOOD COMMERCIAL PERMITTED TO OCCUPY 10% OF TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4.
(3) EMPLOYMENT USES ARE PERMITTED TO OCCUPY 20% OF THE TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4
(4) NON-RESIDENTIAL USES SHALL ACHIEVE A MINIMUM OF .40 FLOOR TO AREA RATIO.

WRG DESIGN INC.
5415 SW Westgate Dr., Ste 100
Portland, OR 97221
Tel. 503.419.2500 Fax. 503.419.2600
PLANNERS • ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS

Orenco Woods CROSSING

OVERALL SITE PLAN 3
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO.:	VEN3778.00
DATE:	10/13/08
DESIGNED BY:	LDL
DRAWN BY:	RG
CHECKED BY:	MAD

OVERALL SITE PLAN 3
C003

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 10

October 8, 2008 Planning Commission Audio Record of Hearing (See Exhibit 2), Meeting Minutes, Public Hearing Sign-in Sheet

Planning Commission
Regular Meeting
October 8, 2008
6:30 PM

Hillsboro Civic Center
Auditorium
150 E. Main Street
Hillsboro

MINUTES

I. CALL TO ORDER – ROLL CALL

President Coulter called the meeting to order.

COMMISSIONERS PRESENT: Coulter, Brewer, Callaway, Fleisher, Lankford, Mathews, and Roberts.

STAFF PRESENT: Cooper and Klein.

II. COMMUNICATIONS AND NON-AGENDA ITEMS –

Dan Bloom stated he was glad an accessible record was available to reference as needed and added that his comments might go over like a lead balloon, but were not a personal attack, though perhaps, a policy attack.

- He noted that the market was a little soft and there was a lot of talk about Wall Street, greed and excessive payments regarding the housing market. The Planning Commission had a lot to do with housing and he averred greed was not all happening on Wall Street, but part of it happened right here.
- He believed everything was slanted toward the business side. Face time in Planning Commission meetings were much more for the business side, as well as the findings written, lawyers, lobbyists, and LLCs involved. LLCs basically allowed a job-specific company do a project and walk away from the lender, suppliers, and builders if problems arose, which he also thought was crooked.
  - He referred to the process as a rigged game and did not believe the general population and the greater good get a fair shake. Much of what was happening at the federal level in the national news was shedding light on such things.
- It was not ridiculous to ask if the Planning Commission should consider the question of too much growth. He asked if anyone had gotten hints about how much growth had to be subsidized – how much growth was not paying for itself.
  - Ethics, morality, and people's fundamental sense of fairness were being questioned and he posed those same questions to the Planning Commission.
- As an advocate of open space in the region, he reported some good news about open space. The Colwood Golf Course in Portland had wanted to cash in and develop the golf course, but Portland had denied them. He stressed how "no" was enunciated.
  - He believed Portland valued open space because even though they had three times the park level service of Hillsboro, they had still said "no."
  - He reminded about the $33 million lawsuit at Rock Creek, adding that perhaps that would survive so there would be a little extra open space in the region.

Andre Meek, stated he had been an Orenco resident since 2001, noting he lived on the corner of 229th and Dogwood St, right in the middle of the 'Orenco Expressway.'

- He added that he did not consider himself an activist but more of a live-and-let-live person, but that had changed since he had gotten to know Orenco. He knew his neighbors and shared his skills and goods with them as they did with him; and he had become protective of his Orenco family, who returned the favor.
- He had witnessed the area grow and the inconveniences that went along with it and the one thing that bothered him most was the callous attitude other people had of his neighborhood.
  - Cars sped through with no concern that his wife, neighbors, or himself were standing along the street. His wife had almost been hit twice.
  - From 229th to Orenco School was supposed to be a school zone – 20 mph from 8 a.m. to 5 p.m.; but the previous night the Hillsboro Soccer League had games at the soccer field at Orenco School, and he had clocked 15 cars going past his house at 35 mph plus after the games ended, one of which had exceeded 60 mph from 227th to 231st according to his radar gun.
- He had been visited by a policeman that Monday night because someone complained he had been using a radar gun and camera. He questioned:
  - Why he would be questioned about his legal activities while cars sped down Dogwood St right past a police car?
  - Why had the policeman told him that the yellow "15 mph" signs were only suggested speeds at each end of the Quatama Bridge and not enforceable?
  - Why did he have to remove 13 dead possums in front of his house and numerous cats and squirrels hit by speeding cars?
  - Why did he have to fear for his life while walking on Dogwood or crossing Quatama Bridge?
  - Why had the City told him they would not install a "Stop" sign at the corner of 229th and Dogwood St because it would create a false sense of security?

Mr. Cooper suggested that Mr. Meek testify to the Transportation Committee on those issues, if he had not done so already.

- **Mr. Meek** replied (inaudible).

President Coulter assured that Staff could provide a record of Mr. Meek's testimony to the Transportation Committee, adding that he believed three City Councilors sat on that committee.

Commissioner Mathews wished the Planning Commission could do something about Mr. Meek's concerns and hoped Mr. Meek understood that what was in the Commissioners' hearts might be closer to what Mr. Meek felt than he realized.

- Many of the Commissioners were not happy with people speeding through that area. They wanted to see the area preserved as much as possible and were upset when hearing such reports.
- He did not want Mr. Meek to think that no one in the City cared because they did and they appreciated Mr. Meek coming before the Commission. At least Mr. Meek could vent with the Commission and no one would throw him out. He hoped Mr. Meek

would not give up and would continue to vent every time he got the chance because the problem needed that attention.

III. APPROVAL OF MINUTES – September 10, 2008 and September 24, 2008

President Coulter reminded that meeting minutes were to reflect what was stated, not what was intended and that not everything stated had to be included in the transcript. Content could not be added, nor could interpretation or intent after the fact.

- He had discussed with Staff how the minutes might be shortened and one way was to record only the Commission's requested changes to items tentatively approved, rather than the entire litany of Planning Commission discussion about findings, etc., which might not be necessary since in approving an application, the hearing would also be approved. The minutes could be fully transcribed for any subsequent appeal process, if needed.
- Including such volumes of transcript in addition to the applicant's materials seemed redundant. The written minutes needed to be shortened for economy and efficiency.

The Commission briefly discussed ways to shorten the written record, including appending the full audio recording and possible amendments of the Planning Commission's bylaws, and deferred the matter to legal counsel for subsequent advice.

President Coulter ensured there were no further questions about the September 10, 2008 Planning Commission minutes after review of ABC Transcription Service's letter dated October 6, 2008.

Commissioner Lankford expressed his sincere appreciation for the holding over of the minutes to allow for further review.

Vice-President Brewer moved to approve the September 10, 2008 Planning Commission meeting minutes as amended. Commissioner Mathews seconded the motion, which passed unanimously.

Vice-President Brewer moved to approve the September 24, 2008 Planning Commission meeting minutes. Commissioner Lankford seconded the motion, which passed unanimously.

IV. PUBLIC HEARINGS:

A. <u>CDP 1-06 (MOD 1): Orenco Woods Crossing</u>

Applicant: Venture Properties represented by WRG Design, Inc.

Location: North of NW Quatama Road, south of Street 2, west of NW Cornelius Pass Road and east of Street B.

Legal: A portion of Tax Lot 3400 of Washington County Assessor's Tax Map 1N2-35.

Request: Request for approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing; a phased residential development on a site approximately 55 acres in size

zoned SCR-V Station Community Residential – Village, with multiple Comprehensive Plan Designations of RL Low Density Residential, RM Medium Density Residential, OS Open Space and FP Flood Plain. (Klein)

President Coulter announced that the Applicant had requested a continuance to the next Planning Commission meeting. He noted there would be no presentation by the Applicant and the Commissioners would not be asking questions; but that public testimony would be received and then the application continued to of October 22, 2008, at which time, public testimony would also be taken as the record would be left open.

Ms. Klein presented the Staff Report.

President Coulter called for public testimony, reminding the audience that any remarks should be limited specifically to the modification; no other elements of the application were to be discussed.

Dan Bloom stated that the process confused him. He could not understand how a small portion of a project, already decided upon as a whole, could be changed while the whole could not be discussed. He questioned whether this piecemeal process could be continued one small piece at a time ad infinitum and where that would end.

President Coulter explained that was Land Use law and the Commission was required to do certain things and not others. The Commission could decide policy on some things but others were decided at the State level. He clarified the Applicant was within their legal rights to seek a modification, which was the only piece the Commission was allowed to determine.

Mr. Bloom inquired if that was by State law.

Ms. Klein explained that the Commission's authority to only look at one portion of the original application depended on the level of State law being considered, which she reviewed as follows:

- Concept Development Plan (CDP) modifications were not addressed as an Oregon Planning Goal.
- The Land Use process regarding what could and could not be requested and procedurally reviewed was in the Oregon Revised Statutes.
- Finally, each city had its own unique implementation of the Zoning Ordinance and which applications were and were not reviewed.

Commissioner Roberts:

- Explained that if Mr. Bloom had an approval for proposed work on his own property and changed his mind on a part of the work before starting, he would have exactly the same right to ask that piece be reevaluated, however the modification had to be surgically processed and reviewed very carefully.

    - **Mr. Bloom** stated his problem was from a design perspective as changing one part could have radical implications to the rest that could not be discussed.
- Responded the Commissioners deeply understood the issues of the Orenco area, and would do their best to ensure those issues were not disturbed.
    - **Mr. Bloom** expressed the neighborhood's appreciation.

Vice-President Brewer:

- Was troubled by the modification process. She noted in the September 10, 2008 meeting minutes, Ms. Beery had told her no specific modification process existed and that the Commission had actually established one in the City.
- Believed there was some interpretation involved. The Commission had reviewed other modification applications recently and had a history of doing so, but she was troubled by the fact that it was limited.
    - If there were a clearly defined legal case or statutory or administrative rules that provided the Commission to evaluate a portion surgically, Ms. Beery would have articulated that.
- Stated the Commission could invade the other parts of the original Application to the extent they had bearing on the specific modifications being requested; however, she did not believe it necessarily accurate that was the only time they could do so, and she wanted to feel better about that as public process.
    - **Mr. Cooper** replied that essentially applicants had a vested right, an entitlement, and had to be given the flexibility to modify some portion of an application without taking on a collateral attack to the rest of their vested right.
        - Otherwise, an applicant might walk away from a doable project because they could not modify one portion without exposing the entire vested right to collateral attack.
    - Legal counsel had informed Staff that restricting the view and review to the specific request for modification and any components that associated directly, such as, traffic and connectivity, was appropriate.
- Understood the sense of protecting the applicant and the difference between a modification application versus starting over again; however, one differentiation could be that laws might have changed, such as zoning, so modification might favor the applicant.
- Wanted assurance that the Commission had a legal requirement or established precedence to limit their review. She was troubled that the limit was merely suggested.

President Coulter:

- Explained that the subject Applicant was already acting under the process that was in place in the community and if the Commission chose to change the modification process, the Application and modification would not be held to those standards.
    - The Commission might choose to seek counsel to determine if they had the authority to change the modification process, but it would not impact the handling of this particular modification request.

- Reminded the audience that the Commission was only taking testimony and the Applicant was not present for rebuttal; therefore, testimony was being received as if it were received in writing.
- Clarified the discussion about the process in play was not relevant to the current application because the process could not be changed once the Commission received an application.
- Appreciated Mr. Bloom's comments and believed they were valid for consideration on future procedure.

Andre Meek stated his biggest concern at this time was that nothing was being done about Cornelius Pass Rd at the Quatama Rd intersection and nothing was planned, if the modification was approved, other than creating some right-turn lanes to access the site.

- People who accessed their homes from Kian St would be up the creek because traffic would back up past the intersection as they made a left turn into their driveway.
- Also, the modification could force other roads like Dogwood to be pushed through in the interest of moving traffic, which would make addressing traffic woes in the area that much worse than was already being experienced.
- He implored the Commission to look closely at what needed done before the modification was made in order to make it work for everyone.
- He was not against growth in reason, or commercial area, if deemed feasible and smart. There were enough empty buildings and businesses waiting and dying for customers or tenants in that area now, and he wondered what could be put there that was not already within one mile, and that included vacant buildings.
- He supported the process, but had questions about the surgical connotation because one could perform surgery in one spot and lose total control in another. He wondered how any modification would tie in or be improved in that area until Cornelius Pass Rd was brought into the proper perspective because that was the only way to get to South Hillsboro.

Jim Lubischer supported Mr. Bloom's viewpoint, adding that a CDP dealt with a concept and piecing it out as the modification did, just did not seem right.

- He believed it was established that no process existed in the Code for a modification as heard from the attorney at the previous hearing.
  - The attorney had stated that as long as everything was done exactly the same as for a new application, then it was okay as per common law. But in fact, the City had argued that there was a process for a modification in the Pacific case, but now the City said there was no process.
- One problem was if a modification followed the same rules as a new application for a CDP that would allow the developer to ask for an alternative design element.
  - With an alternative design element, one did not have to follow all the variance criteria; however, if one asked for a variance subsequent to a CDP approval, one had to follow all the variance criteria.
  - Therefore, if one could modify a CDP, it could keep being modified, while not necessarily having to follow all the variance criteria.
  - A smart developer who wanted to do a variance would never ask for a variance, but would only to modify their CDP, and that was a big difference.

- He stated they were not able to address the connections and the Applicant was trying to change the phasing condition of approval
- He concluded that he would further address the issue later.

There was no further public testimony.

Vice-President Brewer moved to continue CDP 1-06 (MOD 1): Orenco Woods Crossing to the Planning Commission meeting October 22, 2008. Commissioner Mathews seconded the motion, which passed unanimously.

V. **UNFINISHED BUSINESS** – None

VI. **NEW BUSINESS** – None

VII. **CONSENT AGENDA** – None

VIII. **STAFF REPORTS AND INFORMATION**

Ms. Turiel noted that an informational booklet regarding County Island Annexation had been provided to the Commission.

- In work session, City Council had directed Staff to initiate an annexation of all the unincorporated lands completely surrounded by the City of Hillsboro currently called "County Islands" or "County Enclaves." This involved about 194 tax lots, 163 property owners and affected 288 acres, a fairly small amount of land compared to the land annexed into the City each year.
  - The action, enacted under ORS 222.750, known as the Island Annexation law, was a departure from the City's policy because it was the one type of annexation that occurred in statute without a vote or approval of the property owners.

Commissioner Mathews:

- Noted that Hillsboro was proud of never having forced anyone to come into the City and asked if the City was changing that posture and if so, what initiated that change.
  - **Ms. Turiel** reiterated this would be a departure from the City's existing policy, but nothing in the City's Comprehensive Plan, Municipal Code, or the Zoning Code precluded using Island Annexation.
  - The motivation to exercise Island Annexation was discussed at length in the provided booklet and on the PowerPoint slides she had distributed.
    - The 194 tax lots scattered all over the City had created a very fragmented, patchwork governance issue over time, particularly with respect to emergency service issues with City versus County police, fire, and medical. The bottom line was the process had simultaneously gotten a lot more expensive and less efficient for the City and the various service districts to respond.
- Asked how the City would persuade and encourage residents to volunteer to come into the City rather than simply force them.
  - **Ms. Turiel** replied the City was currently negotiating with Barney & Worth, the consulting firm hired to assist with the initial report compilation, to design and

implement a comprehensive outreach program to the property owners and other stakeholders as well as the special districts. The City hoped many would understand the reasoning and volunteer to come in. A package would be put together to provide some incentives.

- Confirmed that those who did not wish to do so would have to come into the City anyway and asked about the average cost increase to those property owners.
  - **Ms. Turiel** explained the cost increase could range anywhere from $.30/$1,000 to about $3.00/$4,000; the average tax increase would be about $400 per year or $2.00/$1,000.
- Asked if the average age of the affected property owners was known.
  - **Ms. Turiel** replied the City would be required to do a census after annexation, but more exact characteristics would come available in the outreach process.
- Believed it was very important as some might not be able to pay the additional tax, and he did not want the City to be a party to forcing people in who could not afford it.

Commissioner Callaway asked if property owners would not be subject to County taxes once their land was annexed into the City.

- **Ms. Turiel** replied yes, which was why the span of tax increase ranged so widely. Hillsboro's tax rate was $4.70/1,000, so some property owners might actually pay less, depending upon the services being received.
- She explained first responder agreements existed for both fire and police protection, and provided more detail on how calls were dispatched. Fire calls to unincorporated areas cost about $51,000 yearly, which the City was subsidizing. In contrast, Fire District 2 would lose about $42,000 in revenue and requested a three- to five-year transition if Island Annexation was enacted.
- She confirmed that the City's current fire department could handle the increased volume. The biggest concentration was in the Orenco area and the City Fire Department planned to build a new fire station at Cherry Ln fairly soon.
- She noted that another annexation motivator regarded Code Enforcement issues, such as the ability to monitor and enforce speed limits. She was uncertain of the status on Dogwood but suspected that sections of Dogwood were outside the City limits so the City could not patrol it.

- Asked if provisions would prohibit people from keeping their chickens or small livestock.
  - **Ms. Turiel** explained the City's existing policy – and Deputy Chief Skinner had been emphatic because the police department did enforce the City's Municipal and Zoning Codes – used the voluntary annexation application to determine what livestock would be grandfathered for each property owner. She understood the grandfathering would be for the duration the property owners held the property.

Commissioner Fleisher asked if the City had formed a partnership with the County so the City could pull and the County could push eliminating the unincorporated islands.

- **Ms. Turiel** replied that the annexation had been raised because the Urbanization Forum was reviewing urbanization growth patterns for Washington County, and the County actively promoted that cities should incorporate all island areas wherever possible as a step to discuss other areas.

* The County Sherriff's Department favored annexing island areas because they did not like high speed runs through the City of Hillsboro any more than the Hillsboro Police or Hillsboro citizens.

Vice-President Brewer asked about commercial/nonresidential properties in the islands and whether one 9.6 acre parcel listed with no buildings was a farm

* **Ms. Turiel** noted a few parcels were zoned for commercial or industrial use and some had houses with small-scale commercial uses. No large entities existed, as the largest parcel size was seven acres; many parcels were quite small.
* Technically, a parcel inside the Urban Growth Boundary was not farmland; but the 9.6 acre parcel was being used for hobby farm purposes as were several of the parcels.

President Coulter reminded the Commissioners that quarterly public official disclosure notices were due on October 15, 2008, and that Amber Ames in Administration could supply the form if needed.

Vice-President Brewer noted the forms could also be obtained online and suggested the Commissioners fill out the whole form, except the quarter checkbox, and then make copies to avoid having to fill out the entire form repeatedly.

IX. ADJOURNMENT

There being no further business, **President Coulter** adjourned the meeting at approximately 7:24 p.m.

_____
President

ATTEST: _____
Secretary

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 11

October 1, 2008 Supplemental Staff Report with Attachments:

- Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Submission of transcripts from prior hearings", received September 12, 2008
- Email from Lori Klingler, titled "Orenco Neighborhood", received September 14, 2008
- Email from Bonnie Kooken, titled "Fw: Testimony regarding Orenco Woods Crossing modifications", received September 14, 2008
- Letter from Mimi Doukas, WRG Design, Inc., titled "Continuance Request Orenco Woods Crossing CDP Modification (CDP 1-06 (MOD))", received September 16, 2008
- Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Lubischer response to new testimony given at the 9-10-08 Planning Commission hearing", received October 2, 2008
- Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Violation of HZO Section 137 II Table 1.h. #12, maximum building height", received October 2, 2008
- Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Violation of HZO Section 137 II Table 1.h. #20, maximum commercial use area exceeded", received October 2, 2008

CITY OF HILLSBORO

October 1, 2008

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan
Orenco Woods Crossing – File No. CDP 1-06 (MOD 1)

BACKGROUND AND REQUEST

The applicant's representative, WRG Design, Inc., requests Planning Commission approval of a modification to the southeastern corner of the approved Concept Development Plan (CDP) for Orenco Woods Crossing. The applicant and property owner is Venture Properties, Inc. The traffic engineer is Dunn Traffic Engineering, LLC.

At the September 10, 2008 meeting, the Commission heard the presentation of the September 4 and September 10, 2008 staff reports. President Coulter then opened the hearing. The applicant's representative Mimi Doukas, of WRG Design, Inc., and Brian Dunn, of Dunn Traffic Engineering, LLC, gave an overview of the requested modification and the reasons for the request. President Coulter then opened the discussion for questions of the applicant. At the conclusion of the questioning, public testimony was received. The Planning Commission decided, at their September 10, 2008 meeting, to continue the public hearing on Orenco Woods Crossing to the meeting date of October 8, 2008 to allow for the submittal of testimony addressing the concerns raised and for testimony in response to those concerns. However, Planning staff has received the attached request from the applicant's representative, WRG Design, Inc. to continue the hearing to the October 22, 2008 meeting. The request was made to allow City staff and the applicant sufficient time to address the concerns raised by the Commission at previous meeting.

120 DAY RULE

As per state law ORS 227.178, the City of Hillsboro has 120 days from the date an application is deemed complete to issue a final action. On August 1, 2008 the CDP modification application

was deemed complete with a 120-day time frame end date of November 29, 2008. The continuance request includes a two week extension of the 120 day rule. The 120 day time frame will now end on December 13, 2008.

PUBLIC TESTIMONY

The following additional items have been submitted since the creation of the September 10th staff report, and are attached for the Planning Commission's review:

- Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Submission of transcripts from prior hearings", received September 12, 2008.
- Email from Lori Klingler, titled "Orenco Neighborhood", received September 14, 2008.
- Email from Bonnie Kooken, titled "Fw: Testimony regarding Orenco Woods Crossing modifications", received September 14, 2008.
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- Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Violation of HZO Section 137 II Table 1.h. #20, maximum commercial use area exceeded", received October 2, 2008.

RECOMMENDATION

Planning staff recommends that the Commission continue the Orenco Woods Crossing CDP modification public hearing to the October 22, 2008 meeting.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Attachments:

Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Submission of transcripts from prior hearings", received September 12, 2008.
Email from Lori Klingler, titled "Orenco Neighborhood", received September 14, 2008.
Email from Bonnie Kooken, titled "Fw: Testimony regarding Orenco Woods Crossing modifications", received September 14, 2008.
Letter from Mimi Doukas, WRG Design, Inc., titled "Continuance Request Orenco Woods Crossing CDP Modification (CDP 1-06 (MOD))", received September 16, 2008.
Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Lubischer response to new testimony given at the 9-10-08 Planning Commission hearing", received October 2, 2008.
Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Violation of HZO Section 137 II Table 1.h. #12, maximum building height", received October 2, 2008.
Letter from Jim Lubischer, titled "Orenco Woods Crossing, CDP 1-06 (MOD 1) Violation of HZO Section 137 II Table 1.h. #20, maximum commercial use area exceeded", received October 2, 2008.

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SEP 12 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

"TRANSCRIPTS FROM PRIOR HEARINGS"

(p1 - 128)

9-12-08

To: Hillsboro Planning Commission

Re. Orenco Woods Crossing, CDP 1-06 (MOD 1)
Submission of transcripts from prior hearings.

From: Jim Lubischer

President Coulter and Commissioners,

I would like to submit the attached transcripts, as promised, just in case they are needed to provide context to quotes we have submitted or to verify the quotes submitted. As noted in a previous letter, I encourage the applicant to provide the audio tapes of the hearings if they wish to correct any part of the transcripts they feel are not accurate.

Thank you,

J. Lubischer

Jim Lubischer
22720 NW Quatama
Hillsboro, Or 97124

Hillsboro Planning Commission Meetings Transcripts

HCP 4-04 Orenco Woods Crossing

Transcribed by Jim Lubischer

[These transcripts are provided to the Council for reference. The opponents to this minor amendment to the Comprehensive Plan Map will cite these transcripts using page # and line. The applicant has our permission also to use these transcripts for reference. Comments of Commissioners and applicant are hopefully verbatim. Some comments include three periods together "..." which indicate that not all of the comment has been transcribed. Those deleted parts were not considered substantive. Some comments of the Commissioners have not been transcribed also for that reason, these include such comments as 'any more questions?', 'is there anyone else who would like to testify?', 'thank you', procedural comments like 'please come forward', etc. The notation <?> indicates that the tape was unclear at the time of transcription. Many, but not all, of the opponent's comments are summarized. The tapes of all the hearings are available from the Planning Department. If there are any particular areas that the Council would like to hear I can arrange to have the tape available. Thank you.]

Commissioners: President Roberts, Vice-President Coulter, Commissioner Cameron, Commissioner Fitzgerald, Commissioner Mathews (present for all, except excused at the final hearing when the Findings were reviewed and the final vote taken, Commissioner Eyre (recused herself after the first hearing), and Commissioner Lein (resigned after the first hearing).

Hillsboro Planning Staff: Mr. Brooks (Planning Director), Ms. Raber (Project Manager), Mr. Estes (Planning Supervisor), Ms. Antonini (Urban Planner III), Mr. Kevin Smith of the Parks Department, and consultant Mr. Ahrend of the Mackenzie Group Traffic, Dawn Duray (Administrative Assistant II)

Hillsboro City Attorney: Counselor Tim Sercomb

For Applicant: Counselor Sullivan, , Ms. Doukas of WRG Design, Mr. Dunn of Kittelson & Associates Traffic, Mr. Robert Smith of the Elks, Ms. Ritz of Venture Properties, Mr. Edwards-Exalted Ruler of the Elks, Brian Ziegler of McThune Design

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11-29-04 Hearing #1

<Staff report>

Roberts – While they're getting set up I'd like to say that we're all neighbors here, we're all going to get along we're not going to be yelling at each other, we're going to have a nice civil hearing cause if we don't then I'll get mad and that won't be good. Thank you.

Applicant Presentation

Counselor Sullivan – We're dealing with a 56 piece of land which was annexed this past summer into the city. The Open Space use on a portion of the property reflects its existing use which is a golf course which has existed for many years on the property. The proposal is to change from Open Space, floodplain and low density residential to SCPA, floodplain and low density residential. "The property is owned by the Elks. The Elks have found that this property is no longer viable to be used as a golf course and both the Elks and Venture Properties will come up individually and to talk to you about that." Our presentation has to do with the technical aspects of why this Plan amendment is justified. After looking at the alternatives the Elks selected, carefully, Venture Properties to seek a joint Plan amendment to you for this property for residential use. You'll hear the details of that again from my colleagues. What is before the Commission right now as I know you know is the Plan amendment, this is not the time for the detailed development that will occur, however, because we have, to the City, and to the neighbors shown what we propose we will show you that tonight. What is before you tonight is only the Plan amendment. What we will do after our presentation is to listen hard, take notes and respond at the end of tonight's hearing if time allows and deal with the issue at that time as to whether or not further proceedings should occur.

Doukas – I am the land use planner on the project. Tonight we're requesting a comprehensive plan amendment for the Orenco woods golf course the majority of which we are requesting to change from an open space designation to SCPA there is also a floodplain designation which will remain as it is, and there's a small sliver of low density residential

along the south edge of the creek that will also remain as it is as per our request. "For a Comprehensive Plan amendment there are two criteria. First of all, that the property is better suited for the proposed use than for the current designation, and number two, that a need exists for the proposed designation that is not currently met." And typically for this type of application we would prepare a couple of regional reports that would review the traffic conditions for the regional transportation system, before and after the proposed amendment and we would prepare a regional market analysis and we would come before you and make our case.

This property is special, as you are well aware. Inside the property lines this land is special. Inside the property lines it has rolling topography, it has majestic trees, it has the Rock Creek stream corridor running through it. It has a tributary. It has floodplain. It has historic context. It has the McDonald house which is one of the original Orenco townsite structures. It shares its western boundary with the Orenco Conservation District and the elementary school. The entire north boundary is the Light Rail line. It is midway between two light rail stations. Our eastern boundary is a regional arterial of Cornelius Pass. Our team knows that you cannot understand this piece of land and how it fits into Hillsboro with two broad brush regional reports. When Venture Properties became involved in Orenco Woods they had a vision for a very special community but they didn't exactly know what that community was. They had a lot of homework to do before this community could actually take form. To understand the natural resources we completed a full topographic survey, a wetland delineation, a floodplain analysis and determination, a significant natural resource overlay mapping, clean water services buffer determination. To understand the context of this land we did a historic research, we held a series of public open houses, we walked the historic Orenco neighborhood with the neighbors. To create a special design that is appropriate for this land in context, Mcthune (? spelling) Partners was brought on board, some of the best architects in dealing with single family station community development in the northwest and also within Hillsboro. And instead of a broad regional traffic analysis, we have completed a full traffic analysis including the detailed development plans, and the exact number of trips, including our currently schematic design transportation network. It is a little unorthodox as Ed pointed out to include the details of what the development plan may look like at this point in time. It can't legally be reviewed at this point in time, so it's a little unfair to tease you with it, but we think it's very important for you to see exactly what the neighbors have seen and to see our vision for Orenco Woods, including the level of detailed analysis that we've done.

When we first sat down with this property we asked ourselves why is it designated Open Space? It's a very unusual, Open Space is a very unusual tool, if you look around Hillsboro it's not used very often. It's located at the end of the airport runways, it is used along stream corridors, it's used for cemeteries and for a handful although not all a handful of Hillsboro Parks and Recreation facilities. This property, in doing our homework on how Open Space came to be on this property, the golf course existed before Hillsboro included this land within it's Comprehensive Plan so as you're predecessors sat down to look at this land and try to decide what they should designate it, what they chose to do was to acknowledge the existing use, to acknowledge that golf course and say it is a golf course, it is Open Space. Often when we are looking at land in a comprehensive plan setting we are more proscriptive in how a community might designate that land. They might have a vision for how it might redevelop. In this case it was more of the acknowledgement of what existed on the land. This is very similar to the Oregon Roses property which at the time the Comprehensive Plan included that property and had to look at it, they decided to acknowledge the ownership by Toshiba and gave it an industrial designation. Again, not proscriptive for what they envisioned for it, but an acknowledgement. When the time came for that land, when industrial no longer made sense for that land, when it was time to take the next step as a community that's when the developers came to you and said this is our vision, this is where we want to go, this is, here are you're criteria and here is how it meets this for this new designation for residential. So going back to the two criteria, for why station community planning area is appropriate and why residential specifically is appropriate for this land.

The two criteria, that the property is better suited for the proposed use than the current designation. We have completed a market analysis that addresses the golf course, and whether a golf course still has market need within the Hillsboro region, not just within the City boundaries but this is a regional facility and "<u>as you will hear later on from the Elks themselves the golf course is no longer an economically viable use. They as individual property owners of this facility</u>

have, will explain to you how it is no longer economically viable. It is also no longer a market demand for a golf course, there is a certain amount of market saturation for golf course facilities."

So with that being said what is the appropriate designation for this land? It's been well established within the City of Hillsboro that there is a high demand, a high need for residential land, that has been established through reports completed by the City of Hillsboro and we have done analysis that supports this. And we have gone beyond the City reports and redefined what that region is. Instead of limiting ourselves to the City boundaries, the City limits, we have projected that forward to include areas of unincorporated Washington County, Aloha, Beaverton. We have basically taken the entire UGB Metro area over to Murray. And defined that as our market area, to see if there is a residential, if residential need is still there for that entire region, and it is, substantially. But we believe that not just residential uses are appropriate in this situation, we believe that Station Community Planning Area is the appropriate use. That gives the City of Hillsboro, this Commission, the ability to place a higher level of scrutiny, a higher level of development standards for what this community might be. And we believe that what we envision, what we have worked through design wise with the community with McThune meets the vision that the community had when they created the SCPA designation. Now SCPAs a funny designation because it's got a variety of, a rainbow variety of zones that can implement SCPA. You can do industrial, you can do residential, you can do commercial, you can do this whole rainbow of variety. And so what we've included in our application, again a little unorthodox, is the exact zone we would like to see which is Station Community Residential – Village. And we do that so that you have assurance that we've < ? number one > view it as residential, that we would like to go through a procedure that gives you even more discretion than a normal SCPA. It allows us to go through a concept development plan and a detailed development plan which allows you, this body, to do development review in addition to the subdivision review. And it gives us a more comprehensive approach to how we might develop this land so while again the zone change is now before you tonight we want you to understand the steps that we have outlined for how we will reach the end goal of what you see on the screen. In the staff report there are a couple technical , they do talk about serviceability, when you change your designation you want to make sure that you do in fact have urbanization facilities and services for the land. And we have completed, a, we have obtained a service provider letter from the school district, we have received an E-mail from Cleanwater Services for sanitary sewer capacity and we also have information on water service and we will enter these into the record. With that I am going to turn it over to Mr. Dunn with Kittleson to discuss transportation.

Dunn – The Oregon Transportation Planning Rule requires an analysis of the impacts of a proposed Plan amendment on the Plan transportation system. To address the TPR in this case we have prepared a comprehensive transportation impact analysis that looks at both the near and long term impacts of the proposed residential development under the proposed Plan designation, I believe its SCPA. Based on our analysis we believe that the proposed Plan amendment is in compliance with the TPR. And that it will not result in significant degradation of performance on the existing or planned transportation network. In other words, it is our professional opinion that this development would have no significant impact on the transportation system. And that is meets the operating and safety standards set forth by Washington County who maintains jurisdiction over roadways such as Cornelius Pass and Quatama. As well as the City of Hillsboro, which maintains jurisdiction over some of the other local streets in the area. I'd also like to point out that the staff report produced by Washington County did support our findings. The second thing I'd like to talk about is a little bit about what you might have heard this density cap or trip cap, something that we had included in our transportation impact study. I'm just going to take you back a little bit when we started this project in the initial phases the project team was trying to come together as what would be a realistic estimate of the maximum number of residential units that could be built on this site taking into account design parameters and site constraints. And we had determined at that time that we could build up to an amount of 400 residential units, with a mixture or single family detached homes and town homes. This figure was used as the basis for determining the impacts of the proposed residential a, proposed Plan designation. In order to limit the trip generating potential for the site we basically imposed a self imposed cap on the development and in the Washington County staff report they also had indicated that they would support such a trip cap, if you will. I think it might be easier to term this in terms of a density cap, what we would like to see is a density cap of 400 residential units, but as you will probably see tonight when we pull out the site plan is that that number has since been reduced to some point now we're down to below 300 units. And we wanted to relate to you that we'd also be willing to reduce that density cap to whatever the site plan is approved for. The last thing

I'd like to talk about is the roadways which surround the site. We're all aware of Cornelius Pass road is a two lane arterial roadway. The transportation Plan for both Hillsboro and the County identify that this roadway will eventually be a 5 lane urban section with bicycle lanes, center left turn lane as well as planting strips and sidewalks. "And one of the things that has really kind of been created by this development proposal is that Washington County is now spearheaded a movement to begin a preliminary design project. And this was initiated by this development to move forward on a 30% plan design for Cornelius Pass to widen it to ultimately to 5 lanes from Walbridge all the way down to Baseline road. And we really think that that's positive for this development."

The other things I'd like to discuss are just having to do with the roadways to the west of the site. Just want to let you know that we are not proposing to change or alter the features of these roadways such as Alder, Birch, Dogwood or Elm. And the reason why is because we had several neighborhood meetings where we asked the community, the residents who live in that area if there are any sort of treatments that they would like to see with this development? Essentially they said no we like things the way they are, we just don't want any increased traffic coming through here at all. Based on our analysis, I'm sorry, from a geometric standpoint it's our professional opinion that the additional traffic generated by our development can be accommodated by these roadway connections to the west. We have looked at multiple connections and "we're ultimately trying to achieve a balance between the street connectivity standards enforced by the City of Hillsboro" and the needs of the residents in that area. "Based on our analysis and the City of Hillsboro definitions for local streets, neighborhood routes and collectors we believe that the estimated traffic levels generated by this development will not alter the functional classification of those roadways and we're not proposing to change the functional classification." And that concludes my presentation on transportation issues."

Doukas – So the majority of comments that you'll see on the record focus quite a bit on transportation as Brian has just outlined and I believe that from a policy standpoint we meet that criteria and it's a very tough thing for you to work through and I'm sure we're going to have much more discussion on that. The other thing that is a recurrent theme within the testimony that you've seen in the record from some of the neighbors and residents of Hillsboro is about whether this land should remain as park. I think it is very important to understand what Open Space means. Open Space does not necessarily mean a park, it has been applied to some parks in Hillsboro but this facility is a privately owned commercial recreational facility. There is no access to this land unless you pay a green fee. It's just like going to a movie theater. And so it feels like a park because you can visually see a great landscaped feature. You can see the riparian corridor. Functionally the public does not have access to this land. Through the course of the development proposal that Venture is putting before you tonight what you will have instead of a private golf course with no access, what you would have is a public riparian corridor, a regional trail system, park facilities, that are all publicly accessible. And we are in conversations with the Parks Department to make sure that that is not just publicly accessible but publicly owned. So, ironically, by changing the designation from Open Space to Station Community Planning Area you will have more publicly accessible Open Space. And I think that's very important for you to understand, and for the public to understand as we go forward with tonight's discussion.

Counselor Sullivan – Thank you for your time and attention. If there's any questions you want to ask us we're prepared to do that now or prepared to do that at the conclusion of testimony.

Questions to applicant

Roberts – Are there any questions?
Mathews – I'll reserve my question for a bit later.
? – OK.
Eyre – I had one. Going through the criteria. Ms. Doukas?
Doukas – Yes.
Eyre – Yes, OK. The two criteria. The first one is the property is better suited for the proposed use than the existing use. The existing is Open Space. You mentioned that there is a demonstrated shortage of residential land but you did

not, and perhaps in your last comment you did somewhat address this, even though there is a shortage of residential land in the area is there also a shortage of Open Space and parks in the area? And did you consider that when addressing the first criteria?

Doukas – I, it is addressed. It's buried in all these reports. So I will attempt to summarize it somewhat. As far as a shortage of Open Space. There is not a shortage of Open Space per se. There is not, to my knowledge, a set ratio for what, how much Open Space as a community Hillsboro needs. "There are set standards for the amount of Park facilities that you as a community will have and what, what, how much park land is necessary per number of residents within Hillsboro and you, as a community, have not met your goal. And that is across the entire city". The Parks and Rec Master Plan is probably the best tool that outlines what kind of criteria you have for the amount of Open Space and within this, it, it divides the City out into districts. And within this district there is a park facility designated and we believe that the riparian corridor, the regional trail, meets that intent. As we previously mentioned we are in discussion with the Parks Department to determine what the details of that facility may be and to try and put that ownership into their hands. The other component to how the parks work within this sub district of Hillsboro that I think you should consider. The Parks and Recreation cannot necessarily consider but you as Planning Commission can are the recreational facilities related to schools. Those are not owned by the Parks and Rec district and so they cannot include those in their background analysis of the Parks and Recreation Master Plan. But you as a community body can think that through. It may not be quantified in a specific report but with the elementary school adjacent to this property, with ball fields and soccer fields, we believe that there is a substantial resi, recreational need met with those facilities. So between that and what is hopefully a public riparian corridor, with associated parks, in addition to private parks that will be within ,privately owned but publically accessible recreational Open Space facilities internal to the development, for things like tot lots, gathering spaces, pedestrian corridors, things like that, we think that we have met or will meet, through the course of the series of applications will meet the public need for Open Space, formal recreational Open Space facilities.

Eyre – Thank you.
Roberts – Any other questions? Thank you.
Doukas - Thank you.

Proponents testimony

Roberts – Is there anybody, either an individual or a group that wishes to testify in favor of this application?

Mr. David Edwards – Good evening… I'm the exalted ruler of Hillsboro Lodge #1862…Our intent in selling our investment property, is not to provide for our fut, continued operations and future but to increase our ability to have a larger and better impact on the community of Hillsboro… [Mr. Edwards then lists the many good works that the Elks are involved with. President Roberts kindly instructs that the testimony "needs to focus on the approval criteria"]… The generosity that will happen with the … sale of this investment property we will be able to do this and more for our community….
Roberts – Thank you.

Mr. Robert Smith - …I've been involved with the Elks for over 30 years…You've just heard from our exalted ruler what will be lost to our, your community if the Benevolent and Protective of Elks can no longer maintain a lodge in Hillsboro. My intent is to explain why this has come about and why the development of the Orenco Woods Golf Course is imperative to our survival and for the health of our community. In 1969 when the lodge purchased Orenco Woods it was run down, had no sprinkler system, was open about 8-9 months of the year. However, we saw this commercial business as a long term investment for our lodge and the means to support our charitable work. Over the years we did our best to operate a business that both we and our community could be proud of. Unfortunately, there is no such thing as a forever business. Through our capitalist system success will breed competition and sometimes over competition results in a weeding out of those who cannot survive. When it was purchased there were only three other golf courses within a one half hour drive, now there are twelve and there are an additional fifteen within forty-five minutes. "We ca

no longer survive. For the first time the golf course is actually losing money and that is a business which has no debt. In short, the Orenco Woods Golf Course is no longer viable as a golf course." Although painful, the membership, by way over a two-thirds majority approved the sale; for without it not only our good works will end our very lodge will cease to exist. Now why did we select Venture Properties to develop our asset, our land? First, because they did and still... [End of Tape] ... to the community. They are not proposing an ordinary or tract style development, anything but. The proposed designs for our property are not only aesthetically pleasing and blend into the community, they are enhancing this proposed development with substantial tree and landscape planning which will enhance our neighborhood. They have made a commitment to preserve every possible tree and habitat on the property. And I say our neighborhood for we are still a neighbor in this community and we will continue to be as long as we can. We selected them because of their commitment to work with us and the City Parks and Recreation commission to incorporate a substantial portion of the property into an extension of the Rock Creed public trail system. Please note this property is not included in the sale. We, with Venture Properties substantial assistance plan to make this a reality. "We had several offers to purchase our property and over a two year period, even though they were not the highest bidder, we selected Venture Properties as our partner" for their integrity and a commitment to develop our property into a neighborhood that we and it's future residents will be proud to call home." As most of you know in most organizations usually less than 10% of its membership ever really get involved but because of the importance of this issue that is definitely not the case. Rather than having hundreds of our members testify on our behalf this evening or in other meetings, we have submitted letters from 635 members, I have an additional 20 here tonight. And 71 petition signatures and we have a relatively small but active representation of our members here tonight. Would you please stand, members of the lodge. Most of our members live in Hillsboro, these letters and signatures represent over 50% of our entire membership some of which live in the Orenco area itself. Additionally I would also like to submit a letter from the executive director of the House of Ruth on our behalf, Mrs. Rhonda K Leonard. "So what happens if this proposal is denied? The only thing I can say is that we will explore all options. We were never asked if our land could be zoned Open Space. When we purchased this investment property no such restrictions were even envisioned." We have been good citizens, performing the charity work and the youth oriented programs that help make Hillsboro the community that it is. And by the sale of our investment property we will be able to not only continue but hopefully expand upon these necessary programs. Thank you.

Kelly Ritz - ...I am the president of Venture Properties...I am sitting up here with two members of the Elks because Venture Properties is pleased to be partnering with the Elks. I think that they selected Venture Properties because of our track record in the community. We've been developing award winning communities for about the last fourteen years in the Portland-Metropolitan area and in Bend. And also because I think we recognize the importance and the special nature of this site. We've engaged both WRG engineering and design who are located here in Portland because they have special knowledge of the Portland and Hillsboro area and we've also engaged Mcthune ? Design which are located up in Seattle. They're nationally known for creating innovative communities that are multi-modal, that are compact, that really take advantage of a site's natural features. So we're very excited to be working with them. I think that Mimi (Doukas) has already talked about this; the site's special for a number of different reasons, the natural features, the light rail, the McDonald House, the historic Orenco Neighborhood. We've known this and so we've been planning for it accordingly. We've worked over approximately the last three months to hold three neighborhood open houses. I've walked personally the site with the neighbors of the Orenco neighborhood. We have been working on a concept site plan that we didn't want to commit to too early because we wanted to get both the neighbors, the City, the County, Parks Department comments on it. And so it actually has gone through quite a few changes. Some of those changes are; we have increased the amount of parks, we have relocated the path system <? at least> so that it is more ADA accessible, we have decreased the number of housing units, we have talked a lot about integrating the new Orenco Woods neighborhood with the old one paying special attention to its historic character and in doing that we're talking about saving existing trees, we're talking about integrating some historic landscaping as far as, that would be reflective of what the nursery provided, and a variety of other things. Therefore, since I'm speaking on behalf of this proposal I would request, respectfully request that the Commission grant our request for a Comprehensive Plan amendment. And I thank you very much for the opportunity to speak.

Roberts – Thank you. Are there any questions? Seeing none, thank you very much. Is there anyone else that wishes to testify in favor of this? Either a group or individual.....

Patricia Barcroft? - ...I've lived on Quatama since 1985...there is an overabundance of low income housing...need to balance with more high end residential...three story brownstones have been built up all around me, which I don't mind except they're poorly built...I attended an open house and thought they did an awesome job...thought they had done well with regards to open space and a neighborhood feel...

Opponents Testimony

Andrew Grabano (?) (Orenco Gardens Homeowners Association) - ...concerns regarding the western outlets from the development...two of Intel's main campuses are located to the west therefore traffic would use the western outlets to get to 231st to get to those campuses...231st is already bad with 7 AM traffic is frequently backed up to the Light Rail crossing...one lane, no sidewalks...Open Space is at a premium...Open Space is at a minimum in this area...regarding housing, at Orenco Gardens after two and a half years we're just recently at 75% occupancy...This is not really a park but it's viewed as a park...the feedback to me from my people is 'they're taking away another park'...

Krishna Regupathy - (Orenco Gardens Homeowners Association) ...can't equate the golf course to a theater...proponent stressed housing but didn't stress Open Space need...traffic through Orenco Gardens ...we pay for our parks...concern about paying for another park...

Grabano - ...if no facilities in the parks of the new development concerned about migration to our facilities...

Commissioner Lein (resigned after this hearing) – You want Open Space but don't want to pay for it...had question for staff regarding private HOA parks...

Estes – ...there are private parks in Orenco Gardens, also some western located paths that were deeded to the City...private parks intended for the owners...

Lein - ...discusses the debate regarding the traffic concerns that occurred when Orenco Gardens was being proposed...discusses her homestead, the Jones Farm, how it was annexed and changed to residential...

Regupathy - ...especially concerned with the impact on 231st traffic...they should have parks in their development...

Lein – ..."This kind of development in a City like this is stressful for everybody and **we all have to try and find ways to, to make it work as best we can."...**

Daniel Florea – ...I was around during the time of the Comprehensive Plan discussions of that property...not officially...remember discussion in the club house...of what's going to happen to the golf course...I go back a long way...close to 50 years... "it was always understood that this place was going to be a Park from what I had known from years and years ago"...last remaining English Countryside Estate is going to be slighted for development. Now I've taken some drives through some of the developments around here and I've also lived in a country for a long time that has a pretty lousy economy and you look at the mold infestation in 20 years from now with dilapidated paint jobs, down in that little section down there and to think that at one time it was this gorgeous little place where owls and all kinds of little critters lived. I'd like to give that to my grandchildren and I don't care if I have to pay extra to the taxes to the City of Hillsboro or if I have to pay extra to the Elks Club to go have the right to be able to play on their property. I'd just soon keep it the way it is if I had my way, anyway, thank you.

Harvey Kempana – ...Orenco resident of 8 years..."All I'm here to ask is that the Planning Commission consider changing the density requirement in old Orenco which they can do. We know what's going to happen to old Orenco. I'd like to see a higher density because I'd like to divide my property one more time and be gone. Thank you."

Jerry Baarspul – ...concerned about traffic going to the west...the traffic analyst says don't need to change from local to collector...discusses need for traffic measures so traffic doesn't go on local streets...questions where will construction traffic go...Elm street extension will go through old growth fir trees on the west boundary...

Commissioner Eyre (recused herself just prior to the next hearing, no reason given) – I have a question. You mentioned primarily concern with the western streets. As I recall from Ms. Doukas' testimony that at the neighborhood meetings the residents specifically did not want any improvements on those western streets so knowing that if a development goes in that there will probably be increased traffic although per the traffic expert that there's no additional improvements needed to carry the traffic that's projected. How do you reconcile, or what do you hear from the neighbors; no improvements wanted or desired on those streets but yet realizing that additional traffic may be there, including construction traffic in the interim?

Baarspul - ...roads adequate for regular traffic but not construction trucks...
Eyre – Thank you.

Laine Young (Orenco Neighborhood Organization) - ...expressed concerns regarding impact coming from the proposed development...since 2000, developments around Orenco have been independently approved with each individually meeting the transportation and development requirements...the traffic on 227th has increased exponentially... shows proposed developments in the area...cumulative impact of all of that development is very different from approving each one independently...approximately 55% of the area is already developed...most is SCPA...in this area with about 4 square miles there is 483 acres, over 260 acres have been developed between 1998-2004...what we're here to discuss is whether or not the proposed property would be better suited for residential or better suited for institutional the way it is. We're also here to discuss whether or not the proposed Plan Map change would be needed. What I would like to suggest to you is that what we are seeing as residential development in the area all of the black that you see represents residential only...and only residential development from 1998 to 2004...approximately 90% of the area at build out by the end of 2006 when all of the approved permits are developed, 90% of the residential in the area will have been developed so therefore the applicant's analysis showed you that there was a shortfall of 5346 housing units based on a variety of reports that the 2000 Housing Needs report indicated that 7042 houses additional would be needed by the year 2017. What I would like to suggest to you is **that all the black spaces that represent the residential development just in the Orenco area alone represent 7000 units** and I don't think any one has said that to you yet. As a matter of fact it looks to me like in the Orenco area we have met the City's 20 year housing shortfall and we have met the 20 year demand and it is 2004. I would say that we are consuming the amount of residential land that was planned within the planning window quite quickly. So let's talk about the golf course"...40 acres times 45 units per acre, as allowed under Station Community Residential- Village, equals 1800 houses...regarding traffic impacts: need to spend time in Orenco to get a feel...gridlock on Cornelius Pass and 231st is significant...Alder traffic increased from 199 in 2/15 to 306 in 3/29 , an increase of 65%.....Dogwood from 625 trips per day to 724 even without a development that would concentrate trips through our neighborhood...congestion is one of our number one reasons why we are most concerned about development of the Orenco golf course...the Traffic Impact Analysis didn't identify impact to streets...on page 11 of the TIA in discussing the Orenco streets...this lies between the development and 231st; it says "It lies between the development and the nearest collector street", that was all that was said... our second concern is the constricted nature of the lot itself, 80% has inaccessible sides...Light Rail line prohibits access on the entire north boundary...therefore **no access on north side...south exist only onto Cornelius Pass**...access onto Quatama and through Orenco we believe that traffic is going to be unnecessarily concentrated in this neighborhood and that has not been addressed....we preferentially use 231st versus Cornelius Pass secondary to congestion...a worst case scenario that was presented addressed 400 houses and the trips that they would generate there was a very conservative figure given of 3280 additional trips to and from the site after the development. Approximately one-third to one-half of those...would travel out 231st. The worst case scenario with 1800 units is 14760 trips. That sounds so

impossible but...40 acres, 45 units per acre, 10 trips per day...they used 7 trips per day which is 3 trips less than planners usually use...One other item...we're concerned about loss of the historic opportunity not only for our neighborhood but also for the entire area...Now as proposed...their going to build right up to the setbacks...the McDonald House is not just an everyday house. If you look at all the houses that have been preserved around the entire state; the Bush Estate, the Jenkins Estate, the Pittock Mansion, they're always preserved with some level of grounds around them...Orenco has had an extremely significant place in history in Oregon. Most of the rootstock and fruit and nut stock that was distributed throughout the state...and world came from Orenco. So loss of the McDonald House grounds will steal the historic nature we will never be able to get that back... regarding Open Space...according to the Hillsboro Comprehensive Plan, Open Space is required to mitigate and lessen the impact of development in an area...Now as you can see given our map we obviously have over 65% of the area in new development from 1998 to 2004. We have new developments coming on line and so therefore where is the balancing effect of Open Space? There is almost none left. What we have left is creeks, wetlands and un-buildable lands that are too steep or floodplain... not functional except to look at...this green space is the only green space left...this development is not as suitable as other uses ...the need for residential development has not been demonstrated. In fact when you look at the sum total of the statistics in the area I believe that we have outstripped our ability in planning to consider how much of the development has already occurred.

Mathews – I have just a quick question. The three streets that they're going to say, they're going to come through from the west go to the west to 231st. Those are non-curbed, not guttered streets as I understand it?
Laine – That's correct.
Mathews – And what is the width of the pavement?
Laine – Two are 14 feet improved.
Mathews – And what is your understanding of the Historic District as to what that is to be?
Laine - ...preserves the old style of building streets, swales along side the streets, never any specific planning regarding width, no sidewalks...
Mathews – So if we had foot traffic it's going to have to walk on the street.
Laine – That's correct.
Mathews – And if they have people walking to school or to 231st to get to the bus, to the transportation system, you have to walk in the street.
Laine – That's correct. Which hasn't been a problem.
Mathews – And the, a, but if we added 400 houses it might be a problem. The right of way for those streets, is that publicly owned for the right of way of is that owned by the residents of the property?
Laine – Now that's a very good question. It depends on case by case...
Mathews – So there wouldn't be any, if they're going to widen those streets they have to buy, acquire the land from all the property owners.
Laine – In some cases.
Mathews – Thank you.

Jim Lubischer – discussed the two criteria...applicant's argument that the golf course is not economically viable is irrelevant to the "better suited" criteria...this property is not 'better suited' as residential will adversely affect the historic Orenco Townsite... regarding "need exists" criteria...we have met Metro's requirement...the natural topography, stream, mature trees makes it more suitable for a park...we have not met Metro's suggestion for park acreage... according to Metro's suggestion for new parks on buildable land we are 131 acres short...

Mathews – You said you lived on Quatama. Do you know of any plan to improve the road on the west end of Quatama, or the bridge? Where the Quatama turns to the north? There's a suicide bridge there. Is there any plan in, you know of, in the Master Plan to repair that?
Lubischer – The master plan is to connect that corner, before you get to the bridge, to Baseline.
Mathews – But nothing to replace the bridge?
Lubischer – No, not sure.
Mathews – Traffic going west will have to go across that bridge which is already dangerous.

Lubischer – It very well may.
Mathews – Thank you.

Tom Dirriwachter - ...shows picture of 3 story brownstone housing units "to get the density proposed" and compares with a view of the golf course as Open Space.

Robb Kidd - ...lots of traffic near school...if emergency vehicle, trouble...lot of housing in the area is vacant...what if Intel's fortunes decline...other uses for property...could donate some for a park...some a retirement community, mini-convention center to get cash flow...

Vince Dimone - ...access onto Cornelius Pass dangerous...Cornelius Pass widening a ways off...cannot have major egress off that road onto Cornelius Pass...some may try to make a left onto Cornelius Pass... can't underestimate danger on this road...warped design regarding access to Cornelius Pass...further impacts the west...suggests having 2 access points onto Quatama... need for affordable housing...

Al Waibel – "It's my understanding that the City Transportation System Plan would have to be amended prior to any change in this particular land use change for this particular property." ...recent developments bordering the golf course have clearly been permitted with the assumption that the golf course property would not become a point of origin for high traffic loads...north developments specifically eliminated egress to Alder... Measure 37 may be a factor if the amendment is approved if any restrictions or conditions are put on it...other nearby developments had supporting infrastructure...the siting and lay of the golf course property makes the parcel unsuitable for land use designated change and in particular for development subsequent to this requested change.

Kay Demlow – I am here representing the historic community. I'm the owner of a historic clothing business. I am the president of the Hillsboro historic society and I am now an employee of the Friends of Historic Champoeg and over the course of my career I have been exposed to many of the concepts in historic preservation. I'd like to talk about the first criteria...Whether this property is better suited for the proposed designation or whether it should remain Open Space. And I cannot speak to the entire property eastern end of the golf course with its better access to Cornelius Pass Road may or may not be. I'm talking about the western end of the property especially the parcel or the area around the McDonald House, the historic name for what's now called the House of Ruth. If that area is developed according to the proposed plan, if the Open Space designation is lost around that house then it will lose significant historic context. Context is a very important idea in historic preservation. It means that you have enough acreage around the Historic property that visitors in the future will sense what it was used for in the past and if a new subdivision is built right up to the setbacks of a normal City property we'll lose the idea of what Malcolm McDonald was all about and what his grand estate meant to the early development of Orenco. There is a chance that sometime in the future that if the House of Ruth moves on to a new location that house could become a Historic House Museum but without some acreage and Open Space around it, we would lose that opportunity because as Laine Young pointed out earlier once that is built on we've lost it forever. So at least in that section of what is now the golf course the Open Space designation is the only appropriate one. On another issue I would like to talk about the historic setting of the townsite of Orenco itself. It's currently protected under a Conservation District and those streets are small by intention. The streets do not have sidewalks and that was a result of ongoing discussions with the Orenco neighbors when the designation for a Conservation District was first created. In fact I understand from a conversation with planning staff that they went to some length to find the right sort of gravel that would form those shoulders so that it would accept bicycles, wheelchairs, and strollers and still be level with the street so that it met modern standards for ADA but it also preserved the historic look and feel. If residential density goes in very close to those streets, I'm specifically talking about the westbound streets out of the neighborhood to 231st you will create so much traffic that this historic design will be compromised. It will either have to be re-designed or it will be damaged and we will create traffic hazards and problems so the Open Space designation in that section of the golf course is the appropriate one.

? **Eyre** – I haven't been to the House of Ruth in, probably since the first year it was given to them to use. You said that we need Open Space around there to keep it in gardens or whatever, to keep the context of the history there. What is currently around there now?

Demlow – I haven't been there myself so I do not know what is currently around there, but I know if you start to build newer homes you will lose the setting that Malcolm McD0onald originally designed.

? Eyre – When I was there, I think it was in 1995 or so, I think it was a gravel lot and the golf course right around there. There wasn't much of gardens around there.

Demlow – Gardens aren't needed for the House of Ruth but if it did become a Historic House Museum gardens could be created.

? **Eyre** – In the future.

Demlow – If gardens are part of the original historic context.

? Eyre – OK, so maybe the applicant can clarify that.

Demlow – That would be up to whatever future private entity or government agency would operate the House Museum.

? Eyre – Thank you.

Joe Walicki (Chair of the Green Sanctuary Committee of the Unitarian Universalist Community Church of Washington County) - ...our reason for opposing this development... "We urge you to look at the long term. Look down the road 50, 100 years from now. It is our opinion that this land if stays as Open Space the value will be incalculable. We see development happening all the time, houses coming very quickly on land. It's always a struggle to protect and preserve Open Space. Now I believe that if you look very, very far to our grandchildren, our great grandchildren the land if left as it is today will be of immense value to our future generations. Thank you.

Bonnie Kooken – ...Does Open Space pay?...discusses a 1993-1994 fiscal study which showed that Open Space does pay...residential land uses very often cost communities more than they generate in revenue... "The surprise of this study is that Open Space lands are often a net asset to communities"...removing Open Space decreases balance...therefore the positive revenue ratio of Open Space land in many communities is complemented by additional cost avoidance benefits. If land is taken out of Open Space and converted into housing it will often cost far more than it generates in taxes...The Hillsboro Comprehensive Plan section 6 under Natural Resources says scenic areas state, a, states to preserve, protect, and maintain for the present and future residents of Hillsboro and surrounding community Open Spaces, historic sites and structure...The golf course and the House of Ruth is all of that. Hillsboro Parks' adopted standards stated goal is 10 acres of Open Space per 1000 people. The current ratio is 6.61 per 1000 people. To remove this parcel from Open Space is a wrong decision. The designation of Open Space is better suited for this property than Station Community Planning Area.

Diane Larsen - ...if we want to encourage density then we have to allow enough Open Space that people are willing to live in density...if we're going to have the Urban Growth Boundary then we have to make it appealing to live in density...

Bob Santesson - ...neither for or against...had questions regarding a relative's property which is in the county but the applicant's map shows it as City... [answered by staff]

Randy Stokes - ...concern regarding westbound traffic...recommends that the bridge be removed...in the past 8 years the traffic on Dogwood has increased exponentially...traffic is going to devastate us...look at developments in Europe...they have parks in high density areas...conserve our green space as a community....

Eyre – I have a question maybe more appropriately for staff. If we, we're currently considering Orenco Woods I understand that, we have the development off of 231st and now we also have the one on the south coming up from Baseline all impacting Old Orenco. For traffic impact when we've got three individual property owners and developers how do we as a City reconcile the traffic impact that is clearly going to happen to this neighborhood? And his point's well taken on <?> who has responsibility and so on and so forth.

Estes – I would like perhaps to have Mr. Dunn respond to your question in a little while. And they, I do not know what projects they've taken into account as far as projects that are on line right now and working their traffic counts and traffic projections. As far as the project, the Pays development off of 231st and I'm assuming you're referencing the Bellmore project on north of Baseline, those projects may have been taken into consideration in drafting the traffic analysis and we could possibly have him provide a little bit more information regarding that issue during the rebuttal portion of the hearing tonight.
Eyre – Thank you.

Dan Bloom - ...criteria # 1...there is a Parks shortfall...Open Space is better suited designation for this property...Hillsboro Comprehensive Plan says a funding mechanism shall be provided in appropriate cases...criteria #2...uses 2000 hosing study...didn't consider 2002 increase in the Urban Growth Boundary at Witch Hazel of ?318 acres...used 2001 traffic data...didn't consider over 2000 new housing units since 2001 in immediate vicinity...most recent Title I report of Metro shows both City and County has met housing need compliance...

Joan Krahmer - ...very interested first in preserving the Orenco Community...I know things will have to change...**no widening of streets in Orenco as this would destroy the Elm trees which set the town apart**...231st and Cornelius Pass not wide enough...when improvement on Cornelius Pass Road occurs we don't know...somehow...we have to figure out, we can't add more until there's a way for people to move...I do want you to save as much of Old Orenco as you can...

Tim Stout - ...impacts on historic Orenco...1500 vehicle trips through streets...streets are 14-16 feet in width...wouldn't qualify under current road standards as an alleyway...no sidewalks...no streetlights...would decrease livability...concern about traffic destroying the neighborhood...widening would destroy the trees...you can't have both increase in traffic and preserve the historic Orenco Townsite...You've got the dilemma of protecting the people, providing an infrastructure big enough to handle a capacity to subsidize the impacts of this development and to be able to do that without destroying the neighborhood or the trees. And that's the biggest dilemma...a solution should be found by directing traffic through another area. I don't see how you can safely put that kind of volume there.

Sean Morrison - ...Criteria #1: Open Space is better suited to preserve and enhance the old Orenco Community. Open Space is better suited to best complement the floodplain... There are better solutions to benefit City and Elks...Beaverton acquired 22 acre site already zoned for commercial and housing and they acquired it and added it to a Nature Park...I think there is middle ground...Toshiba industrial was changed to residential, now the City is trying to increase the Urban Growth Boundary for industrial...maybe the Comprehensive Plan should be comprehensive...Criteria #2: The need has been met for SCPA in this area...We've heard that Title I Urban Growth Management Functional Plan say that Hillsboro and Washington County's housing needs are met...parkland's, that need is not been met...Parklands, the Hillsboro Parks Master Plan says there are a lot of acres that need to be acquired to meet that goal and once we change this designation we're not going to get it back and that's 55 acres that go towards this important floodplain, this important greenway that is the creek and **we won't get it back...**

Jana *** Goreman** - ...already extensive development near Orenco, especially on 231st and Quatama...so dense it cries for a recreational Park, especially for children...the quality of life is compromised when children have no place to play as is the case around the existing apartments and town homes which are prevalent in the area...aesthetically and spiritually people need green places...

Roberts – Is there anyone else that wishes to testify. Oh you've got to be kidding. There's got to be somebody else. Ok, then does the applicant wish to rebut?

Applicant Rebuttal

Counselor Sullivan – Let me ask you what you want to do. I think from talking with staff I know that there is a view of the Commission to look at materials carefully and we want to help you do that. What works for you? We prefer to make our 10 minutes of rebuttal now. We would prefer to leave the record open to respond because some of these things do require a bit more time than we have and we don't want to annoy you or, but we do think we need to respond to a few things tonight while they're fresh in you're mind and while, you know, you can deal with them without your mind turning to mush because of the lateness of the hour. We feel some need to respond to you. But I guess the larger question is what do you want to do after tonight? Because we do want to put in additional materials to respond more carefully than the time we have tonight orally to do things.

Roberts - ...My sense is that we're quite likely going to have questions of staff that need to be researched. It is our history to be as candid as we can be in our thought process and where we are at this very moment to give everyone the ability to respond as best they can. A lot of that takes time outside the meeting to be able to kind of figure out how to deal with that. Does anyone else want to weigh in on this?

Coulter - I can tell from my position I'm going to have some specific items I'm going to be asking you and staff to come back to us on. As applicants you are required the burden of proof and I have questions that I'm not satisfied at this point. I'm anticipating a continuance.

Counselor Sullivan – ....I'm going to ask Mr. Dunn to start....

Dunn – There's a lot to address.... I just wanted to respond to a couple of items regarding traffic... Our initial presentation pretty short probably why I didn't have much detail. I would like to say everyone has a copy... of the transportation impact study that was prepared. If anyone is wondering about numbers they're all contained in this document that was reviewed by the City officials as well as Washington County. One of the things I'd like to address is the, some previous statements made about what this development could generate in terms of residential units. I heard a number of 1800 units. If this site were developed under a SCR-V zone at 45 units per acre one could estimate that many units. But I want to say that, number one, our client is not in the business here of building apartment which is probably what you would have to do is some sort of multi-family development to achieve that level. That is precisely why we're proposing this trip cap or density cap of 400 units or maybe even less than that because our client is in the business of building the single family detached homes as well as town homes, which, if you were to apply the City standards with a mixture of those types of uses you would not be able to get up to 1800 units. So again, I want to stress our proposal for a self imposed trip cap or density cap however you want to look at that. The second thing I'd like to address, although I would like to use the site plan as an example if I may. It has to do with Commissioner Ross Mathews' statement about the Quatama Bridge. "And this was something that we looked at early on in our process was the Quatama 227th bridge structure. We're aware that it's a two lane structure that there are no pedestrian facilities for crossing that. Some people refer to it as 'suicide' bridge. We are not proposing to modify that bridge. Our development is located to the Northeast of that bridge. We are accessing streets to both sides, on Quatama down in the Southeast corner and either one or more access points to the west and we feel that, that by having those points of access our site doesn't really need to use Quatama street, in fact, if there are some units that may choose to use that route that are related to our site, it's also my feeling that there's going to be other people who are now using Quatama and 227th to go through our site if they want to perhaps go to the elementary school. I think a good example might be the buses. I think this might be in the school district, I think the buses will use probably our streets to get there and I think that for every, I don't know, few trips in a hour or in a day that may use the Quatama street 227th bridge there may be an equal and opposite amount of traffic that's already on the system that may shift over to our site. So, it's my professional opinion that, a, we're proposing access points that really circumnavigate, or circumvent, sorry, the, a, bridge at that location." I would like to address the pedestrian issue at that crossing. Our site we do not intend to add pedestrians going across that bridge. We're providing public streets that have sidewalks on both sides of the street. We're creating a trail system along Rock Creek. We have a series of green spaces with pedestrian amenities such as a connection up there that is in line with the sidewalk to the

Orenco elementary school. So we feel we are going to adequately accommodate for the safety of pedestrian that are traveling through our site or are being generated by our site.

Counselor Sullivan - ...respond to a couple things. In the earlier testimony you heard about something along the lines of why not make it all a park or Open Space and we can all enjoy it? The problem is in exacting that kind of Open Space under the Dolan case. You're all familiar with that. You can only deal beyond the floodplain with < ? > generate. We have been very careful to be sure that we provided for our own open space needs. We are talking with the City whereby the City acquires some portion of our property, but in no way is the bulk of the property ready to be dedicated or can be dedicated under the Dolan case. Measure 37. You're actually in a better position with measure 37 with the par, the land transferring over to a new development because measure 37 starts with the time that you acquired the property and if there's a change you start with the rules in place at the time that the change is made. There's a suggestion that you ought to both keep the narrow streets and deal with the traffic that's generated. What Mr. Dunn has shown is that we don't need extra streets; we don't need to amend the Transportation Plan. We've got enough facilities to take care of the traffic that will be generated from this site. Don't put us in a position that you ought to keep the narrow streets but you also have to change it. Our study shows that no change has to be made. Mimi?

Doukas – Well I'm going to keep going with the transportation theme and lead off where Ed left the conversation. When it comes to the traffic calming, obviously that was a source of a lot of conversation during our open houses. And did hear the conflicting conversation we like our streets the way they are and we don't want anymore traffic, but we want it calm and we want it to go someplace else. And we spent a lot of brain power on that question and that's again part of why we are showing you a sneak peek of our development plan. Because what we have tried to do is design some traffic calming into how the streets are laid within the property and it is a very different design from where we started. When we originally started it had much more, the blocks were oriented east-west, we had good connectivity and the thought process was spread those trips out. Send them; disperse them as much as we possibly can. And after some of those open houses we took another look at it and we changed how we treated the edge and the relationship between our street system and the Orenco historic street system. And if you look at the design, we are connected, we still have those three connections and we will debate traffic quite a bit in the months to come in front of this body but as it's currently designed we do have all three street connections to the Orenco neighborhood. But they only go one block in and at that point everything's got a turn movement and that was one of the elements that we introduced into how we do traffic segregation and traffic calming as much as we possibly can internal to our boundaries so that we are not forcing that conversation anymore than necessary with the Orenco neighborhood. We will still have that conversation, I know it and you know it, but we are trying to internalize those impacts as much as we can so I wanted to discuss that. There was a question about construction traffic and where the construction traffic will come from. The phasing for this development, if it's approved, will begin on the Cornelius Pass side specifically for that construction traffic issue. The other thing that our civil engineers are spending a lot of time working on is making sure that each quadrant, we kind of have three quadrants within, I guess it's not quadrants, but three sections within this property and, that are divided by the riparian corridors and we're working very hard to make sure that the earthwork balances within each one of those pods to make sure that we're not carrying dirt back and forth across the property or out into the community so again we're trying to design a solution to what may be perceived as a problem. But Venture is committed to construction traffic going to Cornelius Pass throughout the phases of the construction cycle. Brian Dunn alluded, explained that the County and the City are working together on the ultimate design solution for Cornelius Pass and that is in process right now. That design effort through Washington County will allow us to know what our ultimate improvements will be on Cornelius Pass so that we can actually construct them. Before that design work occurred we didn't know if the vertical elevation was going to change, we didn't know how that street was going to be designed and any improvements we put in were at risk of being a temporary improvement and now we've got the ability to at least get our frontage in place so that we can improve that corridor. "There was a question about preservation of the McDonald House. That is actually part of the agreement with the Elks, that a half acre parcel, not the minimum setbacks but a full half acre parcel will be preserved for the McDonald House." The original design presented at the second open house, showed a private lot for the McDonald House, it gave them some seclusion. And what we heard from the neighbors was that they wanted a better neighborhood integration between the two neighborhoods. They didn't want necessarily the Venture Properties development and the historic neighborhood, they wanted respect between the two but they also didn't want us to hide

the historic resource of the community away back in the woods. And so we redesigned the site to make sure that there's an open space pedestrian allay (?), a series of open space experiences that connects the linear pathway across the elementary school, across the Orenco Woods development to the McDonald House so that it does have that relationship while still respecting the privacy and the activities within the McDonald House through the House of Ruth. So I assure you that house will in fact be preserved and has been incorporated in the design of the development. There's a lot of conversation about the density. There were conversations about the amount of traffic if the land were to develop at 45 units per acre. As I mentioned previously the reason we are discussing the SCR-V zone is that it gives you additional discretion. It's got a huge density range, it's got a density range of 7 units per acre to 45 dwelling unit per acre. We don't want 45 dwelling units per acre. Venture Properties doesn't do multi-family housing. We could go with a different designation that had a smaller maximum density and if that's something we need to consider, we can certainly discuss it, but it allows us to, the SCR-V zone is designed for areas within this distance of light rail stations and for properties of this size so they can have a more comprehensive design. And we believe that this is the appropriate case example for what SCR-V is designed to do. It's that more comprehensive approach and that additional level of scrutiny; adjacent to the Orenco neighborhood we think you deserve that level of scrutiny. We are committing ourselves to that level of scrutiny. .... We'll leave it at that.

Questions to applicant

Roberts – We're going to be talking more. We'll get through all of that. OK. Are there any questions?

Mathews – What surety do we have that Venture Properties will the final developer on the property? I've seen a lot of things go around and, I see a lot of projects happen in the City and they get started with one horse, then get on another horse and end up with another project altogether.
Counselor Sullivan – You can't condition it on a single developer. What you can do is condition the use.

Mathews – OK. That's a fair answer. I'm still concerned about the transportation through the west side and I would like to have, the next time you come back, to have a far better definition so we can understand what the actual number count is going to be on each one of those streets. I don't, I'm not comfortable with what you've given us thus far and my concern is we have the obligation to the Orenco community, the City does, and we do, to preserve that ,and putting another 100 cars on the street is not going to preserve it. And how we're going to do it so we? And we can't go onto Cornelius Pass. We know that's already a disaster. Where are we going to do it? And that's what we've have to get. I just haven't seen anything yet that you've shown me that says we're going to be able to do that and still preserve that <?> neighborhood community where people walk in the streets because we have to do that, we've promised the people in Orenco we'd do that.

Raber – ... Commissioner Mathews asked how the Commission could be assured that Venture Properties would be the developer and Mr. Sullivan commented that there was no surety that Venture would be the developer but you could condition the use. Comprehensive Plan changes, according to ordinance 2793 cannot be conditioned and a question which planning staff would ask the applicant would be: Were the application be approved by the Planning Commission what legal means would the applicant propose to assure that the representations that they've made during this hearing a, remain on the land, and could be subsequently carried forward into zone changes and concept and detailed development plan?

Counselor Sullivan – I'm going to forget the name of the case, but a there's a case in the <?> , I think it's called Wilson Park neighborhood association versus the City of Portland where there were representations made as part of the application. LUBA found that the applicant was bound to the representations that were made as part of the application, even though they weren't binding at the time of the particular Plan use. I'll do some research and I'll bring you something back. This is not impossible.

Coulter – I want to make sure that that ties in more than just the applicant but again if the applicant leaves does the representations stay with the piece?

Counselor Sullivan – I understand that. I can't, and I play City attorney in some other places. I can't tell you that you can bind a development to a applicant. I wouldn't recommend it to my own City Council; I can't recommend it to you. What I'll do is find a way of dealing with this.

Coulter - Because one of the things that we have to look at and I think Ms. Doukas brought that point up is that I guess it goes back to you guys like to use the term worse case scenario where we have to protect the citizens of the community based on the worst case scenario. And so when we look at conditioning or that process that's what we're left with in that regard.

Mathews – You spoke to the McDonald House and the amount of property; did I understand you say you're going to have a half acre around it?
Doukas – Yes.

Mathews – As I recall a few years ago I had the privilege of voting on something called Imbrie farmstead and which we had, at that point, we had broken that down and broken off so much of the land that they lost a lot of it. The argument was they lost a lot of the historical value and I happened to vote the wrong way on that, the reason I happen to remember it so well. But anyway, if we have a half an acre what can we do to make it look like a nursery? Or the nursery property when we really should be talking about several acres around the house if we're going to set it off as a historic landmark within the community. A half acre <? is not> going to do it, that's just going to be a large building lot."

Doukas – Well, I think there's a difference between the historic preservation of a nursery and a historic preservation of farmstead or a homestead. We'll chew on that a little bit more. But I think there is a difference between the preservation of the nursery and the preservation of the home itself.

Roberts – The hint here is that I suspect that there are people that know how to do that and know where the line gets drawn. It's not for us to really debate at this point.

Counselor Sullivan – That's right and I also had the privilege, partially defending the Imbrie decision so I know a bit about, and there is a difference between the nursery itself and the farmstead.
Roberts – OK.

Coulter - I guess maybe you can call these homework assignments. But there's a number of things again that I need a lot better understanding, clarification and in my mind better data than I'm seeing. I'm still not convinced in the approval criteria that a need exists for the residential. I really want to see information that tells me today what our needs are now, where we're at now and what we have on the books proposed and where does that leave us a deficit? That to me is critical. I'd like to see a transportation impact study based on the current use of the proposed site which is Open Space not Institutional versus the SCPA. Would like to see a traffic impact study for the roads to the west as Commissioner Mathews has discussed. I think that also it's important to look at what are you doing to the entire road of 231st, because all that feeds into it. There's a number of things going on 231 right now and this piece of what you're adding is just going to flood right into it from the west.

Dunn – Mr. Coulter? The traffic study that we prepared looked at a number of intersections along 231st. Are you saying go beyond that?

Coulter – I want to be sure that you can convince me that you have taken a look at what impacts those new subdivisions <?> new homes being built along with yours are going to do. Because we did hear testimony tonight that 231st is backing all the way up from Cornell.

Dunn – Are you referring to homes that are being built at the subdivision down by Baseline?

Coulter – Yes, in that general, cause it's all going to feed that way going up towards Cornell, and you're going to back that road up, if the testimony that we're hearing is accurate and that's what I need to get to the bottom of. One of the other things that seems to be missing to me is information from the Parks Department and I don't know if that needs to come from staff but I'm still unclear as where is the City's current standard for Open Space? Where are we at currently with meeting that standard? And what are the proposals to get to that standard? And I don't see them anywhere in the information I'm trying to digest here. And lastly, I need a better understanding of where the County and the City are in dealing with NW Cornelius Pass road. It's not a good road now; I can't imagine us approving something that would make it severely detrimental to the point that it could be if this was added. I'd like to know when they're going to be really discussing seriously doing this five lane addition. I know it impacts you guys because you need to understand you're requirements are going to be. But that road now is very bad. So that's my, I guess, homework list.

Cameron - ... I agree with Commissioner Coulter. I definitely want to know where we're at. We see these proposed developments come before us one after another and we look at them individually but again we need <?> cumulative. One of the things I noticed on one of the documents the applicant passed out on the school district I believe it was. <? The> middle school, with just your development will put it over the top. They didn't list the capacity of the elementary school or the high school but it is on the middle. With this proposed development it will put us one student over their capacity of 800. That doesn't take into consideration the others we've recently looked at in that area so I. It feels to me like we have some catching up to do with our infrastructure to catch up with all the propose developments in the area.

Eyre – I have a current question and then a homework assignment. The current question I have, I know that the planned unit development here, the footprint that you're reflecting is not binding at this time and you're premature in presenting it but probably for the benefit of the audience and for ourselves what, this looks like more than 15 acres of floodplain in the green space here. Can you tell me approximately how much acreage is green here versus how much acreage has been <?> since we're talking about 55 acres in total?

Doukas – I can. We have a, that green swath including the light green areas through that central corridor is 26 acres approximately. Now that goes to the edge of the lot line. So there is, there are layers of regulations across there so some of that land is regulated, some of it is designed to be park facilities. But that main Y-shaped riparian corridor, green space network, is approximately 26 acres. In addition to that the park facilities that you see internal to the land itself adds another 1.6 acres. And so those are the, the greenway connection from the elementary school to the McDonald House, it is the pedestrian corridor at the end of Dogwood street, it includes the open space facilities at that, we call it the island, that middle isolated piece, there's a central green space there. Those all add up to 1.6 acres.

Eyre – So 27.6 out of approximately 55 acres. So we're a little bit around 50% as being maintained as green or park?

Doukas – Actually more than 50% but yes.

Eyre – I'm an accountant and I can't do the math without my computer or ten-key.

Doukas – That's why I surround myself with engineers.

Roberts – It's 1030.

Eyre – It's 1030, all right. Thank you for that. OK. ... Commissioner Coulter had not been convinced of criteria two in the demonstrated need. I don't have a problem with that as much as I'm not convinced of criteria one. I know it's in conflict with property right ownership and the right to do with your property as you should be able to do versus what the law says and the law to me says we have to only deal only with criteria one and two here. Criteria one, currently its Open Space, and perhaps a better definition <?as> you define Open Space, more the legal type definition would be

helpful but how is any type of --- [End of Tape] --- that just says you don't use it as a golf course anymore. And so that to me does not create a resi, does not prove to me that residential use is a better use. So if you could come back with that, giving that much more thought, that would be very helpful to me. The traffic issues, I'm not convinced that we've addressed all of those partly because I haven't paid enough attention to the written analysis yet, there's quite a bit to read through. So perhaps some of my answers are in there, but I do want to reiterate what my co-commissioners have said. I want to know what's going on to the west. I want to know what's going on 231st. I want to know all what's happening <?> the traffic. What I did hear maybe you can clarify, is that you are saying that the streets in the development are actually going to provide an alternative route to using Quatama and going through the bridge and also perhaps providing some other walkways for the residents. Is that what you're saying, that some people that would normally go on Quatama from Cornelius Pass are actually going to, you portray are going to go through the neighborhood?

Dunn – I think it's possible. Especially for some of the residents that might live along our western site boundary and maybe some of the trips that are related to the elementary school. Because of it's location on the east side of 227th.

Eyre – If you could fatten up that, if you could perhaps discuss that a bit, address that, if there's anyway to do that.
Dunn – I don't know if there's a way to quantify it. The only way I can do it is qualitatively as I've think I've described.
Eyre – OK. All right. That's it for me.

Lien - I hate to ask <?more> of the City attorney but I was thinking, Mr. Sullivan did bring up Dolan and I know enough about Dolan that does come to bear here probably on <?> discuss on keeping this as Open Space I think we might have difficulty in doing that because of the Dolan decision. And maybe for the benefit of the rest of the Commissioners maybe we can get an opinion from him on ...how it would affect their decision because that's very important. We don't want to be Dolan two. And also in talking about current use of the golf course as Open Space, maybe because I'm a farmer's daughter I'm well aware of it. Golf courses require tremendous amounts of fertilizers, herbicides and pesticides to maintain which is all going into the watershed unless Orenco Woods Golf Course can come and tell me that they're all natural. Pretty hard to do that. That comes to bear when you're dealing with a natural area. So as we're looking at different use in Open Space there's a big difference between Parks and regular Open Spaces and a golf course <?> impact on a natural area. So <?> I don't have as much criteria one, I'm kind of troubled by a golf course on top of a natural area anyway, I don't want a bunch of houses dumping their fertilizers with no regulation either but we're looking at a lower, we're going to see a lower density and further away from maybe than the one hundred year floodplain. We'll address that in future decisions how close development comes to the floodplain and so forth but, that's just something I wanted to throw out there that, beware a golf course is not natural open space.

Dunn – I do have one additional question for Commissioner Coulter regarding the additional analysis. When you have asked for a comparison to the Open Space, <?> when working with TPR compliance I think what we initially used in our study was the previous Washington County Institutional.

Coulter – But now it's inside the boundaries of the City of Hillsboro as Open Space and I'm not comfortable with trying to take a look at the <? interim> Institutional number.
Dunn – OK.
Coulter – It hasn't been, it's been a golf course since what, 1930? Whatever it was.
Dunn – I think the Washington County staff report has indicated that because this area was previously in Washington County jurisdiction and that it was zoned Institutional the 2020 transportation plan that was developed both for the City and the County assumed that underlying use not an Open Space.
Coulter – Yes, but I'm not and I, not always convinced that Washington County has done things correctly and I'd like to see it from a different perspective.
Dunn – So at this point what I've tried to do is demonstrate TPR compliance and I think what I'm hearing from you is you would like a comparison to Open Space, by definition what, I guess what I'm questioning what types of uses could go in as Open Space because what would be allowed I think are parks, recreational facilities

Coulter – I think we're looking at parks because that's what we've all been talking about today. Today it's a golf course with a limited number of people as the testimony has stated that are using it. We really need to find the traffic impact difference between what is now going on and what will go on and how is that going to affect the roads around it? And I can't do that based on your Institutional numbers.

Dunn – OK. And then additionally the intersections or the roadways that lie between 231st and our site. The two things that we typically evaluate are intersection levels of service, we do the travel counts to assess that, we can also look at safety parameters such as the presence of speeding, sight distance measurements, things like that. That's kind of where I'm thinking of taking this analysis.

Coulter – What I look at to some degree is if you were driving it like I would be driving it, is the quality of life while I'm driving it going downhill because we're putting too much on that road?

Doukas – One of your earlier questions was about our housing needs and our market analysis and what I'd like to do, to leave you with this is, on page 10 of the Ferranini Report under market analysis which is exhibit D of our original application, I'm not sure how your packet is organized but on page 10 of that market analysis it explains how we started with the analysis that both Metro has done and the City of Hillsboro has done and then we projected it forward to today. So that is accurate for today, it also incorporates the Witch Hazel Village and the capacity that was added as part of the planning process in its entirety.

Coulter – It sounds like I have heard studies where our numbers are actually going backwards for needs since 1998, not upwards.

Doukas – OK. Well we've done several sources to make sure that it's not relying on one single analysis. We were very sensitive to this issue. And what we'll do is do a little bit more executive summary and make sure that our data sources are very clear and how our projections <?> were very clear.

Coulter – "I would also, just probably, I would think, that, work with staff, make sure that you have their most current numbers they can find."

Doukas – "And we have been working hand in glove with staff. We'll continue that."

Counselor Sullivan – I guess the last item is how do you want to deal with this? We'll be ready if you want to, to come back on the eighteenth of December

Roberts – Well, I haven't asked my questions.

? – OK. Maybe that'll change things.

Roberts – Hang on, and Mimi thought she thought she was getting out of here scot-free. OK. The thing that I was wrestling with when I walked through the door tonight is the same thing I'm wrestling with now. We have two huge enormous needs that we have to rectify. The first is, the Elks have certain rights, they are a valuable group of people, they are a valuable entity to the community. We need to do what we can do to help the Elks. And now I'm going to put my architect's hat on. We also have a community that is one of the very few historic communities that we have in town. And I'm struck by; I mean it's just downright scary to be making a decision that will cause that community to be changed forever. And we only have two choices here, yes or no, and a yes vote causes us to start on a path that will change that community. It's a fundamental issue. And I'm not ready to make that call right now. I respect Kittelson and Associates immensely. I suspect that I've known Wayne longer than anybody in this room. That would be Wayne Kittelson, by the way. This community is different. The roads aren't the same, the traffic volumes aren't the same. The road capacities are not the same. The safety issues are not the same as standard traffic counting. And for us to

impose new loads on this existing community has got to be done extremely carefully, if at all. Because whatever, I mean, this township has a character and it scares me to be tinkering around with it. It really does, so we're going to have to move a long ways to get me there. So you've got traffic moving through the community. You also have what feels like, when your in that community, that the Orenco Golf Course, a, or at least portions of the course are very much a part of this community and if, I'm trying to figure out, and we've been dealing with it and sometimes we deal with it OK and sometimes we don't deal with it OK, on how we integrate new housing into this existing community and we're talking about bringing along an 800 pound gorilla and laying it down right beside this community and for me to be able to make a yes or no answer, or yes or no decision. I'm not prepared to start down that road at all until I have a whole bunch more information about how this 800 pound gorilla is going to lay down next to this very sensitive community. And I haven't seen, so I'm concerned about the first criteria that is it suitable? Is it more suitable than what we have now and I have seen nothing to get me there at this point, given the context of the way I've framed this. And then there are the technical sides, the needs analysis and all of that, I share Commissioner Coulter's concerns and I'm frankly not sure how we get there but I'm just, I'm being as frank and as honest and straightforward as I can be, that these are my fundamental concerns. We have had a history in this town of working with developers, working with landowners but above all else we're good neighbors and we work together. So we have to find a way to get this 800 pound gorilla to lay down carefully next to this very sensitive community and somehow help the Elks. They need help. I'm not sure what the answer is yet and I haven't, you haven't convinced me on either criteria, one or two. That's where I'm at. OK.

Counselor Sullivan - Let's go back to time. When do you want to hear us?

Coulter – I will share with you on that regard. I have to echo our president's thoughts here. This is so critical in our community. It's one of the entry ways into our community from Highway 26. I think it's important that we have the information and have it long enough so that we can digest it because what our president has said is extremely correct. Once we go down the road we can't go back. So I want to make sure at least on my part and I hope my commissioners share the thought that we want the material early enough to digest it and review it. So if that really means January then that's what I'm looking at.

[Ensuing discussion regarding when to hold the next hearing.]

Roberts – Well, I personally think you have a long way to go to get me to budge and I'm not sure you can muster the troops. I want to give you a fair shot. I truly do. So I'm not sure you can muster the troops fast enough to get across that hurdle in a week.

[Further discussion regarding date]

Coulter – I just don't want to get something at the last minute and have us expect to make a very difficult decision from, and like I said we have two or three days before our staff reports come out for the December eighth meeting.
Roberts –And equally important we need to give applicant adequate time to really prepare.

[Further discussion]

Mathews – ....This is a very important decision.

[Decision made – Next Hearing to be 1-12-2005]

1-12-2005 (Hearing #2)

Housing Needs Discussion with Staff

(With Planning Staff representative Ms. Karla Antonini)

Coulter – I saw so many numbers flying around that we went through here and I guess what I'm trying to digest is and maybe you can help me here with this. We had tremendous growth curve in the nineteen nineties to early 2000. Our community has slowed dramatically since that period of time. I'm trying to grapple with the correct numbers that we

should be really focusing on here in the year 2005. And our, I guess, based on those numbers, do we have sufficient housing availability now or do we have a planned or is there a short number that we need to be working for?

Antonini – (Senior Planner) In the staff report that you received, on the last page, on page 5, the numbers that are outlined there... City of Hillsboro's 2020 housing needs study dated 1/3.... OK. On the last page the 2020 housing needs study says that we are short 10,635 units as of 2020 but you have to take into account the building permits that have been issued and that's for the dwelling units not just building permits so if it was a building permit for a triplex that would include three dwelling units. So we take out the 5034 and then, I looked at the capacity of our vacant land and the committed land that exists today just inside the City limits not counting the county islands and so I took out a further 3942 after looking at the density that the zoning would allow. And then there's also the Shute road condition that was placed on Hillsboro when the Shute road industrial site came in.

Roberts – That was a Metro thing.
Antonini – Exactly. So includes another additional 2440 units. So we come up with a deficit come 2020 for 4099.
Coulter – Now my second question would be what other land is currently inside the City limits is available to meet that 4099.
Antonini – Based on the analysis, there isn't inside the City limits but there are County islands so
Coulter – And how much would that, that's not shown here on this number.
Antonini – No, not there, that's right. If you go to page three I talk about the updated housing capacity analysis. There is room in the.... There is 167 net acres and just using 10 dwelling units per net acre calculation because I have no idea how many could actually fit on there, 1670 would further, would come out of that 4099, if those county islands came in that time period.
Coulter – So that makes us about 2400 short?
Antonini – 2429.
Coulter – So if you use every county island, every piece of available space currently inside the City limits except for this piece we would still be 2400 short? Is that my understanding?
Antonini – Right.
Coulter – All right.
Fitzgerald – May I ask. Did you look at the areas inside the Urban Growth Boundary?
Antonini – You mean to the west? Like what, Glencoe that are in between the City limits and the UGB?
Fitzgerald – Yes, that are going to annex, but you don't know when.
Antonini – Right, I included the County islands but not that area that is to, you know, between the UGB and the City limits.
Fitzgerald – Do you have any idea how big?
Antonini – No, I don't have those identified. I don't know, just included the County islands.
Roberts – So basically it looks like we're about 2400 short.
Antonini – Basically
Roberts – at 2020.
Antonini – That's correct.
Roberts – OK.
Mathews – <? Is > that maintain, what growth rate, the rate of the last five years or the current year?
Antonini – That was the growth rate that was based in the housing study which I believe was, I have to look it up.
Mathews – That is a higher rate that what we're currently <? experiencing>.
Antonini - Yes. Less than the five year growth rate at that time. I think it was 4.9 but I have to find it for you. Do you have another question while I look for it?
Coulter – Well I guess there would be another question Karla
Antonini – I'm sorry. It was 1.5 percent annual growth rate.
Coulter – Have we done, I guess an economic study to, over the next fifteen years to, again it goes back to, I thought that the dramatic growth in the 90's but a severe slow down from then till now although our economy is starting to turn <? >. So, so could tech which is obviously one of our areas. Have we gone out and done a determination if that 1.5% is a number that we're comfortable with as a community?

Antonini – No.
Coulter – I guess that's what we're trying to do is we're trying to really gauge what is the true housing needs for the next fifteen years and part of that is to try to understand what is going to happen in our community over that period of time.
Antonini – Right. The latest I would have unfortunately is the housing needs and it's dated, you know 2000, so.
Roberts – Well in, correct me if I'm wrong, but hasn't housing, hasn't our building permit rate still been fairly active. It hasn't slowed down a bunch has it?
Brooks – It, course multi-families <? always > variable, but it's been amazingly steady over the last 10 years. We've done about 600 single family dwelling units per year over the last 10 years.
Roberts – Yes. <?> whether the economy's hot or not.
Coulter – And we've kept that fairly current for the last 5 year period?
Brooks – Yes. It's partly because of low interest rates.
Coulter – So perhaps that 1.5% annual figure would be in the range.

Brooks – It could be. It's very hard to predict. I mean it's, even if we went out and did a review of the 1.5% growth rate, you know, the likelihood that we would be absolutely accurate would be quite low. So I, in the overall context of things we have a considerable amount of land <?> for employment over the life of our industrial area, where there will be a substantial demand for additional housing and we've looked at it in the context of constrained land supply. Because we only have so much and we don't control expansion of the Urban Growth Boundary. And we've also assumed that not everybody who has a job in Hillsboro will necessarily live in Hillsboro, so there is a need probably to expand the UGB to some point to accommodate all that employment. <? It > will not all happen here.

Coulter – Although again that's a decision that we won't have and it may not be on our side of town.
Roberts – Didn't DCLC send back to Metro and say look at it again on industrial land?
Brooks – On some of the additions, the latest additions, that's correct.
Roberts – And didn't they specifically say that Metro should be looking at Shute road? Well, Evergreen and north of Evergreen.
Brooks – That was one of the possible outcomes. Mr. Sercomb would have a clearer idea of that than I would.
Roberts – So I'm jumping here and if that happens then we also need to increase our residential land supply or we'll get more out of whack with the jobs-housing balance, correct?
Brooks – Well, I guess I would answer that by saying that it's going to have to be accommodated somewhere. Now whether it would be accommodated in the City
Roberts – Yes, I get you, yes. OK.
Coulter? – Thank you.
Antonini – You're welcome.

Sercomb – ... Part of the Metro remand on the Urban Growth Boundary stuff involved a consideration of whether or not Evergreen should be added to the Urban Growth Boundary. There was no specific direction. The order hasn't come out yet, but early indications are that it will not contain a specific direction to add Evergreen but it will find that there is a need to add additional acreage and require Metro to look at the facts and determine whether or not even more industrial land than they're determining needs to be added. And we expect them to probably come down on remand with a need for another 400 acres plus of industrial land which would then make Evergreen a logical choice for a boundary expansion.
Roberts – All right.
Cameron – I see the need, I think, for housing but more affordable housing. The jobs that have been created out here it seems, lately, with the economy the way it is, is retail hospitality which with minimum wage plus, I just see a lack of affordable housing. And I know I can't, <?>, that's just my concern.
Roberts – OK. All right. So do we understand kind a, sort of, the long term housing needs then"? OK. Then which staff member is next up in the agenda?

Park Discussion with Parks and Recreation Department Staff

(With Parks Staff representative Mr. Kevin Smith)

Estes – Next we would take questions regarding the Parks Master Plan and Parks issues and we would have Kevin Smith from the Parks Department to address some of these questions from the Commission.

Coulter – Mr. Smith in reading this information that we were submitted we're shooting for ten acres per 1000 people and we're talking about the specific area of Orenco given the number of parks in that area from what I am reading says that a we're not needing the whole 55 acres. I guess one of my questions would be, I don't think we can look just at Orenco alone when we're making decisions about our entire City, or our entire community and my question to you is if we're shooting for this 10 acres per 1000 people and we're roughly at 6.46 at this time and there are certain parts of our City that will not be able to come close to meeting that number, shouldn't we then maybe as a community looking at areas that are still available, should we be looking at those to pick up a greater number of acres to offset those areas that are never going to be able to meet that ten thousand per one thousand, er 10 acres per 1000 people?

Smith – In short, Commissioner Coulter the Parks Master Plan is set up as a guide for our Park Commission and it was adopted in 2003 by our Park Commission and our City Council. If I'm up here for a long time you will hear me use the word guide quite often because that is truly what it is. The standard of 10 acres per thousand is one component of that guide. Other components that are also factored into the guide are the service area maps that were attached as part of the staff report that the Park's Department prepared for you. When looking at any one particular property, or the City as a whole, staff and the Park Commission will take those multiple facets in play. Certainly our goal of reaching 10 acres per thousand is a goal that we continually strive for and have in our minds made a fair amount of progress, certainly over the past 20 years. I believe in 1985 when our first Master Plan was written we were providing 1.79 acres per thousand. We are now up to 6.64 as short ago as our 2003 Master Plan update and we are continuing to build on that. Certainly, land availability is an issue we deal with on a daily basis and trying to acquire additional properties in all areas are certainly easier in some neighborhoods than they will be in others. Again, if you look at the map that shows the service areas in particular for Neighborhood Parks there are certainly some areas in the City, in particular Northwest Hillsboro comes to mind quickly, that is predominantly built out and our opportunities are less there. As with any typical land developer, you know, whether it be a subdivision builder or retailer we have to look at available lands as they come before us and make a decision on, you know, is this something we go after, is this something we don't go after. Again the Parks Master Plan is a guide for serving that and when looking at properties, you know, obviously several factors come into play, cost certainly being, you know, a primary factor, and the question of whether, you know, you put a lot of your resources or remaining available resources towards one project or you try and spread them out is always an issue that our Parks Commission has to take into consideration.

Coulter - Again, looking at some of these numbers that have been thrown at us here it appears that the magic number to hit that we're, that our Park guide is telling us we should be hitting is roughly 719 acres, from what I've read here in the year 2020 and we're currently at about 497 so that's a shortfall of about 220.

Smith – Correct.

Coulter – Has the Parks Commission and the Parks Department identified in the community available parcels of land that will get us to that number if they become available, are in the right price range?

Smith – We have not gone through and identified each individual property per se and obviously a lot of that is given that you need to have a willing seller first of all to acquire a piece of property. Again, we operate, you know, very much in awareness of, or trying to keep ourselves aware as much as possible of what's on the market, what's available out there. The neighborhood, again I'll refer to the neighborhood service area map gives us general direction in terms of which areas we need to be looking at but the step of going that one step further of identifying actually individual properties, we don't do, other than to the extent of obviously a 7000 square foot lot is not something that in general we are going to be interested in. We have some very general criteria of what we like to see, given the different components. In other words for a neighborhood park we obviously like to see something that, you know, is within these

neighborhood areas that are currently under, underserved, generally have access and then we also have to take into consideration possible infrastructure improvements that must go in there which, you know, when its all said and done certainly adds into the cost and our ability to distribute additional Park and Recreation services throughout the community.

Coulter – One of the challenges that we have Mr. Smith here is to determine obviously what is best suited for this piece of property and I'm trying to grapple with the Parks Department ability to meet this figure for the year 2020. As you say it's a guide, it's also a part of our vision, Hillsboro 2020 Vision. And I can't grasp from the information I've received so far is two particular issues: One, <u>if this property is not continued to be Open Space can this community meet that 719 acres</u>? That would be one issue. And secondly if this is a guide what, where do we compare to other cities of like size in that ratio of 10 acres to one thousand? How does our community stack up?

Smith – I'll answer the second question first and then please remind me what the first question was when I get done with that but. In our Parks Master Plan when we developed the standard of 10 acres per thousand which actually was reiterated from our 1985 Master Plan but the 10 acres per thousand is basically mid range standard for similar sized either cities or Park and Recreation districts in the state of Oregon. I'll just run down here real quick because I have a table in front of me. Willamette Lane Parks and Recreation district, their adopted standard is 14 acres per 1000, and currently they provide 12. The City of Gresham, their adopted standard is 13.3 acres and they provide 12.61. North Clackamas Park and Recreation district has a standard of 8.5 acres per 1000 and they provide 5.2 and finally the City of Salem has an adopted standard of 8 and they actually exceed their standard with 9.89. Whenever we're dealing with standards, it, you know, at least in terms of the acres per 1000, I always take it with a little bit of grain of salt because not every jurisdiction is going to interpret what they consider available parkland the same as the other. In the case of us here at the City of Hillsboro as you're quite familiar with we often acquire Open Space tracts through other subdivision developments. Those Open Space tracts typically are not counted towards our acreage per 1000. Other acres though, if they're, for example, linear park or what we, you would probably recognize as the Rock Creek Trail between Evergreen Road and Cornell or actually up from Sunset Highway down to Orchard Park anymore, a, we do consider those cause they provide a recreational amenity.

However, some other jurisdictions, and I'm not saying that any of these jurisdictions do it one way or the other at this point but, you know, sometimes those numbers can get stacked one way or the other to, you know, to point out what goals they're trying to achieve. Basically that's, you know, that's where the standard came from is, It was a mid level range, and again, a goal that we're trying to achieve. Can we achieve 10 acres per 1000 by 2020? We don't know the answer to that. The Master Plan identified over 80 million dollars worth of recommended improvements and part of those improvements include developing <these> Neighborhood Parks that are currently in un-serviced areas. So, our SDC revenue which has been very good for us and has given us a lot of ability to, you know, to provide the services especially in the last 10 years, and the additional facilities is not going to come close to meeting that 80 million. Currently we are probably in the range of 9 million in terms of available non-committed SDC funds and so, obviously you can see where the gap is. And when it come to a particular site like this trying to, you know, weigh, your options of where best do we spend that remaining SDC funds and again still provide a well balanced Park and Recreation system for the City. And those are issues that our Parks and Recreation Commission are constantly grappling with.

Roberts – <u>So would it be a fair statement</u>, it probably won't but I'll ask anyway, <u>to see this from a Park's acquisition standpoint as a missed opportunity?</u>

Smith – Our Master Plan and it's <?> in the staff report currently has identified this portion of the City as needing a Neighborhood Park. That's where the lack of service is. A site of this size, 55 acres, would fall more into the realm of a Community Park. If the City were to go out and buy and develop a 55 acre site it wouldn't be a Neighborhood Park it would be a Community Park for those types of reasons. Our Community Park service areas which is on the other map that's attached with the staff report. The City has already purchased and is holding onto property on NE 53rd Avenue, there's 20 acres on the West side, where, you're probably familiar with the stand of trees that the road bends around, we also have an additional 13 acres on the East side and that, in total, you know, with probably addition in the future maybe

some facilities to augment the Community Park is what we have identified in this area as serving a Community Park benefit and the Community Park has a preferred service area of 2 mile radius and that would cover this particular neighborhood and so again our Master Plan at this point in time, just looking at the maps does not support, you know, the acquisition of basically another site that would be a Community Park for this area.

Coulter – In our, Mr. Smith, city in general do we have the amount of land available to us to meet the number in the year 2020, to meet all the Community Parks regardless of where they're positioned currently in the City?

Smith – On the Map for Community Parks again there's basically identified two additional Community Parks with Shute Park and Rood Bridge Park, you know, being there are two existing and so four parks total I should say. The 53rd avenue property is identified as what would be the third Community Park, the fourth two mile radius is drawn around the Gordon Faber recreation complex or in those areas, there about. Whether that would be, you know, within the properties that are still undeveloped on the Gordon Faber complex a Community Park component put into that, or whether it would need to be another adjacent, or not even an adjacent property but property in that area. There is still some land up there, Commissioner Coulter; you know, whether that in 20 years will come to be that fourth Community Park.

Coulter – Well what I'm trying to determine, God willing I live to be 20 years more older, is do we have the Parks, **do we have the land? Every time we build something we lose that opportunity and granted we may not have the funds today to build it but we may need to purchase it and I don't want to get locked in too much is it within a mile or two miles or, you know, what when we start running out of land people will drive** , you know, in Southern Oregon they drive an hour to find a great Park, they'll drive 15 minutes in Hillsboro to find a park. And I'm trying to find out from you if we can meet that need. I know it's tough for you to have a crystal ball but at the same time **we're being asked to move a piece of land that's currently designated Open Space to some thing other than that** and I need some comfort level that as a community we can meet that requirement we're asking of ourself.

Smith – I appreciate that quandary you're in and trust me I really wish I did had a nice crystal ball that would tell me. You know the biggest problem with answering that question again is market conditions and you know we're out there again competing for the same land that other developers are competing with, you know, our ability to leverage what dollars we have to find those properties that work for us, you know, is the ongoing challenge. The long and the short of it Mr. Coulter is that I with I could give you an assurance on way or the other but that's something I'm not able to do.

Coulter – Well my feeling is that as we move forward that challenge is going to become greater for the Park not less and that's a consideration that, you know, I feel that we really have to watch when we're allowing land to be moved from one Comprehensive designation to another. Thank you.

Mathews – Mr. Smith, I would like to ask you one question. In reviewing the Master Plan and development Master Plan the one you currently have and the one before, **has the Park Commission ever given serious study or consideration to this particular piece of property?**

Smith – To the Orenco Woods, **no they haven't.**

Mathews – In other words you didn't think it was ever be on the market so you didn't give much thought or

Smith – No not really, you know, sorry to say the guide word again but, you know, this is a very, I shouldn't say very, it's a general Master Plan for park planning purposes for, well, what amounts to the next 17 years up to 2020. Individual property analysis or neighborhood analysis if you will was not done other than to the extent of yes we have parks in this area, there's a service area or no we don't. We did look at some things you know, for this particular area. You'll see the service area for the Neighborhood Park has a dashed line that goes up Cornelius Pass and stops at the light rail station so some consideration was given to barriers that we try and avoid as much as possible in terms of servicing an area but no we didn't do

Mathews – The statement saying that it's not on the Master Plan has really no, is not valid because you didn't look at the Plan, any properties in particular detail.
Smith – Right and this Plan is made to be flexible and as opportunities come up, you know, it's the Park's mission again using this as a guide to make decisions on these types of issues.
Mathews – Thank you.

Fitzgerald – Could you clarify for me about, you say on page three in the report here that the Parks Commission if this proposal goes forward would go into negotiations for a 1.5 acre public park <?place>, is that correct?

Smith – Sure. Certainly, again we have to be, due diligent of all possibilities and as part of that we have had discussions with the developer and have again, using the Parks Master Plan as a guide, you know, they've come to us and we've expressed to them, you know, what possible recreational, again if this were to be developed could we implement on this property and you know, first and foremost in our minds was the Rock Creek trail connection because obviously that's a trail connection that's shown on our Transportation System Plan that extends all the way from Sunset Highway down to Rood Bridge Park and this would be a, you know, a component in that link. As part of that, then again we go back to our Master Plan and the Master Plan shows that a Neighborhood Park is what's, you know, was identified as being needed in that area which basically took us to the third step or from what the developer brought to us was an idea of having this acre and a half Neighborhood Park component included in the subdivision as you've seen in the report and in our Master Plan. Our desirable size for a Neighborhood Park is really more in the 3-10 acre category, however, again that's a guide and a flexible number and our Park Commission takes into account other service area amenities in the area and what I mean by that primarily in this area is the location of the Orenco school in the neighborhood so a 1.5 acre Neighborhood Park, in particular, if it's adjacent to the riparian area that would include the Rock Creek corridor even though the buildable size would be substandard, I shouldn't even say substandard, below the desirable level, the feel of the two combined with each other from a Park's staff perspective, you know, it would feel bigger than a an acre and a half park and just for reference, Bagley is, Bagley Park is I think about 1.8 acres. But this Neighborhood Park is 1.5 in conjunction with again approximately 20 acres of riparian area would just have a larger feel to it.

Fitzgerald – I guess my question and my concern going to Commissioner Coulter's concern as well as the increasing need for usable Parks and for example the Orenco School the first priority is for the kids to use the space there and I know they have a baseball field but your average person wouldn't necessarily be able to use that so in terms of , I guess I would if we were going to change the, change it from Open Space to what the developer proposes I would like to at least see the minimum, the 3 acre in this area and I don't know what your financial situation is in terms of being able to purchase that amount , it's twice as much but

Smith – And, yes, and to be honest with you we have not gone anywhere past the, this looks like a good area for a Park, and we have not even begun to talk <and> negotiations so, you know. The one thing I will say is you're absolutely right with regards to the schools and as you know it's obviously it's a school, it's not a Neighborhood Park that can be utilized during the school day or what not and that's one reason that school's are acknowledged in the Master Plan, as you know they do provide some recreational opportunity on a limited basis but we don't factor those in, in anyway in terms of our, you know, standards our service levels but where they're primarily factored in is if we have a Neighborhood Park in close proximity of a school and the school offers certain amenities say a basketball court or play equipment, you know that might change our thinking in terms of what amenities we want to put in our Neighborhood Parks so we're not, you know, even on those off hour times duplicating services.

Coulter - I'd like to piggy back on that, Mr. Smith. Typically with a 1.5 acre Park what would we expect to see in that kind of environment?

Smith - And again, you know, this 1.5 would be the upland portion of the Park, and that would be connected in with trail systems that would be down in the natural areas. You know typically our Neighborhood Park amenities include

picnic areas, play equipment for children. We usually like to try and incorporate some type of court feature. Obviously all these are predicated on the ability to work with the topography, the site conditions, utilities, those type of things if we go as far as putting in restrooms and those types of amenities.

Coulter – The Rood Bridge Park, the upper area there right along the Rood Bridge where the play area and all the main picnic areas, do you know roughly what that acreage is in that upper section?

Smith – If you're speaking of the side that would be north of the woods basically where the old sewage treatment plant used to be, please don't quote me on this, but looking at it in my mind I would say that's probably a 6-7 acre area out there.

Coulter – OK. It goes back to the question to me again if, the real concern is the ability to meet this need in the year 2020, **we're running out of land**. And to me, we might be considering, you know, not 1.5 acres but really that Neighborhood 3-10 acre parcel. Again we're taking land that we'll never see again and we have to make a difficult decision here and I'm trying to grapple as to why we wouldn't as a community look for that opportunity for that 3-10 acres if it's available. Again, granted we may not be able fix it today or make the park today but once that becomes something else we do not have that opportunity again.

Smith – Sure, sure, you know again it, primarily for our Park Commission and primarily from a staff perspective it comes down to what we currently have for funding and what we can acquire and I certainly, you know, agree and appreciate with your comments about, you know, it's just getting tougher and tougher finding these areas. The concern or one of the concerns that can always come up is, you know, again obviously like any real estate transaction you need to have a willing seller and a price that you can agree upon and stomach so to speak. And that's when you get into the issue, or the Park Commission can get into the issue of, you know, it's not only this neighborhood it's multiple neighborhoods throughout the City. We're in the process of development down in the Witch Hazel Village areas which are new areas, the long and the short of it is there's only so much money and a lot of need out there

Coulter – **The advantage you have currently is this is Open Space, it's not something else that we're trying to move to Open Space**.

Smith – And, you know, and from a Comprehensive Plan designation, you know, you're right. As far as the Parks Master Plan goes the Comp Plan designations don't really apply one way or the other but that's certainly the decision before your body.

Mathews – Ask one more question if I may. Have you factored into your recreation space, you say you have considered schools, school playgrounds, but now we're hearing, we're seeing school playgrounds are becoming closed for security purposes as some of them in the area are. Have you factored that into your needs?

Smith – You know, again when I say we factor in school playgrounds to be honest with you I can't think of one Neighborhood Park that we have in the City that we don't have some type of, I'll take that back, one does pop into mind but 17 out of 18 Neighborhood Parks have playground equipments. Again when we look at schools yes we're certainly flexible. We're recreation and recreation needs and amenities and wants is always kind of a morphing thing and so we as a Parks and Recreation Department try and be, you know, very adjusting to those types of things. And as far as the schools, you know, again, it's, the Master Plan, you know, acknowledges their existence and we as a staff and the Park Commission take those into consideration. It isn't a hard fast rule one way or the other Commissioner Mathews on, you know, OK they have a playground that means we don't have a playground or, you know, we look at each site individually that way.

Roberts - Any other questions? OK, let's move on to the next one on the agenda.

Traffic Discussion with City's Consultant

(City Traffic Consultant Mr. Brent Ahrend with the Mackenzie Group)

Estes – Next we have Brent Ahrend who is a traffic engineer with Group Mackenzie and Group Mackenzie provided the analysis on the applicant's traffic impact analysis materials for this case.

Roberts – OK, before we get started, I'll say to the audience that I mean we are now well on our way to 9 o'clock. [Then discusses when next break will be]

Mathews – I guess I'll lead off. In your report if I read it correctly, you were saying that a good deal of the traffic would go to Highway 26 off of Cornelius Pass and I was wondering how that works since the proposals are a right in, right out on Cornelius Pass and how would that work? Because they were going <?> sending half the people south away from 26. And how would that carry the people out of this area without putting them through old Orenco?

Brent Ahrend – Well, I know the applicant's traffic engineer did a travel time survey to verify some of their assumptions on that distribution. They found it was actually a little bit faster travel time to, even if you had to go south a to access Cornelius Pass Road at Quatama and head north that direction. So that's how they came up with that.

Mathews – Thank you.

Coulter – Did they, if we're looking at Shute Park area as being one of the obviously down the road Industrial Park areas when you have all that land available there, I was trying to rationalize why go out Cornelius Pass Road instead of cutting through Orenco, a old neighborhood, to get to that area. I think, you know, to me it's seems like a lot of people, a lot more people than I think, perhaps they're thinking are going to cut through that back way and not go down, but the second factor to me is, are we factoring in whatever commercial is going to occur at Baseline and Cornelius Pass? Was that figured in to determine, like we said today it's, it's a little bit faster to go down Cornelius Pass Road but when that is in place, when Witch Hazel is in place and people are using Cornelius Pass Road are all of those figured in, in the long term of the timing on Cornelius Pass Road or that's strictly just based on just what's happening today?

Ahrend – The traffic engineer that actually <?> the traffic study could probably answer that a little bit better, but I believe that the initial estimate for distribution of traffic was based on the County and Metro's modeling and whether or not that takes into account the Witch Hazel area and employment up around Shute Road, I'm not certain on that.

Mathews – Do you have the a, <?> I wish I could put my hands on it right now. I read this evening the count on the streets going through old Orenco? Per minute, how many is the increase in that? You said how much increase is that over what it is currently?

Roberts? – It appears that it's about 50% increase across the board.

Ahrend - That's about a good estimate, yes.

Mathews - <?> 50% increase on those roads?

Roberts – So, please keep your comments, we'll have plenty of time to take all sorts of testimony. We won't go home

[End of Tape]

Roberts – We won't go home until everybody has spoken. I was looking the neighborhood street impacts out of your report, and the second to the last page and there's a chart at the bottom that says summary of streets in old Orenco, and it lists street widths of a, an A, a C, and a B and <?>, different widths, and I'm struck by the comments of the paragraph below where basically <?> said as shown in the table above **traffic volumes on all the streets in old Orenco currently**

exceed 250 vehicles per day the City's recommended volume for streets with, for street widths of 24 feet. And all of these streets are under 24 feet in width and then it goes down a ways and it says traffic management should be considered on all roads with traffic volumes in excess of the design standards. So what we're saying is even now there needs to be traffic management applied to these roads. Correct?

Ahrend - That's a decision that I suppose you, is yours to make. The point I was making here is that the City has, has the regular standards for street design, for local, collector, neighborhood routes. In the report here I referenced what those standards are for width and volume. They're special standards for old Orenco. That's what's listed in the table, those type A, B, C and the width. So there's been a decision made that even though some of those streets are neighborhood routes and collectors they would still be a different width than all the other streets in town.

Roberts – Yes.
Ahrend - So, I was pointing out for you that these widths are less than what you'd allow in other parts of town with these volumes. I wanted to make sure that you understood that.
Roberts – No. We clearly understand it. The widths are the way they are by design. And so my concern, and I didn't read it anywhere, but I mean by inference they are over design capacity right now and we're talking about a 50% increase in traffic on streets that are over design capacity. Is that a fair assumption?
[Prolonged pause]
Ahrend - Well, I, that's a tough one because
Roberts – Now I'm not saying, I'm saying that's the City standard that we're applying to those streets. I'm not saying can you physically stuff more cars on that street. Is that the City standard and a fair assumption based on the City standards.
Ahrend - Well the City has already classified for example Dogwood as a collector with a width that's less than the typical collector standard, so, you know, whether or not they anticipated the volumes to be a standard collector volume, I don't know.
Roberts – Well where did you get your numbers in the summary of streets and then you make the statement that all streets in old Orenco currently exceed 250 vehicles per day, the City's recommended volume for streets widths of 24 feet?
Ahrend - That is straight from the City's road standard.
Roberts – Ok. So am I interpreting this correctly or not? Are these smaller streets over capacity now by City standards?
Ahrend - I would, I would have to answer no.
Coulter – **Ok. Now you've lost**
Roberts – **Now you've totally lost me.** How are, how with that statement are they not over standard, or over capacity, I mean?
Ahrend - The answer that I would give you is that there has been a decision to give these streets a narrower width. And that was a decision that has been made and that's a special standard that's applied to these streets.
Roberts – I understand that we are applying special standards to the streets in old Orenco so don't apply anything other than special standards for arterials and collectors and everything else for, to old Orenco, the City has already made the decision old Orenco gets treated specially.
Ahrend - That's right.
Roberts – How do you say that it's not overcapacity by our own standards?
Ahrend - Because you have special design standards for these streets.
Roberts – OK. We have special design standards and now you're applying collector standards on top of that?
Ahrend -Well what I'm saying
Roberts – **These are the collector standards, doesn't matter what the street is, that's the collector standard. Is that what you're saying?**
Brooks – President Roberts? We really have a conflict here. We have a street that's designated as a collector that's supposed to carry out a specific function. And would carry a particular number of cars a day. In order to address the unique situation that we have in Orenco we have adopted a different standard for street widths and for sidewalks in this particular area. So we have tried to accommodate the neighborhood even though there's a need for these streets to be

collectors or neighborhood routes. So there was some expectation that they would probably carry more traffic say than a local neighborhood street. The question is how much traffic is it appropriate for them to carry? And I don't think that we have a clear answer on that. And that's one of the things that you will be evaluating in your evaluation of the presentations that will be made to you tonight. And that you will have to take into consideration when making the decision against the criteria.

Roberts – OK. I can deal with that.

Fitzgerald – I had a…You mentioned that the transportation planning rule requires that the Comprehensive Plan amendment not have a significant impact on the transportation system and my question is about concurrency in terms of if we allow the development to go forward and setting aside the whole Orenco neighborhood roads, looking primarily at Cornelius Pass and 231st I know that right now both of those roads are over capacity from my experience. I read the report though and it says they are level of service D and if you could clarify what that means for me. It feels like an F especially during peak hours and I know that they are proposing to widen those roads at some point but again my issue is concurrency. I don't want to make things worse now. Do you have any perspective?

Ahrend - Level of service D is generally considered the minimum acceptable delay for a signalized intersection.

Fitzgerald – How do you define that delay?

Ahrend - Essentially it's the amount of time that you are waiting stopped and that you're <?> when you're slowing down and accelerating. So it's essentially the difference in time as if you've been driving straight through. It's kind of an average for all of the approaches on the intersection. <?> average delay per vehicle

Fitzgerald – It took me like a half an hour the other day to get home on Cornelius Pass I was stuck north of Quatama.

Ahrend - Yes, what may be happening is backup from Baseline extends beyond Quatama road. That may be part of it, and again the level of service analysis that was presented in the applicant's report is for an individual intersection. It's not for a system. Right now that, the level of service is based on each individual intersection.

Fitzgerald – Yet we're trying to determine whether it meets the criteria based upon, it's seems like a faulty criteria system. It doesn't reflect reality.

Ahrend - Yes, unfortunately the study area doesn't extend beyond there. They weren't required to look down at Baseline for example.

Roberts – Why wouldn't they have been?

Ahrend - The <?> County's threshold which is a per cent impact that they're adding onto the existing volumes so it's a 10% threshold so if you're not increasing traffic volumes more than 10% or within a certain distance from your property, in this case I think it's 600 feet, along Cornelius Pass then you don't have to look at intersections beyond there.

Roberts – <?> We had this discussion about a year ago. It seems to me there's a flaw in the system.

Ahrend - I think an important point here too is that what you're looking at is the Comprehensive Plan tonight and you need to compare what could happen there with what there is being proposed. And there will be a chance to review that with the actual application for development what the traffic conditions are at that time.

Coulter – Actually, that consideration has to be part of our decision now.

? **Roberts** – Yes.

Coulter - Because once you make that Comprehensive change a lot of things will be out of our control and I don't see how you can look at just a small piece of a road and make a decision. The impact is from one end of Cornelius Pass road to the other and those who drive it from one end to the other are impacted by this 600 feet all the way down and that has to be a decision that has to be looked at when we're trying to make this kind of determination on is it better suited for one over the other? I can't see capsulizing a small area and that's what we're trying to do it seems at times. We're trying to capsulize a small area here and it's impact but it's impacts are far greater and Comprehensive change to a SCPA zone whether the applicant agreed to a certain threshold or not they have the ability to go to the maximum in that Comprehensive change. And that's what we have to look at as well, not just that small capsulized area.

Roberts – I guess I have a question for maybe Mr. Sercomb. That is, if we are uncomfortable dealing with traffic only because it is <?> County standard for designing road. If we know empirically that there is a flaw in the system because of the County system, because of the County standards and we are concerned because we have to make a yes or no

decision on this that if we say yes we've started this whole cavalcade of well, this is just the County system and we're exacerbating a problem. Can we require study of a road outside, to a greater length than County standard so we can make a yes or no decision on this property?
Sercomb – So is the question can require as part of this decision making process, the applicant to come back with some more information about the road"
Roberts – Yes. Ask them to study Baseline and Cornelius Pass and whatever the next intersection north is from Quatama.
Sercomb – I think that that would be relevant, if, I mean you could do that if you decide it was relevant to the Plan change criteria and the Plan change criteria generally deal with two factors, whether or not the requested plan designation is better suited than the current Plan designation for proposed uses and secondly whether or not a need exists for the Plan designation that's not already met. So if you decide that the suitability of the proposed Plan amendment is a function of its impact on traffic compared to some other Plan designations that might be sought you could probably ask that additional evidence from the staff and from the applicant be put forward to that degree.
Roberts – All right. Thank you very much.

Mathews – Could I ask Mr. Sercomb, we realize that the applicant has given us a number of houses that they're talking about but we also realize if we go to this new zoning that's no where near what the possibility is. We are obligated to look at the maximum are we not?
Sercomb – I think that you do have to look at the variety of uses that would be allowed by the Plan designation in determining whether or not it's better suited for those uses than the Open Space designation.
Roberts – OK. Are there anymore questions transportation related? OK. So are we through our panel of experts?
Estes – That would conclude the panel discussion.

Raber – President Roberts? <?> panel we also have Mr. Sercomb here, so if you had any specific legal questions.
Coulter – I hate to tell this to Mr. Sercomb but I'll probably have them at the end.
? – It's going to be a long night.
Brooks – President Roberts, a short break?
Roberts – I think that's a great idea. Why don't we take a five minute break.

Applicant testimony

Roberts – Let's go ahead and start. So applicant has the floor. Good evening by the way.

Counselor Sullivan – President Roberts and members of the Commission ..... At the last meeting on November 29th you gave us some homework to do over the Holidays. You asked us to explain in greater detail why there was a need for housing and whether this property fit that need. You asked us to explain in greater detail why a residential Plan designation for this site was better than the current Open Space designation. You asked us a series of questions relating to existing and proposed transportation facilities and how this application affected those facilities. You asked us to review the Parks and Open Space requirements for the City and this portion of this City to determine whether there was a shortfall in either and whether the proposal provided for its roughly proportional share of that need. You asked us to give us, give you our legal views on whether you could require conditions of approval of a Plan amendment. We've worked on these issues for the last six weeks. We've put our responses in writing for distributions to you. We'll summarize those responses at our initial presentation and we ask for your questions and comments. As at the last meeting you'll listen to the other parties and respond to those comments before the close of your hearing tonight. Mimi Doukas will lead off. She'll deal with the planning issues, particularly why this land is more consistent with the Hillsboro Plan both residentially and in terms of Park and Open Space, than the existing Open Space designation, and the use of the rough proportionality requirement of Dolan for dedication. I believe that her testimony on these two points is consistent with the memorandum you've received from the City's Parks and Open Space committee. Ms. Doukas will be followed by Brian Dunn our traffic engineer who will present a summary of his traffic investigations including the cumulative effect under your current rules of additional traffic starting with the baseline of Open Space

and any other proposals in the pipeline and then look at the residential designation that we've proposed. We've looked at the local transportation system facilities and the impact of our proposal on them. Traffic impacts on 231st and queues at NW 231st and Cornell and we'll tell you a bit about what we know about the Cornelius Pass improvements. Mr. Dunn has given you his report and his numbers have been found to be reasonable by the City's consultant. As far as the Conditions issue I have not seen the memorandum that Mr. Sercomb has given you so I don't know what he's told you except for a bit about the, the result. There are a number of ways that you can get to the issue of Conditions. Either by conditions themselves and our memorandum which shows case law indicates that this can be done. You can do it by Development Agreement. You have done it previously in Findings and you have done it by modification of the initial application. We ask you to consider those and we'd ask you to ask us questions so that we know what your concerns are and then we can do that after our fifteen minutes has expired. So, Ms. Doukas.

Doukas – Good evening Commissioners… "We have submitted substantial evidence into the record in response to your questions. Tonight what I'd like to do is focus on the two criteria. So the first criteria is that the property is better suited for the uses proposed than for the uses for which the property is currently designated by the Plan. This comes down to a question of Open Space versus Residential for this application as it is proposed. For an Open Space designation, that is typically used for either parks or natural resources. It is also used for golf courses, cemeteries, or flight path zones <in> occasion within the City of Hillsboro. As we've pointed out golf course on this piece of property is no longer viable for the Elks. An Open Space designation is not required to obtain parks for this property. First of all let's go to what the need is and Kevin spoke to this issue. The City has a stated goal of 10 acres of parks per 1000 residents as stated within the Parks and Recreation master plan. The current service level within the City is 6.6 acres of parks per 1000 residents. The Orenco Woods Golf Course as it is currently designed through the drawings that you have seen that the community has seen provides 23 acres of new parks and Open Space but we wanted to look at this in a sub district of the city, similar to the way the Parks and Recreation Master Plan is set up. So we looked at, we did an analysis within a one mile radius of the Orenco Woods Golf Course and found that there is existing today, without the Orenco Woods Golf Course classified as a park, which it is not, there is a ratio of 16.8 acres of parks per 1000 residents within this area. So it's a well served area when it comes to parks.

Doukas - As Kevin pointer out public acquisition of the entire site is not supported by the Parks and Recreation Master Plan. It is within a service district for a Neighborhood Park. The southern edge of the property is abutting that service district. The Venture plan would create this Neighborhood Park. Maintaining an Open Space designation does not create a park. If approved, the Orenco Woods Development will provide 18 acres of linear park, including the regional trail as shown on the TSP. It will provide 1.5 acres of Neighborhood Park adjacent to the linear park, 3.5 acres of pocket parks and open space scattered throughout the development. This comes to a total of 42% of the overall property. And it meets 9% of the city wide need for parks. That is substantial. So beyond the park space"

Roberts – We need to keep all comments quite from the audience until it's your turn to talk. OK. Thank you.

Doukas – "The Open Space designation is also used for the protection of natural resources. That is not necessary in this case to protect natural resources for this property because you already have the development and regulatory tools to protect those resources. Riparian corridors are protected by Title 3 regulations through Clean Water services. The 100 year floodplain is protected through City regulations. The upland natural resources of this property have been mapped and identified by the City using scientific methodologies through your significant natural resource overlay and they are also protected. The entire site plan has been designed to protect and incorporate the majority of the existing trees beyond those riparian corridors so the significant natural resources are protected or will be protected, can be protected through your own development controls. These are the <? mapped > significant natural resources overlays per your GIS system beyond the Title 3. Those regulations bob and weave across the site. But that is the significant natural resource area as mapped. This is the site plan as currently designed, still subject to your review of course, but it overlays it with an aerial photograph so you see how the significant natural tree growth and habitat are in fact protected within the corridors but also throughout the development for those substantial tree growths, again, also just to review. So why is this site better suited for residential? First of all there is the locational criteria, it's adjacent to light rail, it's within a half mile walking distance to two stations. That's very important to this community. It abuts residential uses to the west, to

the north, and also to the south. It abuts an elementary school which makes it a walkable condition for young children. It is supported by the Station Community Planning Area plan policy. It is efficiently serviced today. It has water, it has sewer, storm drainage is quite obvious with Rock Creek going through the middle of it. School capacity is available. We've provided an updated service provider letter that shows that the capacity is available. And it's supported by your urbanization plan policy.

But let's talk about how it ties in with the historic Orenco community. Residential is a more appropriate use because it can provide that complimentary architecture that relates better to the historic Orenco Neighborhood than you're going to find with an institutional use, a commercial use, or an office use. As proposed, we have compatible single family detached homes again related to the Orenco district. We have some town homes similar to Orenco. We have a better opportunity for landscape compatibility, we can tie those same streetscapes and tree canopies, granted at a younger scale, but we can bring in those Elm trees, those stately Oak and Ash trees, and the nursery, the historic nursery landscape materials. We can bring those into a residential community in a way that is much different than you are going to find with an office or a commercial development. And we have excellent pedestrian connectivity through residential design. You have a much greater level of pedestrian transparency through a residential community than you will through office, industrial, er, institutional. Residential use is best for tree preservation outside those riparian corridors. As I pointed out on the site plan earlier there's a substantial amount of trees that we've been able to incorporate into that site plan. We've got more flexibility in how we design that community.

Residential use is the most compatible for the House of Ruth and for the McDonald House, for the existing residential use within that structure, but also with the historic architectural element of the House of Ruth. Both of those can be treated in a much more compatible, sympathetic way with a residential development than they could in another different type of use. - We do have more information on our parks plan and the House of Ruth design if you would like that additional information later.

Doukas - Residential design will create the parks and regional pedestrian network. You may not necessarily get parks and open space the same way with an institutional or office use. And from a transportation standpoint a residential development will again have that east-west connectivity, that transparency that you won't necessarily get with a larger non-residential development. Specifically, with a pedestrian east-west connectivity it will provide an excellent alternative to that Quatama Bridge that I know people have a concern about. And residential generates less traffic than institutional such as hospitals or offices. So with that, for criteria two; that a need exists for the proposed Plan Map designation that is not already met by existing Plan Map designations in the area." "I believe this has actually been fairly well discussed, there has been a series of analyses that all said there is in fact, residential need within the city of Hillsboro and within the area however you want to define that. There are three studies, the 1998, 2000 and 2005 studies that were, that analyzed residential need within the city limits, beyond that the 1995 and 2004 analyses expanded that and included areas of Washington County and treated it more <? of > a service district. All of those studies regardless of their methodologies, all showed residential need. So we believe that's, that's covered. We also have Steve Ferranini here tonight, our market analyst and he can answer any additional questions your might have for our team on that. With that I would like to turn it over to Brian Dunn with Kittleson to discuss transportation.

Dunn – Good evening .... "In the interest of time I'm prepared to talk about three major topics to address questions that were posed by the Planning Commission on November 29th. First issue; we were asked to prepare a supplemental traffic impact analysis that would reflect development currently in review by the city. We're also asked to compare the traffic impacts between two development scenarios. One, of open space versus another our proposed SCR-V use. We were also asked to assess the impacts to the street of the old Orenco neighborhood. To address the first topic we believe the supplemental analysis that we've prepared is very conservative. It now accounts for not only the in process or approved developments in the area but also the projects that are now in review or tentatively approved by the City. The analysis that we've prepared also reflects the maximum build out of 400 residential units when our current site plan is somewhere around just below 300 units which is about 25% less. I'd also like to add that the independent traffic consultant for the city has identified by that both the Washington County and the City of Hillsboro anticipated residential development in this area of this site in their long range transportation plan. One of the facts that was pointed

out is that the City's transportation plan accounted for I believe 193 units on this site, residential units. To address the second topic, I believe the supplemental analysis demonstrates the proposed land use is in compliance with the transportation planning rules. The planned transportation system will function acceptably under the future proposed SCR-V zone. We also believe that the TPR compliance is verified not only by Washington County Staff but also by the independent traffic engineering consultant for the City. Brings me to the third topic which is one of the more critical questions posed by, especially by Commissioner Coulter. What are the impacts to the old Orenco Neighborhood streets? I have a map here that's part of an overall exhibit, the packet that you have in your possession. It's also something we submitted back on, I believe December 22, so it's been with the City now for a couple of weeks. In this exhibit are slides which show the locations along streets that the City expressed concern about including Alder, Birch, Dogwood and Elm. We believe the exhibits that we prepared show that the existing sections of Alder, Birch street east of 228th avenue, Dogwood and Elm are sufficient to accommodated the additional site traffic. We've prepared exhibits which showed that the street width and pavement conditions are sufficient to maintain safe two way travel along these streets. The total daily traffic levels along these streets will be consistent with the city standards for each roadway's classification. I know there is a question about the special street types and the corresponding ADT thresholds. If you have questions about that we can answer those."

Roberts – Please wrap it up in about thirty seconds.

Dunn – "Ok. Moving on to the next slide. The other question that was, that relates to this last topic is how do we with our site plan discourage traffic from traveling along the old Orenco Neighborhood streets and encourage traffic to use Cornelius Pass Road. We believe there are external factors that have been clarified by our travel time surveys and by other observations in the field and the fact that Cornelius Pass will eventually be widened to five lanes are external factors that will influence this. We also believe that we can do things internally, traffic management measures internal to our site to make the roads towards Orenco Neighborhood less appealing to our site traffic. And I have prepared some exhibits if you have some questions about those."

Roberts – Why don't you let us start on the questions because your time's up.

Questions to Applicant

Fitzgerald – "Ok. Most of my questions are going to be about the McDonald House. So, I'm currently on page six of your November 29th report where you say that you researched historic preservation standards for the McDonald House and you weren't able to find any. And I'm very concerned about that. The Secretary of the Interior Standards for Rehabilitation. The fact that you don't know about them concerns me to the point that I am not ready to approve this unless, and I guess I have to, we will talk later with the City attorney about the ability to condition an approval but I would, the only way I would feel comfortable about going forward with this is if we could **attach a condition** requiring that the applicant receive number one an official determination of significance from SHPO, the state historic preservation office and if they determine that it's for the National Register which I believe they will then to **add a condition** that the applicant must nominate the property for the national register and then complete a restoration plan for the McDonald House to be reviewed and approved by SHPO's preservation architect prior to any work being completed. So, be clear the SHPO architect will work with the applicant to make certain that not only the architectural features that are significant to the house remain intact **but any contextual, meaning setting, features** that are relevant to the significance of the house would remain. If you have something else that you can offer me I might be willing to change my opinion but based upon what I've seen here and the fact that you've had some time to research this and came up with nothing concerns me to the point that we need to be very strict about how we proceed."

Doukas – "We did research it. We researched it in terms of trying to find the appropriate standards for the protection of the grounds around the House itself not so much from the architectural protection of the House, the McDonald House itself and some of that stems from the fact that the app, it's a <?> applicant request before you today, the House of Ruth is actually going to remain under the ownership of the Elks that is currently being used by the House of Ruth and will remain in that circumstance and so the feedback that I thought, and I may have misunderstood, I thought the feedback that we received was more in relations to the grounds, and how we treat the grounds around that House of Ruth in a

historic context. And that's what we tried to research. And it is a very, that is a difficult piece to research. Architectural significance is much more straight forward and SHPO is obviously the first place that you go. I apologize if there's offense in our, in our inability to research this fact but that's where I believe our misunderstanding came from."

Fitzgerald – Did you contact anybody at the state when you were researching?
Doukas – "We had contacted SHPO when we first became involved with the project and I believe that they did identify the McDonald House itself as a significant structure. There was not a"
Fitzgerald – So they went out to the property and did a determination of significance already?
Doukas – "I don't know if they did a site visit or not. I believe that they did a research inventory and that's what they based their letter on. And I"
Fitzgerald – So they issued a letter? Right.
Doukas – Yes
Fitzgerald – OK.

Doukas – We also have McThune, Brian Ziegler from McThune partners. He leads the design team for this community and he may have some thoughts on this. I'm hoping.

Ziegler – Certainly, Brian Ziegler with McThune. As Mimi said I'm with McThune Partners we do landscaping architecture, the planning and the architecture and also the sustainable design strategies for this project. The McDonald House is obviously a huge asset for not only this site but also for the community. Right now it's a little bit tucked behind a fence and we completely agree that it is something that needs to be expressed in a more appropriate and dignified manner than what it is right now. It's been kind of hidden away from the community for about fifty years or more, and its something that can be restored to, I think, its grandeur. And I have done research. Our firm, we just won a national historic trust award for the Denver REI that we just did. We're real familiar with the requirements. They're based on cultural, architectural events of significance. This structure, I don't, whether it does or it doesn't fall into, you know, after review of a, of building of significance, which it very well could because it is pretty magnificent structure. They also look at the interior. Has it been modified? Because, has it been modified? Because it has to become an example. It has to be the, the kind of pinnacle of that architectural style which when you look at that in 1912, that was a pretty, you know, comparable, to me, you know, to <?> mansions and that in Pasadena. It's a really handsome house. We treated it like it was a fabulous place, and it needed to be displayed and I wanted to show you a couple pictures of both site and also if you can just scan, we're almost to the end. I've only got eight slides here, but a, just one more, here we go. If you go back one please. Here are some photographs. These are classic American houses on the right hand side. These are <?>, lots about the same size as what we're talking about here. It doesn't get any better than that as far as displaying beautiful grand houses. Very similar size and context to what we have at the McDonald House in the site plan that we're proposing which is on the top left. That's what everyone envisions of the McDonald House, how it should be seen as historical perspective. You used to come in around essentially the front and then kind of enter into the angle off that <?>> If you look at a photograph today, unquestionably the House is still there, it's still a great asset, except that not very many people get to experience it and that could change with this project. And that would be a positive change for the community of Hillsboro to be able to see it. If you could go back one slide, there it is, here we go. What we're planning for that is a setting because a setting is very important and we are looking at the landscaping. We want to restore that to a heirloom type of a landscape that it was, that's appropriate for that house. If it were connecting the school off on the left with that long linear trail that goes all the way to the heart of the community to the left. We want to continue that and penetrate right through the site all the way to the right where we have our, if you go down in those wooded areas to the right of the, to the top right of this photograph, there's some old kind of, a cherry trees and things that have kind of taken root that I wouldn't be surprised are, that date way back, I mean they are huge and they are just beautiful old cherries that are in that area. So what we'd like to do in between is connect that with a pedestrian pathway, very pedestrian dominated. You would start at the school. There would be kind of a knuckle that would be a raised crosswalk so that the pedestrian has authority; the cars would slow on that speed table there. That you would come through an alley of trees that those homes face into, very eyes on for the kids walking to school and things, they're not walking behind houses or anything. We want to keep our public realm extremely public in this project. You

move to the center portion of this and there's a, it's very flexible space. One thing we're proposing is what's called the children's garden. Back in the early nineteen hundreds Mayor McDonald had the children plant and the school in participation of the school they used to plant annual flowers that would take up an entire half block over by the school and we thought that's pretty cool, that we'd would love to do that again here and create these children's gardens as part of this pedestrian experience. You move through the site towards the McDonald House and if you can see the homes are starting to pull back in deference to the home, to the McDonald House and the front end of those homes are starting to align with it, to lead your eye towards it. And that's this receiving garden where there's a historical narrative going on there talking about and expressing the history of that home and its historic significance. And then it actually turns so when we get into the actual details of this which we will present to you in March we can really zoom into this, but you're actually being turned, the pathway turns at that point where there's a community table and <?>, and gardens. And it faces you towards the McDonald House and then as you walk through, we call it the heirloom garden because we want to plant that with, exactly as it was in 1912. We want to use, that, well not as it was in 1912 but using the plant varieties and things that were there in 1912, the lilacs, the heirloom roses, the, not getting too ornamental and fancy with it, but using something that's extremely, that just makes you feel like you're stepping back in time. Then we're taking the sidewalk at that point down to a, it's a decomposed granite like they have in Paris and things, where you're walking on that real hard crushed stone, that's how it would be how it would be walking that area, extremely, a different experience in front of that house. As you come around the house restoring the porte cochere ---- [**JL**- a porte cochere is a roofed structure extending from the entrance of a building over an adjacent driveway and sheltering those getting in or out of vehicles.] ---- so it could also be a, a <? estate > type fence in front of that, real low, you can see through it, but it would be a solid quality fence that would be complimentary to the home. Probably some type a iron or brick low fence and then you come around the corner and you see the porte cochere is then reintroduced into that scene and then to the south there's actually parking for the McDonald House that's off street and we've planted that in an orchard. We wanted to reintroduce the orchard history to the site and so the cars are actually parked amidst an orchard that's, that is part of the McDonald Home and it would be absolutely handsome. I mean, you'd see how the house it has always been meant to be seen. You'd come around from the north side, you would loop down to the west, which is how they use to do it when the old driveway came through there and that's how the house is designed. The side of the house that's adjacent to the homes you see there is kind of the back of the house and then, the a, and so what we're doing is really showing it off, I think, in a manner that it was meant to be shown off and restoring it to the community and making it public, quote unquote, public space again. It is still, you know, being used as a residential facility but it's a, but it's just a gem that we want to get back to the City of Hillsboro.

Fitzgerald – I really appreciate that you've put a lot of thought into that and I apologize for my
Ziegler – I get excited about it so
Fitzgerald - hammer over the head response but my concern, and I've been quite frankly involved in a lot of projects like this, and my biggest concern is that we do have a real resource and there is a real opportunity here and I don't, I don't want history to be reconstructed or made up and that's why, I saw such a red flag when I saw your comment that you did not locate any standards. There are standards. They're standards for setting, for context and there's a process and I'm sure aware of it given you're background and it would be nice if we could trust everybody to do the right thing , but that's why the SHPO office exists and that why there's a process in place for resources that have been designated as significant, the National Register type which is why I think I'm still going to stick with my belief that, it sounds like you had somebody issue a letter but not an official determination of it's significance from what I understand. And so I don't feel comfortable. I mean I don't know what research you've done to get the garden just the way that you've presented it. It's very nice but in terms of preservation standards again going back to that, does it truly reflect the, the context that we're trying to preserve here and one of your primary arguments is for the, the change is that residential use is most compatible for the House of Ruth slash McDonald House and
Ziegler - Well right now it's Open Space and it, and it's, probably the worst context it could possibly be in for the last fifty some years
Fitzgerald – But how can you argue that?
Ziegler – So it's, so it's
Fitzgerald - I'm sorry that you
Ziegler - I mean as far as its being hidden behind something

Roberts – Please, please keep the comments down.
Ziegler – And so, right, what we're saying is this would be an opportunity to do the right thing and whether it's that exact plan or its something that we
Fitzgerald – But that statement right there to me tells me that you don't understand the standards, which is why I think we need to, if we are going to go forward with this we need to set in place a process by which you have to be held to that standard.
Counselor Sullivan – President Roberts and Commissioner Fitzgerald ...[End of Tape]... faced when we came in. You have a bifurcated process. You have the design and zone change at one end which we couldn't start until we got the Plan amendment. What we suggested to you was that we were willing to be conditioned to deal with that. Now I didn't here until tonight that there might be a problem with conditions, so I, I was unable to respond to that. Also, in, in honesty, because my ears at the last hearing only heard about the area around and not the site itself so if I misheard you I apologize. But that wasn't the question that was posed. It is a design question. It normally comes at the next part of the process but we are willing to be conditioned to deal with that issue now.
Fitzgerald – OK.
Roberts – Questions?
Cameron – Yes. I had a question for the gentleman from Kittelson. You referenced that Cornelius Pass road was going to be widened to five lanes. Do you have a date on that?

Dunn – That was one of the questions that was posed to us at the last hearing. I'm going to start off by saying that the construction of this planned roadway widening is not certain yet. But there is a 30% design plan now underway and undertaken by Washington County which we think demonstrates the County's commitment to do this project. Washington County will know this year how much this project will cost, and it will establish what the alignment and widening specifications of this roadway section will be. And it's really the first step in getting this project onto the MSTP, the Washington County MSTP program.
Coulter – Under normal course of standards we're typically talking then years before that really occurs?
Dunn – Yes. At the current, at, because
Coulter – Current pace?
Dunn – pace. By having the project, the 30% design plans this year, with the financial estimate would allow this project if the City and the County are, and the political will make it happen, to get this project onto the next MSTIP program.
Roberts – Do you happen to know when the current MSTIP program runs out? And they put another one out to be voted on?
Dunn - I don't know the exact dates for the next MSTIP program.
Roberts – Within a six month range?
Dunn – I don't know if I can answer that question.
Roberts – OK.

Mathews – A question, if I may about the McDonald House. You said that this is going to be owned, it's owned by the Elks Lodge. The development is where the cash is. How will the Elk's Lodge be held responsible if they own it and the developer, the developer is a different entity all together, how do we put those two together?
? Ziegler – Well it's a good question. I, I believe it goes back to the conditioning that Ed was talking about earlier on the, a, if you condition, you know, what you see here, you know , if this is what you want to achieve, I believe that is something that can be conditioned upon the approval.
Doukas – And they are joint applicants so they will both be held accountable. You will have the same regulatory thresholds and, and tools that you have for any other approval. The Elk's want to retain ownership of this parcel primarily because it's related to their good works program and it's tied in with that and they want to retain that. But they are co-applicants, they're side be side with us, and those improvements will be included as part of the total development. The same way that the improvements along any Open Space that occur along the riparian corridor. The Elk's will also retain ownership of that riparian corridor, and so it would be the same circumstance for that.
Counselor Sullivan – There's a couple of other things just to keep in mind. One is that if Commissioner Fitzgerald's proposed condition comes about and we have to nominate it, we will also have to deal with putting it on the goal 5

inventory. And a, it will be requested, unlike the, the brouha the City got involved with a few years ago. And it, you can condition it here or at the development stage. Also, we have the head of the House of Ruth here too who will be more than happy, she had planned to testify during the public portion of the proceedings but if you want her to talk now about it we'll be glad to have her up next.

Roberts – Other questions?

Coulter - <?> I appreciate you coming back and doing the work that you've done, but there're two conflicting issues here. And as it goes back to the criteria, **we're here to look at is the current designation of Open Space, is residential better?** And a lot of the comments <?> in your testimony dealt with is residential better than commercial, industrial, institutional, hospitals. None of those matter to me. It goes back to specifically looking at Open Space versus residential. And in the testimony from staff this evening it appears we have a lapse in both areas, notwithstanding the financial ability to look at purchase of Open Space. The standard or the guide is ten thousand (sic), I'm looking at the testimony that most Cities' Parks use that ratio and we're currently at 6.46. We're very short in Open Space land. And we're short 2400 parcels or pieces for the housing study. So there's still a conflict to me but currently this is designated Open Space. You haven't convinced me yet that we should move this Open Space, which is already short, to residential, which is short, they're both short in our community. And, granted we needed to find, we're looking for homes for future use but we have, we have a responsibility to the people who currently live here as well. To me far, let me finish and I'll let you <?>. Far greater than perhaps the new people who want to come to us. You haven't convinced me that residential should trump Open Space which is already designated today.

Doukas – Clarify for me, when you are comparing Open Space to residential. What does Open Space mean?

Coulter – Open Space can mean usable parks, we're short of those and you're trying to, in part of your testimony you talked about sub district look. Although this is a community. Granted you have parts of a community, but it's still a community where we're willing to travel a distance to have a reasonable park. 1.5 acres is not much of a usable space, OK? And we are short of those usable spaces in the community.

Doukas – You as a community are short overall a certain amount of parks and you went through a long range planning effort through your Parks and Recreation Master Plan that identified more specific individual park needs based on location, based on a functionality, based on relationship to schools. All of those locational factors and need factors, and that Parks and Recreation Master Plan shows that there is not, this is not the area for the community to invest in a Community Park which 55 acres would be.

Coulter – Yes.

Doukas – It is the area for a neighborhood park.

Coulter – That is the, that perhaps is the view of the Parks Master Plan. That doesn't mean that's shared by this Commission. Because I'm looking at the information stating that there's 220 acres we're going to need by 2020 .....If we give up this Open Space designation, the ability to build that park, we may never find that land anywhere else in the City. Once it's gone, it's gone. And ten years from now we may be coming back to the table saying you know what we can't look at sub districting we can't look at a specific park in a specific small area. We have to look as a community where we can possibly have a park. I would hate to see our community look like areas of Los Angeles because we haven't looked at that question today.

Counselor Sullivan – Let me try to answer part of it.

Coulter - OK

Counselor Sullivan - Part of the problem I think relates to the use, the double use of the word Open Space. There is Open Space as part of a Comprehensive Plan designation and there's Open Space in the Parks and Rec's Master Plan. They are not the same. The fact that, if you leave this in Open Space it will not be available to the public. Other Open Space uses may be made of that property consistent with the Plan designation. If you're talking about the opportunity to buy, that's really a Council decision, but the guide that the Council has is the City's adopted Park and Rec Master Plan which says that an appropriate configuration of parks does not include acquisition of this site. What we've offered you

in our proposal is to give a Neighborhood Park or to deal with the City in that, to give Open Space up to 42% of the site and to have a means of maintaining that, besides what you get are the system development charges from each of the houses which goes to the Park and Rec fund to do real acquisition. But just because it's left in Open Space it doesn't mean it will be the kind of Open Space that the City says that it needs on a broad community level and I guess the other question I have is over rules. If the City establishes a system by which they look at sub districts and makes a judgment as to what those needs are, I think you've got to go with that until the City Council makes a change in that set of rules.

Coulter – Well that's possibly a policy decision.
Counselor Sullivan – Well, <? it > is a policy decision.
Coulter - My interpretation may different than yours. <?> by your statement here, a, in your own information to us it talks about definitions of Open Space. One of those listed definitions is enhance recreational opportunity. You said 42%, most of that 42% will never be used by the public. 1.5 acres.
Counselor Sullivan – That's right. It's one of the <?> that can be made of Open Space.
Coulter – If you had the opportunity here to maybe perhaps to look at 3 to 10 acres which would make a Neighborhood Park. Was there a discussion along those lines versus the one and a half that ultimately won't be that usable?
Counselor Sullivan – We'd certainly consider that but what we did was to go to the staff of both Planning and Parks and Rec and say what do you need and what can you exact from us? And what would like to buy from us? Nobody's approached us and asked us for 3 to 10 acres. And you can't get that exaction unless you have something to <? trigger > that exaction, which would be a development, unless you're going to condemn the property.
Coulter – Although it says we're going to need 220 acres in 20 years. We have to find it somewhere.

Counselor Sullivan – That's, that's right. <?>
Commissioner Coulter - And this is already Open Space and you're asking me to change it as a commissioner to residential and you haven't convinced
Counselor Sullivan – I'm asking you not to get lost in the word Open Space because there are two different contexts in which those words are used.
Coulter – Right. It's part of the < full> definition which you provided, I'm looking at it.
Counselor Sullivan – Yes, and active use is one of the uses that happens.
Coulter – Correct.
Counselor Sullivan - Passive use is another.
Coulter – That's correct.
Counselor Sullivan – OK. And what we've suggested to you is that we have 42% of the site which is remaining in Open Space but the only way that that becomes public Open Space is through a Development Condition (sic) or condemnation. You've already heard from the Parks folks saying that at least as I got it. They can't justify this expenditure for this site.
Coulter – Agreed. However I also don't share your interpretation on the ability to condition a Comprehensive Plan. Everything that I can read and see doesn't support that so if we change this to a SCPA designation I have to plan in my mind for the worst situation, because I can't condition you.

Counselor Sullivan – And Vice-President Coulter our problem has always been how do you get from here to there, because you never get to the a, the McDonald House, you never get to these Open Spaces, you never get to transportation unless you have a development. And we told you that we will agree to any, and I've given you a four or five ways that you can condition; modification, findings, conditions, a there was another one that I'll find it in a minute, but there is enough there if you have the will to do it you can do it and we're not going to object. And unless you do that we're stuck with here's the property we've got and there's where you want to be and we can never get from here to there.
Coulter – And that's my concern. Legally we may not have that opportunity to place those kinds of conditions on you.
Counselor Sullivan – I don't know what you've read because I haven't been shared the memo. <?>
Coulter - <?> Just case law in general. I mean, you tell me
Counselor Sullivan – I've given you the case law and the case law says that you can do it.
Coulter – Has any community tried it?

Counselor Sullivan – Yes.
Coulter - Has it held through the court system?
Counselor Sullivan – Yes.
Coulter – Do we have those case laws?
Counselor Sullivan – Yes, I gave you a memo.
Coulter – OK. In general though, I mean er, in more specific. I'm trying to find out, what I don't understand is, can you, can you truly condition a Comprehensive Plan change? Or only a zoning change?

Counselor Sullivan – I think you can condition a Comprehensive Plan change. You might have to listen to your City attorney. Tim is my former colleague and good friend and he has maybe a different view. My view is that it's been done before; it's limited intensity of uses. The case that comes to mind right now is the Younger v. Portland which has to do with the Fred Meyer just off I-84, where Commissioner Schwab made a motion and it stuck, and it stuck over objection, and it stuck in a challenge at LUBA. I don't remember whether that, that issue was raised at the court of appeals.

Coulter – What if we, what if it is the opinion of our legal attorney that we can't condition? Where do we go to solve the, <?> resolution?
Counselor Sullivan - <?> I've given you some other alternatives, a, the Development Agreement which is statutorily provided for.
Coulter – However by then we've already changed the zone change and you could go for the maximum? Or the Comprehensive Plan change.
Counselor Sullivan – You can do that before. First of all you have no time limit on a Plan amendment. You can have that agreement drafted and contemporaneously present it to Council at the same time. I'm told that you've done this by Findings before; I don't know how you've dealt with that. I'm told also that modifications is also another way that you've dealt with it before.
Coulter – I know you're getting excited but I hope you understand we have a large stake as a community and our job is to try to, to look at all options.
Counselor Sullivan –I know that, and I'm trying to do a job for a client.
Coulter – And so what we're trying to do is I'm trying to drive out the possibilities that are all there...
Counselor Sullivan – Then test me.
Coulter – That's what I'm trying to do.
Counselor Sullivan – OK.
Coulter – Now, I don't want you to get agitated or excited because I'm going to ask you a lot of questions in order to make sure. I'm not an attorney, I'm not a land use planner, I'm a layman. But I'm trying to make sure that I'm focusing on every possible issue there is. <?>
Counselor Sullivan – Please ask us.
Coulter - <?> because that's what <?>. Thank you.
Counselor Sullivan – Thank you.

Roberts – "You done? OK. Any other questions or is it my turn? All right. The last time we talked, my concerns were how this, again if you take the assumption that this is a yes or no decision and I, and I'm, and I'm hoping we can find a way through that issue. But if you take the assumption this is a yes or no decision how do I wrestle with the notion that the impact of this development, whether it's 250 homes or 300 or 400 homes, and you put that immediately adjacent to a very sensitive historic neighborhood, that the City has made a commitment to, to maintain as best we can, its integrity. And so I'm wrestling with, with dual issues of the street system that's in, in that neighborhood is, is substandard by current standards, it has its own standards. By our own consultant we are going to be, if this thing goes through and we continue connectivity rules, we're going to be putting 50% more traffic in that area. On streets that, that, that it appears can't handle 50% more traffic. Even if the streets can technically handle the traffic, I'm not sure the neighborhood, the sense of the neighborhood, the design sense of the neighborhood, the historic sense of the neighborhood can handle more traffic. So I'm still wrestling with this stuff **and I haven't heard any kind of compelling argument that will get me one way or the other on this**. I'm not quite sure why, well I, no, I shouldn't

say this. I understand why, why as a, as a, a concept of a plan that you've shared with us that we technically we have to look at it but we can't, is because this is a yes or no decision. We can't do anything about it. You're showing access through the site. So I'm wondering what happens if you say, to heck with that, we're not going to do any access through the site. Now I'm sure the fire marshal will have something to say about that and people are going to want to walk to the schools and bicycles are going to want to move through there. I'm OK with that. I'm not OK with cars moving through there. And I haven't heard any kind of information that definitively says in a manner in which I can understand, and I've been reading traffic reports for a long time that, I'm not hearing anything that doesn't sound like double-talk to me. And I'm a professional; I'm used to reading these things folks. All of this impacts the existing neighborhood. Has nothing to do with what you guys are doing. Nothing. Other than you guys have a right to do so then you know, if we say yes, you've got a right to do so. So please help me understand how we can grapple with these issues in a yes or no arena, or even in a not in a yes or no arena, that maintains the integrity of the existing community, and, and, and I suspect it's not only traffic but it's also, as most things, when you're taking something new and putting it next to something old there's an area in there that needs a lot of attention. Right in the joining area, that needs a lot of attention to make sure that the new neighbors and the old neighbors can get along. Not only visually but physically they can peacefully coexist and, and I have to be able to understand that, even if we can't condition it. Somehow or another I have to understand that we can get somewhere that's compatible or else my default is to say no. Not to say yes but to say no, so we don't damage what we got. So all of that, I need help with traffic, I need help with how we make sure that we're compatible with our neighbor, with our, with our existing neighborhood."

Doukas – "President Roberts, we're going to get you there. But before we start chatting about traffic and the, that edge between the two communities, I would like to say that to a certain extent I think you have to trust yourselves. This, this Planning Commission has never let anything slide through that I've seen."
Roberts – That's probably true.

Doukas – "You have done very strict reviews, you have upheld very high standards, we have that expectation. The developer, the development team knew that coming in and, and we know it going through. And we know this is not the last step, you have the tools. We're fully aware this discussion is not over and this plan that's, that's sitting on the screen can change drastically, depending on how conversations go before you and we fully understand that. We also understand that you have to be able to at least see the horizon tonight to, to know that you have the ability to get there before you are going to say yes. So with that, I think we're going to let Brian Dunn and Brian Ziegler chat about architecture and traffic and design."

Dunn – "I think I'll start with traffic. Commissioner Roberts, what I'm hearing from you I think are, are two things: one is you need to have a technical understanding of the traffic impacts as well as an understanding of the impacts to the integrity of this neighborhood as well, the livability of this neighborhood from a traffic standpoint. And the other issue that I'd like to talk about is, is the merging point between these two, these two areas. In the last Planning Commission hearing we were asked specifically about what the impacts would be to this neighborhood and we prepared exhibits along the roadways that you expressed concern about. That packet was distributed to you. I have it again up here on slide presentation where we break down those roadways by section and take a look at what are the existing conditions along these streets in terms of pavement widths, the pavement conditions, and then we also look at what are the effects of traffic, both looking what the existing volumes are, what the additional site traffic volumes would be and looking at them in different time slices, if you will. There's, there's average daily traffic, or ADT, that's one way of, to look at a, traffic. There's other ways of looking at a, traffic more from the capacity standpoint in my mind which would be the peak hour conditions."
Roberts – Right.

Dunn – "We've looked at that as well and as we've look at each of these exhibits what we're showing, is that from a capacity standpoint there was a that question that was raised about are these , do these roadways have the capacity? And I don't believe that the 250 ADT rule for a certain type, for, I believe it is a type A or a type C street defines capacity. What defines capacity is the, I believe, the peak hour, and the amount of traffic that's going through these roadways during peak hour. What we have evaluated is that with the increased traffic loads along streets such as Alder,

Birch east of 228th, Dogwood and Elm, essentially where we think that we would have this, these connections, that if you were to look at just in terms of a peak one minute period you would have less than one car in, to just over three cars in a one minute window and that's during the peak hour. That means that all other times during the day the volumes during that time would be less. That, I hope provides a technical a, understanding in terms of the traffic along these streets. We went out and measured the pavement width along each of these. We found that there was a section along Birch that is particularly narrow, west of 228th. I think it measured between 14 and 16 feet. We don't believe that this is a very good through route for anybody, even under existing conditions. The pavement conditions are poor in this area, there is a stop sign actually at 229th avenue whereas the other parallel routes along Alder and Dogwood north and south are, do not have stop signs and are, are quicker routes essentially. There are also vehicles parked on the street and a, essentially the pavement is, the pavement width is narrow, **so we believe that when site traffic goes along Birch street that it's going to mainly proceed up to Alder which is the designated route of a neighborhood, a neighborhood route**. So regarding these exhibits with the street sections, I, I would be happy to entertain any questions you might have about these street sections in particular.

I can now talk about the merging point, what's going on in between and how do we provide the blending between our site and what's adjacent to us. **We know that the City has street connectivity standards that we have to meet.** It's a balance, and that's why we're proposing connections wherever we perceive the streets to stop. Our analysis shows that we could even have one less connection. If it's not at Birch or it's not at Elm, or if it's not at Dogwood that we could have up to two connections. So we, we leave it to you to decide is that sufficient to have two connections or three connections. We believe, in comments that we've heard from the neighborhood meetings, which we've had three of them, we've heard comments which say no connections at all, and comments which said provide all three connections because to, to distribute the traffic over multiple routes is, it's better to spread that out and not point load any one route. I prepared some other exhibits in my main presentation which talk about what are some things that we can do internally on our site, along this western site boundary to address a, the issue of how much traffic we send. We believe there are some ways to encourage traffic to use Quatama and to use Cornelius Pass when their going north and south. Internally the, I, I think did discuss there are some external factors which I can go to later but let's focus on the internal factors. Just along the western site boundary along our three a, western connections, I've prepared a conceptual exhibit which is on the next slide here which shows how Dogwood Street might be extended into our site. One of the ways of controlling or making the roadways to Orenco less appealing is by providing discontinuous sections, street sites, street connections, excuse me. That's why we show Dog (sic) street coming in one block and then terminating in a T. There are other things that we can do internally such as the use of curb extensions, on-street parking and if you notice there's a particular pattern that I'm trying to show here is that we're putting parking and those curb extensions on the east and north sides of the streets where traffic is flowing towards the old Orenco Neighborhood district. And we think that that creates a little bit more of friction, if you will, on the, on people that would want to go that direction. We're we're showing how traffic in the reverse direction towards Cornelius Pass essentially has no parked cars on their side of the street. They have a curb right next to them, a ten or eleven foot travel lane where they can move down to Cornelius Road in a smoother fashion. Other internal traffic management measures that we can employ, there are two shown here which are the raise pedestrian or textured crosswalks, if you will, these are devices which give pedestrians a, safer conditions, it slows traffic down when they, when they see these textured crossings. They're done in multiple subdivisions in Washington County that I'm aware of and I think they tend to, to slow people down and in by putting these out <?> western side of our site or even blending them into our site we believe that we can provide devices like this that encourage traffic to go over, to Cornelius Pass. Now there are some external factors, don't necessarily relate to how we're, this merging point. And I would like to discuss with you because I think they are, they do influence where people travel. We've done extensive travel time runs from the site to other directions and those travel time runs which were included in the supplemental analysis we submitted to the City show that on average, if you're traveling from our site on Quatama road going north, on Cornelius Pass, under existing conditions its on average two minutes quicker than it would be to go the, I want to call it the back door route, to another road connection along the western site boundary and there are, there are a, things which are influencing that. One, it' a longer trip to get to, for example Highway 26 going north of Cornell. There's a light rail crossing which I think in one of our travel time runs we did actually have to stop when the gates, when the automatic gates were down but because there's an at grade crossing there, there are minor delays created by the light rail vehicles. They go by there every 5 to 7 minutes during peak hour conditions whereas

over on Cornelius Pass a, there's a grade separated structure, cars just move right on through there without any delays caused by light rail. Other external factors, <?> I'm trying to remember what the other one was. I believe it had to do with the future widening of Cornelius Pass road; yes that was the third one. And that's where I'd like to answer; I think I already did answer some of the questions about the timing of that project."

Roberts – Right.

Dunn – "We know it's going to be five lanes, it's projects like ours that are spearheading ********** the movement by Washington County to a, design and construct this project in the future. The timing is uncertain but we, we think that this type of project that is going to spearhead that movement."

Roberts – So, and I, I don't know that this is a question for you but I'm going to ask it and you can either tell me no, that's a staff question or you, you can try. Under the rules of connectivity are we required to make sure that we filter traffic just all over the place or can we go to Quatama, as an example, and require access to Quatama and then amend our Transportation Plan so Quatama goes straight over to 231st street?

Dunn – All the west and across.

Roberts – All the way west over to 231st.

Dunn – As a transportation planner it to me, it seems like a logical connection to have no <?>

Roberts – When I was driving around the community it looked like a logical connection.

Dunn – You're, you're aware of the functional plan map shows how Quatama would be extended to the southwest, I believe, to Baseline as a future street connection.

Roberts – Yes I am.

Dunn – So I think there was an attempt

Roberts - That's, that's another alternative to get access, you know, to get east-west access and encourage traffic to go somewhere other than old Orenco. Does that make sense?

Dunn – I think so. Are you also saying that you would have no connections to the west along our site? Or are you just saying

Roberts – Yes, that's what I'm saying.

Dunn – OK. There are some standards that I would like to defer to staff but I do have a section of the code here in front of me that discusses about street extensions, and it's in section 13 of the Transportation Code. It says, under letter M; proposed developments shall consider opportunities to incrementally extend and connect proposed new streets with existing streets within adjacent or nearby areas, in addition to addressing street connectivity recommendations shown in the local street connectivity maps so that's, that's one of the standards which talks about street connectivity.

Roberts – Right, yes, but I know that we have approved quite a few sub-divisions here where, where we have created a compromise to connectivity, where we have connected it pedestrian, you know, via pedestrian connections. And if the fire department and the police department want to access we've created some kind of, some kind of a locking gate, or some, some way that they can get through if they really need to. Otherwise nobody goes through except people that walk or ride bicycles to control and filter the kind type of traffic we're talking about.

Dunn – I think that I would also like to defer to perhaps Wink Brooks or to Brette about

Roberts – Oh I suspect they're going to weigh in on this one.

Dunn - I think they are. I don't need, I don't even need to prompt them.

Doukas – I'm also curious as to the rest of the Commission kind of, shares an interest in that concept.

Coulter – I think I would share any opportunity that looked at we don't take away from old Orenco, old Orenco Neighborhood, that we worked hard to get to where it was, so if there's opportunities to keep that from occurring I think we should look at it, but what are the possibility?

Roberts – So and, and my guess is that's the major stumbling block, you know, that and taking Open Space off, whether it's private or public, where no matter how you use it, conceptually there ain't nothing built on it right now and if you say yes to development and something gets built on it, it's gone. And so we're wrestling with those two issues, you know, we've been, I think, fairly consistent. There's other issues but those are the two big ones.

Counselor Sullivan – President Roberts, the thing that we've been dealing with as applicants is trying to read the Plan and following the staff guidance. Having to do

? – Granted.

Counselor Sullivan - with, you know, a number of things including connectivity.

? – Yep.

Counselor Sullivan - We thought we had to do it because we need to plan that way.

? **Roberts** – Why wouldn't you think you had to do it? Of course you do.

Counselor Sullivan – "And it's consistent with the Transportation Planning Rule. But it, but it raises the whole issue of conditions again. We came in here looking at connectivity as a given and as a requirement. We came in here looking at a contradiction in the current set of regulations with the street standards for Orenco and what the City's normal local streets and collector streets would require. It doesn't compute. There's got to be a response to how these things are internally consistent. Also, the current zoning designation on the property is County Institutional which allows not only for golf courses but a range of other uses. And if a different, we're not proposing any different institutional use, comes on that property and increases traffic it raises the same issue even without the Plan amendment, so we're faced with all this and we're trying to give you and the community our best shot at what this will look like even though we're not obligated and even though it almost gets in the way of our presentation because we want you to know what we're looking at and we're telling you if you want to condition it we're willing to do that and we're willing to work with you and if you think you can cut off access to the west we'll consider that too, but we think we've got an obligation and we, we need to hear from you before we come back."

Roberts – "Well part of the, I'm not sure if this is a luxury or a burden but this body can interpret. And, you know, in the last hearing I said that, in some of the opening things that I said, **the Elks Club is a wonderful organization. It's a given. We need to find a way to help them. That's a given**. Everyone has certain rights with, every property owner has certain rights with their properties and we're trying to balance all of that.

And what I'm seeing is that we've got to find a way to think outside the box here and, and it's not all about meeting absolutely every single regulation because if we do that there's going to be a winner and there's going to be a loser and that's not appropriate. And so I'm not sure how we're going to get there, I'm not sure if we can get there. I appreciate your comments, I truly do. You have done some massive kinds of work in the last while, I fully understand. **But I'm still not there yet because of the fundamental things that we're wrestling with**, and so somehow or another we got to, we got to get a hold of this."

Counselor Sullivan – And all I can say is that we're willing to work with you on this.

Roberts – And that I truly appreciate.

Discussion if Conditions can be placed on this Comprehensive Plan Map amendment

Coulter – Maybe if I could ask both staff here, maybe, where is the appropriate time this evening to have a discussion about the ability to condition the Comprehensive Plan. When should we do that today because it seems that we keep <? looping > back around to this animal that we got to deal with here, with conditioning the Comprehensive Plan. And I guess, in general, what's the appropriate time to have that discussion?

Brooks – Well, I would think at the end after you've heard all of the testimony and you've decided whether or not conditions are something that you would like to do considering all of the testimony that you have heard. However it is getting late and I think our City attorney has some concerns about how late he can stay here tonight. So you may want to have him weigh in earlier rather than later with regard to that issue since it is a central issue to our discussions here tonight.

Coulter – Yes, everything keeps coming back to it both for the applicant and for us as a Commission trying to figure it out.

Roberts – So, do we go back to staff comments which allows us to, to really broach that subject or do we continue with the hearing?

Brooks – I think you can ask that question of the City attorney at anytime you, you wish
Roberts – True, we do that.
Brooks – if you feel like you need assistance on a particular question.
Roberts – All right. So, do you want to ask him or do you want me to?
Coulter – Well, I, I think he's, he's heard my question. I, I guess to me Mr. Sercomb that it seems to be a pinnacle issue here in what we're trying to get here and I guess I need an understanding, we have a central issue here, can, **can this Commission legally condition a Comprehensive Plan change**?

City Attorney Counselor Tim Sercomb – "Well let me say a couple words then get into your answer (sic) before answering it more directly. First of all, with respect to any type of conditions that are imposed in any sort of land use action **the reason why you impose conditions is to excuse a denial, in other words, to put something in there that otherwise if you couldn't do it you would deny the request**, the application. And so, in, in looking at this issue the first thing you look at is, OK, is what are we talking about in terms of the criteria and the criteria are, as you well know, that you allow or disallow or modify the Plan amendment request based on whether two criteria , that the property is better suited for uses proposed than for the uses for which the property is currently designated by the Plan; and two, that a need exists for the proposed Plan Map designation that is not already met by the existing Plan Map designations in the general area. So I think in, in talking about this issue of conditions you need to think about it in terms of, assuming that you had the ability to impose conditions, how does it relate to the approval criteria? And **what level of specificity and limitations on property use is necessary in order to make a determination that the property is better suited for particular uses than it is by its current Plan designation**? Secondly, there are cases that, that Mr. Sullivan has given you that, the Ever case, and the citizen's case that a, where LUBA has generically said that it is not, a, that you can condition a Plan change, a Plan Map change and that it is not inconsistent with the statewide planning goals. **That is a different legal question that whether or not a Plan amendment condition is allowed as a matter of Hillsboro law, the context of our own zoning ordinance, and our own Plan provisions. And I have some concerns about whether or not Plan amendment conditions are appropriate given the context of Hillsboro's Comprehensive Plan provisions and what's contained in the Hillsboro zoning ordinance**. This is not a black and white issue, it's not a, I can't give you an opinion that is absolutely verboten and you can't do it. And I can't give you an opinion that it's free from doubt that you can either. It's in between. The reason why <?> I have concerns about whether or not Plan amendment, Plan amendment conditions are appropriate is because our system allows for conditioning of zone change requests. And it appears to have contemplated situation where if there's going to be some sort of limitation placed on development at the time of preliminary land use approvals it's done at the zone change step. And our, both our **Plan and our code recognize that your can have conditional zoning. They don't recognize, or have no provisions about conditional Plan amendments**. And with respect to the conditional zoning they limit the conditions that can be put on a rezone to more like site condition's sorts of things, access, and landscaping and that sort of thing and not uses or density. My understanding here is that the condition that you were interested in or talking about or thinking about is whether or not you can limit the uses or the density to which this property is developed at the time of the Plan Map...[End of tape]...in many ways, we have an expressed allowance of conditional rezones. And specific limitations as to what we can put in for conditions on rezones. And to then say that we can put even greater and more detailed and different types of conditions on at the time that we do a Plan amendment seems inconsistent with that and that's the legal concern. Now there are other parts of that in that the courts have registered some concern with whether or not if you have a condition on a Plan amendment what happens it the condition isn't satisfied, does the Plan amendment revert back to the old Plan designation? How does it work when you're doing a Plan amendment change? And if it does revert back, how does that work with requirements for public participation and current factual support for a Plan change if it automatically reverts some time in the future? So <?> is that if you're contemplating conditions, it has to be very directly linked to the criteria and offer a reason or a limitation on the proposal without which it would be denied. It is not appropriate, I think, given the criteria for Plan changes that you as a Planning Commission design the development...Unless you conclude that your preferences on historic preservation or streets or whatever are core to these criteria for approving or not this Plan change, you know, it would be inappropriate for conditions even if you concluded that you could supply (sic) conditions. Conditions, if you're thinking about it have to go then to reasons that would excuse a denial and secondly there are concerns, if you put conditions on this Plan amendment that are markedly different in detail and scope than the conditions that otherwise can be applied at the time of re-zoning. There is some

legal vulnerability to that. And it is uncertain whether or not that would be approved by the courts on review, it might be, it might not. And again any type of conditions need to be underscored with the notion of what happens if the conditions aren't fulfilled, what happens to allowed uses on the property if they can't be fulfilled and what does that leave you in terms of planning limbo. Those are the concerns that I have."

Coulter: I always feel like a guinea pig when we get done with these. You know, like we're laying the groundwork.
President Roberts: Does anyone out there want our job?
Commissioner Matthews: Could I go back to a question to the traffic engineer?
Roberts: And we've all volunteered for this. Can you believe that?

Counselor Sercomb: "Can I add one more comment? This is a particular problem with the SCPA Plan designation that may not be a problem with other sorts of Plan amendments and you're stuck on this because of the peculiarities of the SCPA Plan designation. Normally when you have a Plan change and you have a Plan change that's from one use category to another use category the use category that they're seeking to change it to has implementing zoning and you know what kind of uses can be allowed and you're contrasting the uses that are forecast by the zoning code when your considering the Plan change. That isn't the case here. And it isn't the case because the SCPA Plan designation allows for a variety of uses and a number of zones. And so you're stuck with a situation so, OK, some of the uses that you're going to allow under the SCPA Plan designation would be appropriate, you know, and would be something that the property is better suited to than the uses allowed by Open Space zoning, some of them may not be. So how do you get to the point where, you know, you can say well, yes, if it's going to be used for these kinds of uses that are allowed in one of the SCPA zones that would be fine, the property is better suited for than it is for 100% Open Space zoning. But, on the other hand, if it's, there's a different SCPA zone that's applied, the property wouldn't be better suited for than the 100% Open Space zoning that the Plan designation currently has. And so, if you're going to entertain the thought of conditioning Plan amendments this would be the context to do it because you don't have the same tools that you have in terms of implementing zoning that you have in other Planning <?amendment> context. Again, **I think there some concerns about conditioning particularly at some of the detail that you're talking about Plan amendments**. But on the other hand I understand, and I think you could interpret this context to allow you perhaps to do it because of that problem. There may other things that Mr. Sullivan has talked about, about establishing in your Findings and in you're record that the reason why we think this property is better suited for the proposed uses is because it's going to be used for 1,2,3,4 and 5 and that's the reason why this Plan change is being allowed, and establishing that as a, the basis for your action which would then guide the Planning and Zoning Hearings Board in terms of their re-zone. It would guide you in terms of the detail and concept development plan stuff if you're going to be doing that later on. You can establish a record that way, that would create some precedent in terms of how and for what this property is to be used. Not the same as legally binding it necessarily with a condition. But it would be something that would be applied by later boards and particularly if it was <?affirmed> by the Council as it would be, by this Plan change ordinance, the Council could in that ordinance by adopting those findings create a record that would compel , I think, particular uses of the property in the future. And again, it's not the same as conditioning because of the problems that I mentioned, but it can be used to mold the future."
? – Wow.
Coulter - I guess my last question would be, would we determine that the best vehicle was SCPA for this? Is that, is that why we're going down this road in the first place? Yes, I guess, did we determine that SCPA was the best vehicle to go down this road with, changing it to a SCPA?
Counselor Sercomb - Debbie Raber question. Not a Tim Sercomb question.
Raber – Actually that's a Wink Brook's question.
Roberts – I was waiting for that.

Brooks – Yes, well, when we were faced with this we were asked what we thought was the best approach for this particular site if it were to be changed and we looked at it and we looked at the access to the Light Rail stations on either side and it's basically right in between the half mile circles for both stations and has very direct access to both stations. And we do have a very rigorous review process with respect to how we review projects in the Station Community Planning Areas, particularly if you're looking at residential and you're looking at potentially SCR-V. So, our idea was

to take a look at the SCPA plan designation as one of the possible choices to move forward with. So it did originate as an idea with the Staff after having looked at it and analyzing.
Roberts – OK are there any other questions of staff or this applicant?

Traffic Questions

Mathews – Yes there is. This goes to the traffic engineer. In your studies of, let's say that we are not able to route you around the south side, I agree that going around the south side of town, around the south side or old Orenco would be the superior, you just bypass, not going into old Orenco at all, but if you can't, you have to go through old Orenco what, and we have streets there without sidewalks that are already having pedestrian problems and bicycle problems, their already at hazards, hazard now. Do you know how many more bicycles and how many pedestrians you're going have walking over to the bus stop at Dogwood. That's where the light rail, I mean, that's where the mass transit is, that's where they're going to be walking to get to the light rail. How much more foot traffic are we going to have on those streets without sidewalks?

Dunn – Commissioner Mathews, I don't, I don't have estimates as to how much pedestrian traffic or bicycle traffic would go between our site and the light rail station. We have
Mathews – You had writ, it's already at a critical mass now?
Dunn – Critical mass of
Mathews – The amount of foot traffic and pedestrian traffic on those streets without sidewalks is already at a mass, it's already at a critical mass. We already have more people out there on the sidewalks, in the street walking than we should have. You would agree with me on that?
Dunn – Well, I can only base it on the observations that I've made also in the field which was pretty low volume, pedestrian volume along our streets.
Mathews – Except during school, when school gets in and gets out.
Dunn – I've observed conditions out there during the school hour and yes there are some students who walk to their homes. The main area where the school children are walking is around and within the perimeter of the school. We've prepared an exhibit that shows what facilities are available. I have them in hard copy as well if you want, if you prefer to see that.
Mathews – No, that's fine.

Dunn – What we, this is a figure that we created early on when we were doing our street inventory and what it shows in light blue is what existing sidewalk facilities there are today and if you look between our site and going west to 228th, it's a pretty comprehensive network of sidewalks mainly within the school and around the school property. Beyond the school area going west we did focus on the streets that we thought would be sending traffic down, Alder, Birch, and Dogwood. There are some intermittent sections along Dogwood Street that do have sidewalks. And if you look closely at the aerial you can see that these sidewalks, the majority of those sidewalks were done when those properties redeveloped and we expect that as properties continue to redevelop, recently I think there was another project just to the southwest, a forty lot sub-division was approved, and they'll be building their sidewalks with a connection up to Dogwood. That as properties redevelop eventually you will have a continuous system. We've also shown in there in red highlighting, this is based on my professional opinion, of what we might constitute as walkable shoulders, anything between 3 and 6 feet of room off the pavement for pedestrians to walk. Some people chose to walk on the pavement regardless of the traffic. I'm that kind of person. Some people prefer the safety of the shoulder, and we're just trying to show in this figure that there are some sections, particularly on Dogwood where people can stay of the road all the way to 231st. There are some sections along Alder particularly on the north side of Alder which is, you know, very open up there, there's no homes which is another nice spot, where people can walk on the shoulder. I would like to focus also on a street that's not shown in this figure, it's right in the middle, it's called Chestnut. And I think it's important to note that, we're not, even though we're not sending traffic down Chestnut, it's a very low volume street, it's a very nice place for pedestrians to walk. I know that not everyone lives on Chestnut but I think it's a strategic road because it's in line with the central sidewalk system of both the school and also if I were to merge our site plan on this, it's how we want to extend that side walk system. So, we have the pedestrians' safety in mind throughout our entire, this entire

process. We have met with the neighborhood in three neighborhood meetings. When we asked them specifically if pedestrians are concerned, what would you want, would you want us to build a sidewalk connection to 231st? Some people said yes, some people said no, I can tell you our client is willing to extend a continuous system to 231st. I believe that Dogwood is that likely connection, at least a sidewalk on one side of the street, supposedly on the south side. There are some issues though in being able to do that. Number one, do the neighbors want that? Some probably do, some probably don't. But there are potentially some right of way issues in doing that, we would need to get right of way to do that. There are some open drainage ditches that some of the residents are very proud of, they don't flood, and they'd probably like to keep things that way. So, there are some constraints but our client has acknowledged that they are willing to do something; that makes sense. And if it means a system to get people to 231st safely they are willing to do that in a reasonable means.

Coulter – Yes, I have one more question for Brian, a, Mr. Dunn. One of your comments that I was reading through the report was you felt most of the traffic would move north up Cornelius Pass Road because the time is quicker is that, is that, will that take into consideration the extra traffic that will be generated from Witch Hazel, once those homes are built out and their coming up. And will it take into account whatever happens at the intersection of Baseline and Cornelius Pass Road, that added volume, will that change that, that a opportunity to get that extra 90 to 150 seconds or is it going to slow it down, so people are going to say now it's taking me longer to go up Cornell or Cornelius Pass Road, I'm going to go out through old Orenco?

Dunn – Those travel times are based on existing conditions. So, Witch Hazel, if you can familiarize me with where that is, and if it was a development that we did consider. I imagine it would be south of our development.

Coulter – Yes, it's south. It's south on the other side of even TV Highway but we have limited north-south ways to get to Highway 26. So there going to pick those limited ways to get to there. So we know that we're going to anticipate a load coming down Cornelius Pass Road. I'm just trying to determine if that advantage of time is going to stay to where the homeowners in this location <?> it's beneficial still to go up Cornelius Pass Road or we start going, or they, maybe at first they'd go up Cornelius Pass Road but as these things happen they're all going to start moving into old Orenco Neighborhood. And that's what I'm trying to gauge here.

Dunn – Well, we based our distribution of our site traffic on three things. I think Brent Ahrend attested to two of those things. The travel time runs. The traffic counts and the patterns that we've observed from existing travel time counts. But we also base it on the third which was the distribution provided by the traffic model, the regional traffic model for this area. And it was actually very much in tune with the traffic pattern in terms of what is going north and south off of Quatama, off of Dogwood and essentially that model is based on a twenty year projection. So I would imagine the answer to your question is yes it would account for developments like Witch Hazel and other developments within developable property.

Coulter – That's probably in consideration that we will get a new <?> and the County will make a five lane, all those things will occur. That's, that's probably part of that whole projection ability to do a projection twenty years out.
Dunn – That's correct.

Coulter – <u>We have to hope that the County can find the funds to make that five lane situation happen or we could push then that traffic back into old Orenco,</u> if it doesn't happen, and we go through some tough economic times, they don't spend money, we can't find money, all those things seem to occur. And related to that question and I know they changed the street named standards for these roads <u>but bottom line is they're, the street widths that are very limited and the City stated that we're 250 vehicles per day greater than the current <?> road site, whether, no matter what they call the road, it's still not very wide and we're in excess of 250, so if we do push traffic back into there <?> at that time we present ourselves with a large problem, if we shove all that traffic in there at that point.</u>

Dunn – You're using 250 vehicles per day to
Coulter – They're exceeding <?>

Dunn – to define capacity though is what I'm getting at
Roberts – <u>But we're doing it not for capacity reasons but we're doing it for historic preservation reasons.</u>
Dunn - <?> it's a question of livability not of capacity.
Coulter – It goes back to that situation, how, **how are we going to maintain livability in old Orenco. You know they shouldn't pay the penalty for a new, I mean, neighbor**, you know, we have to find a way to make the neighbor a good neighbor and also take care of old Orenco, you know, and everyone lives a happy life. And I'm trying to figure how to make a happy life here.

Dunn – Well the question, Commissioner Coulter, that you posed to us the last Planning Commission hearing was you wanted to get an understanding of traffic magnitude and visual feeling, I think, the feel of what it would be like to go through these streets with what it would be like with our site in place, and I think what we should focus on is the physical geometry of these streets to define what the capacity is. What can these streets accommodate from a capacity standpoint? And I think we have shown in our exhibits that with the increased loads, with the pavement conditions, and the street widths that are out there that those streets can accommodate that.

Coulter – Although I'm concerned that the City is said that we're exceeding the, by 250 per day.
Dunn – And that, and that threshold does not define capacity. It defines as Commissioner Roberts was saying, I think, the question of livability which
Roberts – It defines capacity that we're willing to deal with. It does define capacity but it's, but it's not an engineering capacity, it's a capacity that we're willing to deal with.
Dunn – And this is a question that, I think, as Wink had pointed out earlier, that this is a call that you make after your evaluation
Roberts – Right.
Dunn – that, that, essentially what we have here is, is kind of a conflict between the functional classification of these roadways such as Alder and Dogwood, neighborhood routes and a collector route versus the adopted standards for these special street types.
Roberts – Right.
Dunn - And that's the balance.
Roberts – OK.
? – That's it for me.
? - Thank you.
Roberts – All right, do you feel duly beat up?

Doukas – Any other questions? We really appreciate the questions, honestly we do, it's, it's giving us I believe a better direction for, for where we can head, so I appreciate your patience.

Roberts – Ok. Is there anybody that wishes to testify in favor? And for each and every one of you I'll try and remember to ask, well, hopefully I'll try and remember to ask are you representing a group or are you an individual because if you're a group you get fifteen minutes. If you're an individual you get three minutes. The only thing I would ask is that, I would ask that we don't be playing games with, well, OK I testified because I'm the head of this organization over here but now I'm coming back as an individual so I want to testify again. Just talk to us once, that's what we're after, OK? I mean, we'll get it, we really will, just talk to us once. OK. In favor. Yes, just to kind of remind everyone that I promised you a break between the pros and the cons, we're going to do that.

Rhonda K. Leonard - ....I'm the executive director of the House of Ruth..... serving families since '96 approximately when we entered the agreement with the Elks lodge....serving families of Hillsboro and Washington County and even the surrounding area ....and we wouldn't be able to do that quite honestly without the support of the Elks Lodge....we share the same passion for the history of the area and the desire to preserve that as you do, as a matter of fact when we came into the building, the facility, the home it was absolutely in disrepair, not livable, ceilings falling in, all the systems of the house were unusable. Part of what we did as an organization was restore the home to the standard that it

is today which everybody acknowledges is, is wonderful. So we share that vision of having the House of Ruth be a centerpiece for this community…

Fitzgerald – I just had a quick question. I didn't know if you were aware if the house did have National Register status you would be eligible for
Leonard - It does not.
Fitzgerald – grants.
Leonard - It currently does not have National Register status, yes.
Fitzgerald – Just so you're aware. If it is determined that it is significant, and it was nominated it would be eligible for grants. And the good news is this the State Park just found out they had a windfall of 11 million dollars, so there will be additional funds available for a house like yours for things like upkeep and that sort of thing. It's not all bad news in terms of restrictions. There is money available and additional incentives. You're a non-profit group?

Leonard – We are.
Fitzgerald – What area do you service? Is it Washington County? Is it
Leonard – Most of our residents do come from Washington County area because of the social service network and Washington County is very familiar with us. However we don't have a geographical limitation….
Fitzgerald – Thank you.
Roberts – [Discusses logistics of speakers coming forward to give their testimony]

Al Young - …in support of amendment…. discussed work he and others did to get Light Rail to extend all the way to Hillsboro…felt need to maximize density because of Light Rail….didn't know why or who made Orenco a special little spot…. feels need to have access from the development to the light rail station…..don't need a huge <?area> around the McDonald House….costs about $8000 per acre to maintain park acreage…..

Bob Santesson - … some who live there and don't want traffic going through there and I agree with that…something needs to be done so we're not driving through old Orenco….discusses traffic on Cornelius Pass, stoplight at Baseline and Cornelius Pass is stupid… "<u>if I lived in Orenco I wouldn't want people driving through there, there should be some way that can be cut off</u>"… like a cul-de-sac community and have it go out on Quatama or Cornelius Pass….

David Edwards – (Exalted Ruler of the Hillsboro Elks Lodge BPOE 1862) "Councilmember (sic) Fitzgerald I understand your concerns about the House of Ruth. It is very precious to us. I can't tell you that it will be there forever but I'll give you this guarantee, that as long as we are sitting here that house will exist and we will support it. As far as the traffic, you know, traf, I grew up in Aloha when 185th was nothing but two lanes from Farmington to the Sunset Highway. And I remember all that and it's just gotten worse and worse. Like you we're all volunteers, so I do not envy you this particular decision. **I would like to say though that do to nobody's and everybody's fault that over the last 6 to 8 months the golf course has gone from generating revenue to being at the point of draining our revenue because of what's going on, you know, people oh the golf course is closed we can't go play, well, there's no revenue there then.** And as our coffers dwindle then our influence within this community dwindles and we don't want that to happen. What we want to have happen is to be a good influence on the community. We want this building to go on because we want our Lodge to be a hub of that community and to show them the good works that we do and the influence we can have on this City and on the County, and on the State, and of America. And to due that I think is the ultimate thing to do. And that is why, you know, the money's great but you know what, I think the ultimate thing is to go out there and find the people and do good works and I appreciate your hard work, thank you."

Roberts – Is there anybody else that would like to testify in favor? Seeing none, we will take, let's try for a five minute break but if there is a line up at the bathroom we'll extend it a little bit. [Break] You folks are already sitting here and you're all lined up and ready to go. It is my understanding that the planning director has gone around and either done a random sampling or come to a conclusion that most of you would be satisfied if we stopped the hearing at this point and reconvened two weeks from now, on the 26th, and we would start right where we are, right here, so we would start with opposition testimony then we'll continue through the hearing to some kind of conclusion. If all of you

are ok with that I'm really ok with that and if you really want, if you really want to talk tonight by golly we'll stay here until we're done, well, or until we drop one or the other. So, Mr. Brooks.

Brooks – I think it's a decision of the Commission but the appropriate action if you wish to continue would be a motion to continue the hearing to January 26th.
Mathews – Can we make it the first thing on the agenda?
Brooks – With making it clear that the record remains open.
Roberts – Then without any objection I think that's where we're going to head.
Coulter – Yes, in polling the Commission, I think, you know, I, again to the people who are <?> we apologize for not going all the way through with this but as you can tell it's a very important issue to the community. I think it's imperative that we as a commission listen and comprehend what you're talking about and when it gets very late and challenging for all of us it's, that is a challenge. We want to do the best job possible for the community, for the applicant. So with that I move that we continue HCP 4-04 Orenco Woods Crossing to our January 26, 2005 meeting.
[Opponents to start testifying at the beginning of the next hearing]

1-26-05 (Hearing #3)

Estes – in staff report: "since the 1-12-05 hearing the Planning Department has received an updated traffic analysis which discusses the potential design scenario which would not include vehicular connections to the Orenco Neighborhood."……..

Opponent testimony

Jim Labbe (Urban conservationist representing the Audubon Society) – We believe the highest and best use in this high density area for this site, in the near and long term, is public access Open Space – The Audubon Society is actively involved in Regional planning efforts…that have encourage channeling public and private investments towards town regional centers and station communities but we've done so under the assumption that there'll be a strong complimentary effort to protect and restore the regions infrastructure, streams, rivers, floodplains, natural areas as well as provide provision of adequate parks and Open Space. There are many reasons the regional planning process located Light Rail tracks associated with Orenco and Quatama sites to the east and west and perhaps the most significant from our perspective is the Rock Creek corridor and floodplain. The Rock Creek corridor and the fish and wildlife resources it supports are absolutely regionally significant resources from our perspective. The corridor is a significant pathway for fish…[End of Tape]…Forest Park and beyond. It supports a number…sensitive species. We're concerned that existing planning going along, development going on along the corridor has really been inadequate to protect that, the viability of that corridor. The regulations that are in place mainly protect minimum water quality standards and I think, and I mention this to really highlight some of the regional significance of this site and the opportunities to protect the corridor and integrate it with the Open Space, with a plan for, keeping the site in Open Space ideally, we think as a regional park. I guess, just parenthetically one of the other issues we've been tracking in the Tualatin Valley is the issue of protecting 100 year floodplains and addressing both their water quality habitat and flood storage functions. The conceptual proposal that was put forward really drew on the, from my knowledge, the Hillsboro existing Goal 5 inventory and, which really represents the maximum protection that those floodplain and associated riparian habitats could receive. Protecting those values…deserve the utmost concern and attention to protect the entire corridor. In closing I just want to say that I think the Orenco Crossing site has enormous potential for protection restoration of both its natural and historical values. Hillsboro really has a tremendous opportunity, once in a generation, to add to its Park and Open Space system in a fashion that really enhances those values. **The Audubon Society of Portland would be more than happy to work with the City to do that. Actually, not just as a Community Park but we think actually a Regional Park. We're working right now with Metro and a number of other organizations around the region towards putting a second regional bond measure before the voters in 2006 and I think this site is exactly the type of site that would be appropriate to look at, to prioritize for acquisition.** The emphasis of the second bond measure

much of the talk is about emphasizing areas inside the Urban Growth Boundary. In closing we urge you to reject the Comprehensive Plan amendment and we offer our interest and our time to engage in working out a plan that could protect, secure most or all of the land on the site for public access Open Space for the City of Hillsboro and ultimately for the region. Thanks for the opportunity to come and testify tonight

Coulter – I would assume based on who you represent you've followed the City's Goal 5 process fairly close as we've gone through that process. Regardless of this being a Open Space or any other type of development would our Goal 5 process that we have in place insure the adequate protection of the streams?

Labbe –Well the situation now, as I understand it, is that there is an inventory that was done for the site that would be used in the Goal 5 process to, in developing it. To my knowledge the inventory process, I guess I don't know specifically enough about the inventory that was done for the site. I know the existing regulations in place are really the Clean Water Services standards. Metro's regional fish and wildlife process has designated much of this site as regionally significant fish and wildlife habitat as well as the Basin Goal 5 process that is under way and I couldn't, I suspect, to my knowledge, that inventory is probably more comprehensive in addressing the regional and watershed significance of this site than the local Hillsboro inventory, which is an inventory not a protection, not a Goal 5 program at this point.

Coulter – What's not a goal 5 program at this point?

Labbe – The resources that were inventoried for this site, to my knowledge, under Hillsboro's Goal 5 planning process, they did an inventory for this site but they didn't develop, they don't have a

Roberts –Yes we did.

Labbe – You did?

Roberts - We're way ahead of Metro. Way ahead of Metro!

Labbe – Ok, if that's the case, the overlays for this site, and I couldn't understand why this was, only applied to, from what I could tell, only applied to the existing water quality areas and wetland areas on this site. There's areas upstream and downstream where Hillsboro's inventory encompasses more of the 100 year floodplain which; this site is really the channel migration zone. And those areas, encroaching into those areas not only would I think create problems in terms of maintaining the hydraulic functions of the floodplain but basically encroach on the area of the stream, the meander zone of the stream which is the zone in which habitat is created and maintained by the stream channel.

Roberts – Just for your information, Hillsboro's process was different than Metro's because we actually had experts go out on the ground and look at every square inch of regional watershed that we've got. Looked at it, evaluated it, and made evaluations instead of Metro's approach, and I'm lecturing here, I apologize, there's some tender feelings about this whole process, but instead of reviewing from aerial photos and maps we actually had experts on the ground go out and say yes, that's significant, no that's not, because they looked at it, they touched it and felt it. I would suggest that our science is better.

Labbe – Well, it's kind of, I could engage you around that President Roberts

Roberts – We don't have time for it.

Labbe – but I'm not going to take the time for it now…, yes we don't have time for it but I'd love, I'd be happy to talk to you about this afterwards.

Coulter – But what I did want to share with you was the fact that the City did such a comprehensive program that as a Commission we will utilize the data that was developed for this particular site in ensuring that the water is protected as followed in the Goal 5 process, wetlands, riparian areas, whatever it may be. That will be part of the processes if this application was to move forward.

Labbe – Ok, just for clarification, my understanding though is that this site, the program hasn't been applied to this site yet. That the program, I may be wrong

Roberts – You, you are.
Labbe - Ok, but it hasn't been brought, it was just brought into the City though,... it was just annexed...
Roberts – That's true.
Labbe - And when, I asked the planner that exact question; is the, did the Goal 5, was there a program adopted for this site and, this is Valerie Counts, and she told me that no they hadn't yet, but they've done the inventory.

Roberts – But the process has been adopted and when a property comes into the City and something needs to be done or an application has been applied, the process is applied to all land. Whether its been inventoried or not. The stuff that hasn't been inventoried then gets inventoried. And the process winds up before this body. Every piece of land inside our City limits comes before this body and we will make a decision about it. It's about as strong a regulation as you're going to get. There's no administrative review. It's all public review before this body. And it's in place.

Labbe – Ok, well I have some questions about that but I will ask the planning director and will follow up with it.
Roberts – That would be fine.
Labbe – I just want to put out there, apart from all that, we certainly would like to work with the City and the neighborhood association to see the best use of this site for the City of Hillsboro.
Roberts – And on that we can agree.
Labbe – Great.
Roberts – Thank you.

Tom Wolf (Chair of Oregon Council of Trout Unlimited, a conservation group) – I want to concur with Jim Labbe...Hillsboro has done a good job on Goal 5...I'm also a member of Vision 2020 for 7 years and would bring up... strategy 18 and 19, we looked at insuring adequate Parks of 10 acres per 1000 residents... also strategy 21 and 22 regarding protecting fish and wildlife habitat.. urge you as consider this... you could make this area that's designated Open Space now not just into a Neighborhood Park which is only about one and a half acres, not just into a Community Park which is about 10 acres but take the suggestion of Mike Houck *********who sent something to you. You could make this into a regional park. You could protect the whole thing as a possible Nature Park that would both protect the local habitat of Rock Creek and do much more so I urge you to look closely at the 2020 Vision Plan and considering that we're in our five year review now looking at it again I would hope that you would consider strongly protecting this area as an Open Space and a Park.

Laine Young (Orenco Neighborhood Organization) – visual display showing the high density development around the Orenco area...**Where is the need for more Station Community Planning designations or for more housing in the Orenco area?**...Orenco area has already supplied a significant amount of housing for Hillsboro...no guiding vision for Station Community Planning Areas...urban sprawl from Tanasbourne to Orenco...this is the last piece of property that can balance the intensity of all that development...this proposed project gives more housing in an area where an over abundance already exists with little usable Open Space...**Open Space provides psychological relief from the close development and the stress of intensive density that we are going to end up with and don't be fooled when you go out to Orenco, you'll see a lot of open space still. All of it is zoned and under permit or considered for permits for development. It will be gone by 2007**... Open Space balance the density of development around it and maintains the livability of the area. Even if you have intensive development somewhere around Open Space it is the Open Space that makes it attractive and makes it a place where people can still go and relax, and enjoy where they live...the 2000 Housing Need Study identified that 2320 more units were needed between 2005 and 2020...from 1998 to 2004 the housing rate in the Orenco area has been 875 per year while the average for the City has been 154 houses per year and that's all that we would need to meet that requirement...the only legitimate functional access is on Cornelius Pass and Quatama therefore the only reasonable area for houses is in that area...there has been no public dialogue except here and I want to thank you. I have never seen a Planning Commission that so supported public dialogue before...there were 3 neighborhood meetings where the neighbors were invited to respond to one project and one only and that project never really changed much...never discussed other options...Orenco is a relaxing place, people stroll through Orenco for recreation...people need a respite area from the amount of traffic and the amount of density that we are currently creating between Tanasbourne and Orenco...there may be other options for development of this property...I've done

research in funding for upland restoration...I did an analysis of the soils and it used to be the Oak Savannah long before it became a golf course...

Tom Dirriwachter - ...applicant says majority of traffic will go to Cornelius Pass instead of a route through the old Orenco Townsite...they fail to account for proximity of most of the short trips generated by the development such as travel to light rail station at Orenco, short trips to Hillsboro shopping and government offices...the fastest way is through the Orenco Townsite...shows video of traffic at 231st at the light rail crossing where a train stops traffic every 5 minutes...this backs up traffic and prevents egress from the Orenco Townsite... the traffic on 231st will increase more after Baseline is fixed and more developments coming on line...light rail crossing proximity will divert traffic south through Orenco to get to Dogwood in order to have easier access onto 231st ...remember school children walking on the streets as there are no sidewalks...

Sean Starr - ...**this is an opportunity to have a Light Rail accessible Park for all residents of Hillsboro**... regarding housing needs; capacity of infill, mixed use zoning areas, and accessory dwelling units not considered...the study assumed that no units would built in the next 20 years...the capacity of these areas could help to meet the shortage...County "Islands" only assumed 10 units per acre...consider that the Urban Growth Boundary will increase...

Tim Stout – "All great cities have great Parks"...What are our goals?... What will we leave for future generations?...need Open Space to balance density...housing needs never so great to sacrifice last remaining large inner City Open Space parcel...Light Rail accessible Park...must weigh our goals...gravity of needs to provide a basis for what is suitable for this property...

Kay Demlow (Oregon Preservation Alliance) – Tonight I am testifying on behalf of a group. I'm a member of the Hillsboro Historical Society and also a member of the Oregon Preservation Alliance, it's a statewide advocacy organization for preservation and I'm speaking on behalf of the OPA tonight. I'm presenting, I'm reading into evidence material that I was able to get through our SHPO office in Oregon. And this is pulled from the Secretary of Interior Standards for the National Trust for evaluating the integrity of a property. I'm specifically referring to the McDonald House which is a beautiful 1912 mansion built by one of the founders of Orenco. And so it's very significant in that it was the Manor House basically for the company town. If this House were ever to be nominated for the National Register, which at the moment I'm sure it maintains much of its eligibility; here are the seven aspects of integrity on which it would be judged. First its location, second its design, **third its setting**, the materials, the workmanship, the feeling and the association, these are the elements that create the integrity of the property which must also be considered in addition to the criteria of the architecture, the historical significance and other aspects of the property. Well, the location is obviously good, it's in the location where it was built, the design is wonderful, it is a fine example of Arts and Crafts. The materials are the original materials. The workmanship was state of the art, the best quality that Mr. McDonald could buy in 1912. The feeling of the property at the moment has been compromised but could be restored with the proper treatment of the landscaping, the removal of the fence. The association is the direct link between the important historic event or person and the property, and clearly it is associated with Mr. McDonald and Orenco itself. The setting is the area I would like to read into the record for you, so forgive me, I will read what the National, the Secretary of the Interior has published. Setting is the physical environment of a historic property. Whereas location refers to the specific place where the property was built or an event occurred setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and Open Space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences. The physical features that constitute the setting of a historic property can be either natural or man-made including such elements as topographic features, a gorge or the crest of a hill, vegetation, simple man-made features, paths or fences and relationships between buildings and other features or Open Space. **These features and their relationships should be examined not only within the exact boundaries of the property but also between the property and its surroundings**. This is particularly important for <?districts>. Obviously the setting of the House is dependent on the Open Space around it. There's no hard and fast rule for how many acres would be required to insure that this House maintains its integrity but

clearly it was built in Open Space in a grand setting befitting the owner of the company town and if houses are allowed to be built right up to the very edges of a lot line it will lose that setting. It may maintain it integrity in other ways but it will have been compromised. I'd like to just read to you a little bit from the historical significance, this is from the Washington County Resource Inventory. In the historical significance it notes that Malcolm McDonald constructed it in 1912. McDonald had boardwalks run from his house to the main street of town as he was known not to wear boots. So here's a fellow who was able to build a beautiful house in a pastoral setting and then build himself boardwalks so he could walk to his office without having to put on boots. If we lose that aspect of the setting we'll lose this wonderful story and the insight it gives us into the character of the founder of the town of Orenco. As to the future of the House obviously it's in very good hands right now and for the foreseeable future will be continued to be maintained as the House of Ruth. At some time in the future it's possible that the House could be turned into an interpretive center, a House Museum, some other historic site and if we're wanting to think about what <?> on a different, on a slightly different topic it could be developed many ways and I can give examples of other properties that are used in these ways. The Bybee Howell House at Sauvé's Island is owned by Metro, the land and house are both owned by Metro, however the interior is maintained by the Oregon Historical Society who does the interpretive work and gives the tours of the house. The Pittock Mansion in Portland, a very prestigious address is owned and operated by a private non-profit organization. In Sherwood, Oregon the Smock House is owned and operated by the local historical society. The Aurora Colony Museum is a national historic site, on the national register for historic places. And the museum there, a cluster of original buildings is owned and operated by a non-profit. Fort Vancouver, a rebuilt historic site, is owned and operated by the National Park service. The Town of Champoeg, although the town is washed away, the site itself is a significant historic site. It's owned and operated by the Oregon Parks and Recreation Department as a state park. In Salem, Oregon Deepwood Estate, a 1893 Mansion is owned by the City of Salem, the land around it is operated as a City Park facility, the grounds are maintained by a non-profit volunteer group and the interior of the house and the staff of the house are provided by the Friends of Historic Deepwood. It's a very flexible operation in terms of many, many partners coming together to make a beautiful historic site. Throughout the state we find other combinations. In Linn County, the Brownsville Museum and an Historic House are owned by the County Commissioners and staffed and operated by Friends group. The Jenkins Estate is operated by Tualatin Hillsboro Parks and Recreation. And, of course there are many private dwellings like the McDonald Mansion that are owned by private organizations or by private individuals so there are many options for this House and its future will be a lot brighter if someday it could be available for grants through a National Register listing but if we lose the Open Space around it we will lose some of those opportunities. So I ask you to consider that when looking at Plans for the Open Space in this development.

Mathews – Do you have any record of the land, how it was landscaped around <?> than say a couple three acres?

Demlow – I do not have that record. I am sure that if research monies were available, if there were indeed a group that had the time and facilities, there are probably photographs on file at the Oregon Historical Society that could be accessed. And they would be significant if someone were to develop the House or were to propose plans for the grounds. That the best method of restoring it would be to research those records. It should be a couple days research if they are on file and then to incorporate those plans but your setting should be pastoral obviously the oak savannah that Laine Young referred to is significant to where Mr. McDonald chose to build his house and as much of that as possible that could be preserved would be worthwhile. Thank you.

Scott Richardson – (Board member and treasurer of Orenco Gardens HOA) - ...not in opposition of private property rights...commends the Elks on their community service...specific concerns: 1) traffic will increase through our neighborhood...safety concern with two of our parks near the traffic flow... 2) by default, because we have the nicest parks, people drive into our development as it stands today to use our basketball park, to use our 2 large parks which have a gazebo facility, grill facility, etc., park benches which of course we fund. And what we would ask that the Commission do is insure that his new development has comparable facilities for the homeowners in this new development if it gets built that would sustain their use so they would not be drawn into our organization (sic)...those are the basis for our opposition...[End of Tape]... Thank you.

Ed Edwards - ...did not see that the school capacity was evaluated for 400 homes...with 270 houses Orenco School is brought to capacity and Poynter is slightly beyond capacity... with 400 houses, schools would be well beyond capacity...

Dan Bloom - ...Number 1, suitability;...the Mike Houck letter; I'm encouraged to read that his assessment lends credence to the parallel thinking you've been hearing form the general public about **the validity and necessity for a large park on this site. It's a progressive idea to bring balance and cohesiveness and focus to City design**... Parks Master Plan does not address the fact which is recognized by the Comprehensive Plan and the Zoning Ordinance that the need for Parks and Open Spaces is greater in areas of higher density. The Parks Master Plan is more of a simple grid like distribution. It doesn't provide a good need-service relationship. This would be a good opportunity to make an adjustment in this regard. Number 2; The Metro letter, in a word, neutral...one notable issue is balance... not enough area for children to play.

Al Waibel - ...discrepancies in Kittleson's and Ferrarini's reports...Kittleson says main traffic will go to Cornelius Pass Road. Ferrarini say residential needed as large industrial growth around Shute and elsewhere...This property is on the eastern side of Hillsboro...main traffic will be to west destinations, commercial, industrial and governmental destinations...proposed exit onto Cornelius Pass with a right turn only lane...means all traffic going N, NW, and W is going to go west not onto Cornelius Pass Road...quickest way to go from the west end of Quatama to Highway 26 at certain times is to go (through Orenco) to 231st...the applicant's traffic projections here are fanciful and possibly a little self-serving, the overall problem is there is no accountability if these numbers are wrong...where's the accountability?...we will be left with the mess...nobody in the City will be accountable...

Kathy Bloom – Does a need exist?..conflicting information about how housing needs are calculated with no mention given to the periodic evaluation of the Urban Growth Boundary as future growth occurs...site outside SCPA areas...Is it better suited?...loss of Open Space...lose natural landscape features we value, trees, green area,...habitat, water run off...successful communities have one thing in common, a vision of where they want to go and what things they value...lands for development reflect these values...The members of the Historic Orenco Townsite have a strong sense of community spirit. To degrade the environment by losing this Open Space and overwhelming this community with traffic loads it cannot handle would change this community forever...proposed additional traffic cannot be handled at Cornelius Pass and Quatama with known traffic problem. The effects on the historic district would be significant and detrimental but it is bigger than that. This is an opportunity to save perhaps one of the last biggest parcels of Open Space in Hillsboro for the Community, Hillsboro and for the region. I think we stand at a crossroad. This is a wonderful opportunity. The property is already designated Open Space. What kind of legacy do you want to leave to future generations twenty years from now? When we look back will we see nothing but houses, apartments and just plain density? This is one chance. After evaluating the evidence I urge you not to take the opportunity but to **seize this opportunity for Hillsboro or it will be lost forever, please keep the Open Space designation**. Thank you.

Robb Kidd – ...this is a once in a lifetime historic natural resource...Orenco Neighborhood Organization will work with the Elks...this site is unique...it deserves unique consideration...it is at the crux of a Light Rail track...it can be a Regional Park with historical value, it has incredible natural merit...

Jim Lubischer - ...no need for SCPA at this site as two are nearby around light rail stations, this site does not have a station around which to plan...questions need for more housing units...Planning staff's deficit is around 4000 but did not include capacity of County "islands" nor area outside the City limits but within the Urban Growth Boundary, if included we have about a 1000 unit deficit...if one assumes 20 units per acre we have a surplus capacity, the City uses an assumption of 10 units per acre...one might use a higher units per acre based on density of recent development...mentions the Shute road industrial site housing need and says this should not be counted...better suited?...is not within one-half mile of a light rail station...Open Space does not require a Light Rail Station therefore the property is not better suited...is adjacent the historic Orenco Townsite which is restricted in its street widths and its sidewalk and traffic will reduce livability...the volume of traffic is already over capacity and calling Dogwood a collector does not really make it a collector...SCPA will further erode the livability and safety in the Orenco

neighborhood, therefore it is not better suited...if this SCPA is approved will allow 45 units per acre...this high density must be considered with regards to schools and traffic...this property has some unique physical features...**according to the Parks Master Plan a Community Park will also be needed in the NE section of Hillsboro, that's where we are, the City should seek to acquire land to develop a Community Park in this area.** If land is not available then we can look around the Gordon Faber area. Thank you.

Sean Morrison – regarding traffic... with most recent suggestion of no western exits the volume to capacity will be .93-.94 at peak hours with 1.0 being maximum so there's going to be congestion there, people will still turn right out of the neighborhood and go through Orenco...discrepancy of jobs and Ferrarini report and the directions towards Highway 26 to the north on Cornelius Pass Road just don't add up...if 50% go out to Cornelius Pass and 50% go through Orenco **we don't get a 50% increase in traffic on Dogwood like we talked about last meeting, it becomes a 100% increase on Dogwood. And we get there by taking half of the artificial trip cap, 3280 trips which that would be 1640, divide that equally between Dogwood and Alder and you have 820 trips, I think that counts on Dogwood were about 700 a day, 750. And this is , this is just basic, and, you know, ask staff if this is a reasonable assumption to make**...As I mentioned I am an Elk member, and I want a win-win situation, I want the Lodge to thrive and I want a stronger legacy than a subdivision. To keep the land Open Space and still save the Lodge I think we need to think outside this box. Thank you.

David Hall - ...I'd like to point out the need for Parks in this area...applicant stated that there are 241 acres of parks within a one mile radius of the golf course... (he presents a slide presentation showing all the areas the applicant used which cannot be included as park acres including school acreage, greenway and 'open space' areas...) ... and if you don't include floodplain areas we have 44 acres of usable parks within a 1 mile radius of the golf course...with floodplain there are about 95 acres...

Dan Florea (Victoria Station Homeowner's) - ...need for Parks...chance to do something meaningful...landscaping of McDonald House was English Countryside...legacy of a beautiful Park which...principal at Orenco school said they were considering moving in modules for anticipated growth...have been at maximum capacity for past 2 years...why not multi-story...tomorrow's slums.

Commissioner Fitzgerald – You mentioned that you knew the original landscape for the House was English
Florea – English park side
Fitzgerald – Do you have photographs? How do you know that?
Florea – Well since I've probably been here almost as long as everybody, except him...When I was a little kid that was the landscape because I made in my last comment as an individual, I used to drive, that's where I learned how to drive was right there and I grew up in old Orenco, and I'm not opposed to development I'm opposed to the eyesores that are being built and we could dig up the English Countryside plans. I mean McDonald didn't build the place wanting to look at other houses.
Fitzgerald – OK. Thank you.

Dennis Manzer - ...agree with concept of Rock Creek Corridor, it's irreplaceable...nesting owls and woodpeckers within 15 miles...a unique area...we have a chance to protect it...let's do it please...

Kathy Hall – I view the Open Space of Orenco Woods and adjoining Historic Orenco neighborhood as a precious pearl in Hillsboro with potential for much more. I visualize a health promoting, nature conserving, peaceful space for all citizens of our very busy and growing community...need for Open Space for livability...we relocated here because of the natural beauty and quality of life here...visitors impressed by natural beauty of the area...Open Space is precious and needs our protection...

Joan Krahmer – ...some traffic will still go across the old bridge and through Orenco...can't enforce traffic directions...**once sold will never again see that Open Space...**

Applicant Rebuttal

Doukas – The majority of my rebuttal is actually contained in the letter dated 1/25. First of all I'd like to start with the McDonald House and the value of that cultural resource. We acknowledged in our last meeting we have a lot of homework to do on that cultural resource and the standards that are necessary for that home and we will continue to do that homework. We are of the understanding and position that this is not necessarily the time or the best tool to address the historic preservation. We believe that the CDP/DDP process is the time where we're going to dig into the details when we've got time to do the homework and you've got the time to review it. The second thing I'd like to discuss is the zoning designation and the density questions that have been brought up by the community. There's a lot of numbers being thrown out with 45 dwelling units per acre. We have committed that, a, we have done all our analysis on 400 units for the development. We are willing to commit to 300 units. The zoning designations give you 45 units per acre for Station Community Village. We are willing to go with village. It gives you additional controls. We're also willing to go with SCR-LD if that is more appropriate with a 12 unit maximum. The question came up at the last hearing. Can Quatama be extended to the west? We analyzed this, it's in you're packet. We have shown the SNRO mapping, Significant Natural Resource Overlay mapping for the land to the west. There are significant resources that prohibit an extension of Quatama to the west. The appropriate extension is on your Transportation System Plan and on Washington County's TSP that extends Quatama down to Baseline for that western connection. Developments are beginning to brew in that area to provide portions of that connection. And that is ultimately the western connection for Quatama, the community has planned for. For neighborhood parks the Parks and Recreation Master Plan is the guiding document for how this community makes its decisions about parks. As I've testified in our last meeting there is not a Community Park identified for this site. The community has its Community Parks. There was need for one North of 26 in the NE corner. That was the reference to that region. That document is defined by service area standards and service districts and those are specifically, the purpose of establishing park planning neighborhoods was to assure an equitable distribution of Parks and Recreation facilities throughout Hillsboro. And we acknowledge that. This development will create, 40% of the site will go to Parks and Open Space a combination of active space and passive space. It meets all the things people have been talking about as far as protecting natural resources, providing that legacy and opening this property up to the community. It is that win-win that people have been asking for and I think that's a very important point. There were questions about SCPA and whether or not this was appropriate, the half mile radius, actually if you go back to the criteria does allow for land outside of the one-half mile radius, based on certain criteria, locational criteria. This is one of these locational criteria. It's a large enough site that it can be planned comprehensively and transit friendly. Also the reason we only discussed residential as an implementing zone is because it is only residential zone can implement SCPA on this property based on the locational criteria of the zones that are available for SCPA. We have included the, a table breakdown of those zones within our letter. With that I'm going to hand it over to

Dunn – I'm Brian Dunn with Kittleson and Associates. I'd like to talk about two things tonight. Before I do I'd like to re-address the comments by Al Waibel and Sean Morrison regarding the distribution of our site traffic. I was comparing some notes <?from> my friend Steve Ferrarini over there as far as the consistency between his report and mine. What his report indicated is that the Metro's projection for 186,000 jobs in Washington County and 70,000 jobs in Hillsboro and west of Hillsboro. That represents a 36% margin and you compare the distribution from our traffic study we do show 35% going to the NW and SW from our development so we believe that they are consistent. Back to the two items I'd like to talk about tonight. <At> the last hearing the Planning Commission raised the idea of having no western street connections to the old Orenco Neighborhood. We directly address this question in a letter which we have submitted to the City and to the independent traffic engineer for the City. Our analysis stressed the quantitative and qualitative impacts of having no western street connection to the old Orenco Neighborhood. What we found is that several things are going to happen without those accesses. We don't see any significant impact on the routes along Alder or Birch but we do think there will still be some traffic that uses the route defined by Quatama road, 227th and Dogwood which is the designated collector route through there. We also anticipate that there will be a higher propensity for traffic to use Cornelius Pass road to the North. That's reflected in our letter which you have. The findings also show that under this concept the study intersections surrounding this site will still function adequately and meet both the City and County operating standards. And we've prepared exhibits which compared Dogwood Street

which is the affected roadway in this concept and believe that the existing street conditions and the pavement there are sufficient to facilitate safe two way travel along that roadway with the additional traffic from our site. The last thing I'd like to talk about is a little bit about more news about the Cornelius widening project. We met today with City and Washington County staff to get an update and kind of work with them on the status of that project and what we found is that this project will be driven by funding and that's what's going to dictate the timing of when it's constructed. We also now have a preliminary estimate of how much this project will cost. It's in the range of 20 million dollars and I'd like to leave you with one last perspective. By foregoing this opportunity for this development the needed improvements along Cornelius Pass are going to be delayed further and will cost more money and there are three things I'd like to indicate to you. Without this project the County does not get the Right of Way dedication along our frontage. They would have to purchase it. They would also not get the half street improvement along our site frontage that we would be required to build. We'd also not collect upwards of one million dollars in TIF fees which could be directed toward this project. Altogether this totals around in our estimates about 1.5 million dollars. That's about 7.5% of the entire project to widen Cornelius Pass road and if you look at our traffic numbers the assessed impact of what we're going to add to Cornelius Pass is only around 6% so if you look at it from a proportional standpoint we would be contributing more by doing this now than a county thing later on.

Roberts - All right, now I have allowed other individuals and groups to go over a little bit and I understand the gentleman in the middle has a few concluding comments so if you could make them very brief go for it. We'll just do it.

Counselor Sullivan – Mr. President, members of the Commission. The suggestion has been made that if you just leave this in Open Space everything is hunky-dory. That's not the case at all. And I think you all know that. It's got a Parks and Open Space, sorry, an Open Space designation. If this proposal is not approved it will not necessarily mean that this use stays in, in Open Space use. Nothing is preserved, there is no funding at Metro at this time, <?> you would have to go out for a bond issue to get that done. There is no money in Hillsboro to buy this property. There is nothing that can be done except making an arrangement with a developer to assure that the property that you value and we value will be preserved. There is no money to do the historic site preservation, to fund it. As far as the transportation is concerned you get the western access cut off as you've proposed. You have site improvement. You have off site improvements and you have in advance some of the improvements that are necessary for the whole are well above and beyond what we do. If Venture leaves the Golf Course will likely close, and close soon. There will be no public access to this property. There may be some time for the Elks to talk about measure 37. I'm not going to help them with that but that's certainly an option open to that, to them. It may be that the Elks come back, maybe not. There is a county institutional zone on this property which allows among other things colleges and hospitals so think about where you want to be on this. We're here to help you. Thank you.

Questions to applicant

Roberts – Are there any questions? I suspect there are. No? Ok, go ahead.

Fitzgerald – I had a couple of questions and first of all I want to say I appreciate you're contacting the SHPO office, I think I agree that a lot of these issues would be better addressed at the CDP/DDP process. That's a mouthful. However, the one issue that, and this might be better answered by staff later but the one issue that I am still grappling with is the issue of setting and context and in the interest of compromise, I was, and again it's probably more appropriate to discuss this later, I just wanted to find out if you were open to the idea of increasing the buffer around the house?

Doukas – Commissioner Fitzgerald we're very aware of you're concerns and we heard them loud and clear. We are sensitive to that and we're working through the site plan issues to make sure that you're, the entire Commission will be comfortable with it. There will be adjustments.

Fitzgerald – OK.
Doukas - Yes.

Fitzgerald - My second question has to do with traffic and the meeting you had today and my biggest concern with traffic has to do with concurrency and I understand everybody is grappling with money and the timing and all of that and I was wondering if you could maybe clarify how much they have right now? I don't have any idea timing wise, like you build this project and you put some more money in the pot and you do a little bit, but is it years? Did you get any sense of it? Today.

Dunn – There's no definitive timeline on this project and it was what we had said at the last hearing and it was reiterated again today that a , it is our belief that this will be driven by funding and as the corridor develops and the vacant properties along the corridor contribute their fair share of their TIF money we believe that could be directed toward the improvements along this corridor. Whether it happens in one project, you know, discussing this with the City and County officials today we think there are opportunities to perhaps look at spot improvements where we can help situations out there, whether they are queuing, intersection capacities. So there are opportunities but we've only made so much progress and so we can't tell you definitively when it will happen. All I can say is that without this project I've laid out how things will cost more later on and project conceivably be delayed further.

Doukas – The TIF funds that are available for this project we will, as much as possible, work within the Cornelius, and stop me if I'm off base, but within the Cornelius Pass corridor in conjunction with the conversations we had with the County and the City trying to do those spot improvements so that whatever funds are available through this project we will try to make sure as much as within our power they are staying within the Cornelius Pass corridor. And, that is, typically the excess TIF fees are generated go into a region wide pool and it's very hard to control them within a specific corridor so the best effort that we can do is to try <to> actually make the physical improvements or Right of Way acquisitions within that corridor as part of our project and we will work as hard as we can to make sure it's very focused.

Fitzgerald – You mentioned before that you're impact; you're expecting it to be a 6% increase in the current flow of traffic on that road.
Dunn – That's correct.
Fitzgerald – And I guess my concern, and again I don't know that there is an answer but our criteria is that the zone that you're, we have, and see that the zone that you're asking for is better suited for this area than the one it currently is in.
Dunn – And the rule that applies there is the transportation planning rule as far as, we're looking at this from a concurrency perspective and we have done a lot of analysis that looks at the near and long term conditions and impacts from our development. We've compared it to institutional, we've compared it to Open Space and as far as I can tell through all of the evidence in the record we have the support of Washington County Staff and we've also had a concurrence by the independent traffic engineer for the City.

Doukas – This designation is better because it will generate those TIF fees. It will generate the funding mechanism and the development efforts to actually construct improvements. Without this designation, if it remains with the Open Space designation those improvements do not occur and the Right of Way dedication does not occur and so the corridor will continue to get worse with time and its part of the natural evolution of the City, regardless of this development. This development as a residential community will be able to exceed its impact with the improvements that it makes. That's what Brian was talking about earlier about the amount of, what was the percentage, you had a percentage.

Dunn – Oh, of the overall project?
Doukas – Right.
Dunn – It's about 7.5%.
Doukas – Which is greater than our actual impact to the number of trips within that corridor, so

Coulter – Although, if I understood you earlier correctly the TIF money cannot be guaranteed to come back to that corridor. Again we don't know if we're going to get to utilize those funds or if they're going to go somewhere else

within the community. And that is a challenge on our part because obviously if we knew that money was coming back it would make us breath a little easier and I don't know what kind of leverage. I'm not involved in TIF funding, but what kind of outside the box thinking that might be available to try to you know, get to use your TIF funds better. I don't know what those are but <it'd> sure be nice to think outside the box because we have seen in other applications along Cornelius Pass road the County hasn't been too quick on fixing this road and it is a problem.

Doukas – And well, you've seen a change in that because the discussion of this project in conjunction with developments to the North or potential developments to the north, potential developments to the south have led to the design, the investment of Washington County in the design effort for that corridor. We now have a preliminary design for the vertical and horizontal components of Cornelius Pass so that we can look at those very specific projects. Just this project moving, coming onto the radar screen has precipitated that discussion and that expenditure. Washington County is beginning to invest in it and there is a direct correlation.

Coulter – Unfortunately the only dilemma is for people who drive that road everyday it
Doukas – Understood
Coulter – Everyday that we don't get it fixed is a problem. And I guess that <I'm> somewhat of a pessimist, yes because we see the problem, we drive the road. And so again if there's a way to force some discussion on TIF funding and how to better utilize it, what a great opportunity.
Doukas – Well, from a market standpoint also, Venture properties has a vested interest in trying to make sure their community functions as well. They are, they will be new neighbors to Hillsboro if our request moves forward and they want this corridor to function as well. <Their homes are not going to sell very well> if the
Coulter – Exactly, unfortunately the other thing we have to think about is the people who are already living here. We can't sacrifice their livability either. Again, try to, if this thing does move forward I encourage you to think outside the box with the county. What avenues are there? Let's be new, let's be unique, let's find ways to make funding work. We don't always have to follow the straight and narrow path. Maybe there's some alternatives out there that we have not tried yet.

Dunn – And we're looking into that. We've had several meetings with the County and City staff about this measure. About how one might direct TIF funds towards certain improvements. About how the developers in the corridor not just Venture but others can, you know, pay their share, construct their share and go above and beyond.
Doukas – We have worked very hard on a lot of this application and we know that our homework is not done tonight and it's not done in the next few months. We've got a lot of work to do and this is just the first step.
Coulter – Intel's taught all of us how to think outside the box when they moved in here, you know, they tried a lot of new things with the County and the City an I think that door should always b e open to communication with them.

Mathews - Question if I may? I am still concerned about, if this were to go forward and the Dogwood connection, realizing that's off your premises, <? when it gets over to 231st>. But the Dogwood and 231st intersection is a problem. The Max or the Light Rail, not the Light Rail but the bus stops there and everything else is there and there is not a, it's not a prob, it's already a problem for getting people over there on foot traffic an we're going to add another 100% cars. How much would Venture Properties be willing to invest in that off premises site?

Dunn – Our analyses is telling us that with the values that are contributed by our site that intersection operates at an acceptable level of service. The question comes up is a signal warranted at this intersection? No it is not, even with our site traffic added in. I think we're willing to make off site improvements that are warranted. In this case the warrants are dictated by
Mathews – Warrants are by the County.
Dunn – warrants are by the County whoever owns the facility. Now if there was a question which was raised, I think by you and perhaps by earlier testimony about the Max crossing and along with, I think, there was a video that was played and, I think, I'd like to touch a little bit on that. <? Got > get my notes. We all know the Max goes by there every 5 to7 minutes out there during the peak hour and the video that was shown, I think, showed about a minute or so of the situation where cars were just starting to go after waiting for a Max crossing. Operations standards are dictated

by the peak 15 minute period and the average delay that drivers experience during that 15 minute period. It's not the situation where someone is waiting 30 seconds for a Light Rail vehicle to go passed and then they proceed. It's a collection of all the traffic that goes through there during that 15 minute period. So to say there's a problem, I would point to the standard that the City and County follow and say this is not a capacity issue or a congestion issue. It is a temporary situation where you have a Max going by every 5 to 7 minutes.

Mathews – But the, OK, I thought I read someplace in the last few hours, I've been reading so much I've forgotten where it was now, about the traffic on Dogwood, I think the number per hour were, or per minute, the number of cars per minute on Dogwood and I was trying to visualize lot of those cars are going to be backing out of their garages onto a very busy street and there's a car about every 20 seconds. What are we going to do to relieve that problem?
Dunn – A car going by every
Mathews - No, yes there's a car going down Dogwood every 20 seconds. People are going to be trying to back out of their driveways onto a narrow street that's got people walking on the middle of the street, they're going to back out onto that street and there's a car every 20 seconds. That's going to make, almost make those people prisoners in their own houses.
Dunn – I'm looking at one of the slides and Dogwood is a very straight street. People backing out of their driveways, I think, once they get to the street; can see behind them they can see to the left and to the right.
Mathews - They can see but <?> cars coming
Dunn - <?> driveway of any local street or
Mathews – But is there enough break between, in that 20 second break for them to get out?
Dunn – Yes, there is. One car every 20 seconds.
Mathews – OK.
? - That's your turn OK?
? – Yes.
Roberts – Any other questions?
Coulter – Yes.
Roberts – OK. I'll take, I'll wait, go ahead.

Coulter - I want to go back and talk about a community of usable Open Space. There's thousand words for Open Space. At the end of the day I find usable Open Space keeps neighbors happy and keeps them from doing stupid things at times. Right now we're calling for an acre and a half, I think of usable Open Space and, have you had an opportunity to talk to your applicant about maybe increasing that to 3 acres?

Doukas – We have.

Coulter - So that we could, you know. I'm not comfortable about utilizing the school as a number here because there's too many restrictions and I think they're going to get more stringent as we move forward not less, with vandalism increasing, the fencing, the whole thing. So where would your applicant be on that?

Doukas – We have looked at the site plan and again the site plan is still up for review. We have found a good opportunity to increase it to 2.5 acres. It is still adjacent to the Riparian corridor with the Rock Creek trail adjacent to it so it is part of a corridor which is actually very similar to many other Neighborhood Parks within your community to have that <?paring> relationship between a linear facility and an active play facility. Within the Parks and Recreation Master Plan it is very much designed around the Neighborhood Park and it's, the description of a Neighborhood park does include a description of a 3 to 10 acre size but it's more focused an the functionality of what those Neighborhood Parks are. And if you, the description of it, I can quote it for you, the areas to meet the day to day recreation needs of a neighborhood including field games, court games, individual sports, play for small children, picnicking. We've had several meetings with Parks and Recreation Department about what type of Neighborhood Park is appropriate for this land. And they are looking for not so much field sports because you do have these at the elementary school, understood that there are limited hours for it, but there are also certain limited hours for when you're going to want that active play space. So what they are envisioning and would like to program in, into these preliminary discussions is more of the

sports, court type of facility, picnicking, recreational structures, good parking for it. Tie it in with the regional trail. More of that type of functionality for that park. It's really when you're getting into the sports court, err the, a, the field sports, baseball, soccer, football that you need the larger size for your Neighborhood Park. They have the strong opinion that because you've already got a public facility with the school, that again it's not necessarily a prudent investment of public monies to duplicate that facility on this site. It makes more sense to tie it into that regional trail and more of the Neighborhood walkable, active play space. We've got adult gathering spaces design within the rest of the site plan so this will meet that other component that is needed for a park.

Counselor Sullivan – Let me add to that, I just spoke to both of the clients and if this comes to be 2.5 versus 3, 3 is fine. We want to make sure that you get good enough space. I do think you should have your Parks Commission look at that though before all of this is over. And that of course you have to deal with the issue of conditions and I know that that's in your mind. And you also have to deal with the actual site plan which is not before you now. But, we're not going to stand in your way, and we're not going to jump up and down on that issue.

Coulter – Thank you.

Roberts – Are there any other question? OK. Under the heading of thinking outside of the box I have 2 ideas and they are of varying degrees of somewhere our by Pluto and another one that's further out than that. I'm going to throw them out and we can just talk about them. The first one relates to Quatama and the westerly extension of Quatama over to 231st and I know that on our transportation map that it veers to the South and hooks up to Baseline , but my sense is that, and there's a question coming here so just hang on. That partially done because you try and find reasonable solutions for roads that aren't going to cost an enormous amount of money. Now if, instead, you think of, OK is, instead of saying, let's say money's not an issue and I'll show you how I get there in just a second. And excuse me, by the way, money is always an issue, just ask my wife.. If it was determined that going due west was the best thing for the region, is it technically, technically feasible to extend that road to the west? And I'm not even talking about Venture paying a dime of this, this is a theoretical discussion.. I mean I've driven down through there and it appears that the road would need to cross the creek at that point.

Doukas – It would.

Roberts – Can it be crossed with a bridge?

Doukas – It can, yes. Quatama and 227th currently cross Rock Creek so that you're over Rock Creek already. You have a tributary that branches to the north of Rock Creek from what I understand the topography is quite extreme in that area.

Roberts – Yes.

Doukas – You can bridge that. What I don't know right now is what the flood plain does in that location. Part of why we need to bridge on, within our site is because there's a floodway, there's a safety issue\e there

Roberts – Right.

Doukas – For our tributary we can do an actual culvert, box culvert, nice design

Roberts – Sure.

Doukas – facility. It doesn't have that flooding safety issue. I don't know what the flood was or the floodplain looks like over, for that tributary.

Roberts – All right.

Doukas – That would be the only guiding principle.

Roberts – But, but in

Doukas – because if that extends too far out then you're bridge ends up being very ,very long.

Roberts – That just gets back to a money issue. Correct?

Doukas – You're right, yes.

Roberts – So technically as long as we can throw enough money at it it's feasible.

Doukas – Yes.

Roberts – OK.

Doukas – Might need to zig and zag a little bit but, yes.

Roberts – Right. In my looking in a Utopian way it appears to me that one of the nicest most elegant solutions is to extend Quatama due west over to 231st and disconnect the bridge that goes up into Orenco, old Orenco and if you look at the aerial photo that's up on the screen I think you'll see kind of what I'm talking about. We're not talking about crossing a little mud puddle , there is a pretty good size process. That also would require that we'd have to modify the Transportation Plan.

Doukas – Yes.

Roberts – Well I could be wrong but I think the Planning Commission has something to do with the Transportation Plan.

? - So we hear.

Roberts – And then you have to figure out how to pay for it. Well in my other life when I'm not here we're having discussions, and Mimi, I suspect that you've been involved in some of these, at least maybe on the periphery. And I know Kittleson's been involved. ODOT has by legislative action a new funding process where they are looking for all sorts of creative projects.

? – Proposals.

Roberts – Yes, for public private partnerships, but it's like everything else somehow or another you have to pay the mortgage and so ODOT is looking for creative ways to do this. One of the things they're, that they're interested in looking at are toll facilities and this would be a terrific toll opportunity. If people want to go east, west let them go. But the people that go east, west are going to pay their buck to cross the bridge. If we build that bridge we have effectively bypassed old Orenco with the traffic that we're concerned about. Like I said it's a Utopian world, it's outside, I'm not sure whether this proposal is the one that's at Pluto or if this one's the one that's out beyond Pluto but this is one of them and I don't know now and if we can pull that one off. But it certainly would be an interesting process to go through and enter into some discussions about. The other one, and I suspect this one, by the way, you'll say is way past Pluto. It occurred to me that, until recently and so now the rules have changed and we're now going to have to get even more creative. I mean, I was looking and, all right, just hang on, I was looking at the Toshiba property which on the North side of the Light Rail by Synopsis and that property appeared to me to have roughly the same or similar kinds of usable acreage. And I was wondering, just kind of wondering, the Elks and Venture Properties could approach Toshiba and say what about a land swap? And then talk to Toshiba about donating the property to the City. Everybody gets to develop something, the City gains a valuable chunk of land, Toshiba gets tax credits out of it. Unfortunately, that property, I understand just sold, I mean, go figure, its been sitting there for 7 or10 years or however long and it just sold , but the process is something that would be interesting to follow, to see if there's a way that the Elks club and Venture Properties could gain some valuable developable land and the property is retained as a Park because it's, it is a reality of public life, as I'm sure you're aware that as much as we'd like to keep that property in parkland somebody has to buy it from the Elks and that's a lot of money and I haven't gotten through that one yet so this land swap is a way to do that and it's a way that Venture Properties wouldn't come out of this losing anything, the Elks wouldn't lose anything. This one if you could pull it off would be a win- win, probably. So you can decide which one of those is out in Pluto and which one is beyond but they are certainly thinking outside the box to try and solve some very nasty problems to make all of this work. I'm prepared if we need to alter the Transportation Plan. I'm prepared to ask my fellow commissioners for support and see what we can do. And to nudge the City in a direction that, and we'll see what we can do. I don't know that that's the solution but it is at least a solution, or a part, or a package of, a part of a package of solutions. I don't know where we go with that.

Counselor Sullivan – Quatama is a County road now. I understand that it will eventually be a City road, a City street, OK. You could do an LID, <?> some broad character. We'd certainly pay our fair share of that. That doesn't get all the other people involved and it doesn't get those folks motivated to sign up.

? – Right.

Roberts – Well, somehow or another we got to get, we have to do this in a way that to the greatest extent possible we don't have winners and losers here. We all have to get along. Everyone has rights to their property and I've, so I'm just, I'm grasping here, trying to figure out if there's another way.

Dunn – Commissioner Roberts?

Roberts - <?> out in left field?
Roberts – Yes sir.

Dunn –I guess I would just like to point out again we're all aware of the functional class map and showing the other alignment down to Baseline you know, our investigation , when we were charged to go and look into the in review projects we know there is one that is going in right now. I think the application has been filed with the City for that portion that connects with Baseline, we're hearing through the grapevine at the City that the property at the corner of Quatama and 227th may be coming to fruition as far as developing, understanding that there is a parcel, I think somewhere in the middle that's still kind of holding out or just no intention to sell the property whatsoever. I do see that connection as something that can provide a relief valve for the old Orenco Neighborhood. Putting our traffic into context, if our traffic <? Floating> out onto Quatama and that 10% of our traffic that is heading to Baseline Road is no longer going up to Dogwood Street so there's some relief. Some of the people who live in Danbury, I think, it's Danbury Park, which on that map you can see how many homes are in that area that traffic today goes west and north on 227th to Dogwood also. For those people who may want to go to Baseline Road there's a relief valve there. I think there's a reason why that future alignment is shown because it is a reasonable location that I think would be <?the> least cost in this case.

Roberts – Don't assume that it's either or. It may be both.
Dunn – Are you saying either or in terms of extending it due west?
Roberts – Right.
Dunn – I agree. I think from a traffic stand point a connection to 231st should provide some relief.
Roberts – Right, but I also agree that if we can get a road south that's, that's not a bad thing at all. That's certainly would be less expensive than trying to build a bridge over that sensitive area.

Dunn – Yes. The one thing I think I'd like to say though, I mean, about the vehicular disconnect at that current crossing is, I think, there, you know, should be consideration that there may be some residents in Danbury Park or maybe in our development that need to drop off kids at Orenco school and the only way for them to do that is by going around and what was once a transit route along 227th and then over to the school now becomes a transit route where they're going out to 231st up and then back in.

Roberts – Oh, I understand.
Dunn – So there is some kind of give and take here but, I think, on the whole where you're heading at is an. actual relief valve.
Roberts – But on the other hand if, in a theoretic discussion, boy is this theory if you're going to build a bridge and you're going to put a toll on it to get it paid for then you don't want somebody to be able to come up to it and then just <?go> off to the side just before you get by the toll bridge because that's where everybody <?would> go. So you'd have to build some kind of mechanism in there that, if they're going that way they know they're going to pay a buck or whatever it is. Toll roads are something or toll bridges, or whatever are something that are quite foreign to the Oregon psyche but guess what, they're coming and this actually might not be a bad pilot project.

Mathews – Mr. Chairman?
Roberts – I'm sorry, that may be anarchy to a old time long withstanding Oregonian, of which I'm one, but there's also a reality that we've got to be able to build roads and right now we can't, so, somehow we got to build them. All right.
Mathews – Mr. Chairman could I ask a question of the transportation? <?> concept probably along parallel to the railroad tracks coming around past the old Church and yes I think there's only one house in the way is there any thought of putting a Right of Way through that site or is there room for a Right of Way on that side and bypass Orenco on the north? You don't have any bridges on that side.

Doukas – You know, we discussed that, is that along Bir?, it's not Birch
Dunn – It's Alder.
Mathews – Alder. Yes, north.

Doukas – We talked about that. There's actually concern about the distance from Alder up to the Light Rail and the kind of turn movement conflicts that you might create.
Mathews – Ok, right there at 231st.
Doukas – Yes, that was, in fact Kelly, Kelly Ritz from Venture, that was the first place that she looked just because it was right up against the Light Rail, so it seemed to skirt the Orenco District on the North side obviously it would have some impacts to the community of course, but, yes the conflicting turn movements with the Light Rail.
Mathews – That's where the problem was, I knew there had to be some reason, that's been looked at. Thank you.

Roberts – Tell me again in its current design subject to all sort of issues in front of us. This site is roughly 55 acres,
Doukas – Yes.
Roberts – roughly how many acres are we talking about usable or active and passive open space versus residential property?
Doukas – Actually within my, the submittal packet that I gave you is aetually an open space diagram. That shows it quite well, the second page in your packet. It's got your parks color coded internal to the development and it <? shows> the character of each of the open spaces. I don't have the exact acreage of each of those.
Roberts – Right.
Doukas – We do know that the Neighborhood Park --- [End of Tape] --- < ? That C > blue colored space is 2.5 acres, riparian corridor is approximately 18 acres and we know that 40% of the site is within parks and open space category. So 40% of 56 is, I'm looking at engineer, thirty
Dunn – 40% of 56, wouldn't be thirty, that's over 50%, 23 ok
Roberts – So you're looking at 43 acres plus or minus of usable and
Doukas – No.
Roberts – No, 23 total.
Doukas - <?> using planner map
Roberts - <?>, sold!
Doukas – Oh dear.
Roberts - Sorry. OK 23 acres of 55 OK. About 40%.
Doukas – Yes, 40%, and that's
Roberts – All right, have we finished questions, the grilling, we can take the spotlight off of them, and the heat lamp?
? – Thank you.

Questions to Staff

Roberts – Do we close the testimony and go to deliberations? Questions for staff. We could do that.
? – I would defer to our city attorney for that.
Sercomb – I'm sorry I missed the question.
Roberts – The question is at this point do we close the testimony and go to deliberations?
Sercomb – That's correct.
Roberts – In deliberation we can ask staff whatever we want to. Now if something comes up that we would like to ask the applicant about in deliberation can we do that?
Sercomb – You need to reopen the hearing.
Roberts – Reopen the hearing just for that then close it?
Sercomb – Yes.
Roberts – OK, all right. Then we'll close the hearing and talk about deliberation. I, <?> Yes. Go ahead, anyway, through this process it's all going to come out so that's OK.

Fitzgerald – OK. My question is for Ms. Raber. I was just wondering if you could tell me, a, the SHPO staff person came out and looked at the site and my question is, if you could summarize what he found, if you, <? if he> conveyed that to you?

Raber – Last week I spoke to Mr. Roper at the State Office of Historic Preservation. We sent to Mr. Roper for his review, a copy of the existing conditions plan from the applicant's submittal , a copy of the conceptual site plan which you saw this evening, and the listing from the County's inventory on the McDonald House. Mr. Roper indicated that he was very confident that the McDonald House was eligible for the National Register. He stated that he understood that the house was an estate, that it was placed in an open area and was not surrounded by other structures. He did not have any information regarding any historic landscaping around the site but he believed that the oldest aerial photographs that might be available would actually be from the US Department of agriculture and he would look into whether or not he could get any of those photographs. He indicated that the SHPO staff felt that the larger the area that was left around the McDonald House the better it would be in terms of the context of the house, but he did not have any specific references as to acreage, as to distances, or any thing of that nature. He just, he felt the larger, a larger area around, left around the house would be more appropriate. And we have not received any written testimony from SHPO even though I did ask for it.

Fitzgerald – Thank you. My second question is I was wondering if you could read to me the transportation planning rule if you have that or, I've heard it referred to

Raber – The statewide transportation planning rule. Counselor would you like to take that?

Sercomb - <? I > didn't hear the verb on that question.

Raber – Could you read to us the Transportation Planning Rule?

Sercomb – I don't have it in front of me, but essentially it requires that you make determinations about the functional capability of streets that are abutting an area that is subject to a Plan Amendment and determine that there is sufficient capacity in the street, <?> you, to service the uses that would be allowed by the Plan amendment and that there be that degree of concurrency in order to justify the Plan amendment.

? – Under the

Raber – Excuse me, Commissioner Fitzgerald. The applicant without having said anything that you would have to reopen the hearing for, has pointed out that in the large book that you got initially. The transportation analysis on page 58.

? **Estes** – It's the applicant's narrative.

? – Remember it well.

Estes – In exhibit E, transportation impact analysis page 58,

Raber – Paraphrase this, the Transportation Planning Rule.

? Roberts – It's exhibit E, there it is.

? – Page what?

? Roberts – Page 58, NO<NO NO you're back in the, yes, there you go now go to page 58.

Roberts – Ok. While they're looking at this the question I have and it's, this is, in the process, at some point I don't know whether it's appropriate now or appropriate later down the road but it's going to get back to transportation issues and I believe we're going to wind up with a discrepancy between the actual engineering physical guidelines and capacity say the road can handle and the experiential capacity of what the road can handle as it relates to a Historic neighborhood. Can we allow engineering capacity, can we as a commission find that, that capacity, what am I trying to say, that the experiential capacity is more important than the engineering capacity? The experiential capacity in this case probably would be lower than the engineering capacity. Can we override the engineering capacity?

Sercomb – Well, again you have to look at criteria that you use to apply the Plan amendment which includes the criteria in the Plan for the standards for changing the Plan designation and then the TPR or any other standard that's imposed by state law. And as you can see from the summary here it talks about what will the proposed use allowed by the Plan amendment do to the functional classification of the roads? Will it cause the road to be no longer functionally classified as, or increase it so a different functional classification? And will it have, will it allow the land uses which are inconsistent with that functional classification? So that if a road is planned for a local street and it then pushes it up so that it's now at functional classification where it's a minor collector or something like that then that becomes a problem in terms of allowing that Plan change to do that so the answer is no, you need to look at the precise standard and figure out what use, figure out what standard there maybe in looking at the Plan amendment criteria you're talking about

whether the property is better suited for uses proposed than for the uses for which the property is currently designated by the Plan. And a second criterion is that a need exists for the proposed Plan Map designation that is not already met by the existing Plan Map designations in the general area. So within the scope of the first criteria there may be some aspects of what you're talking about. That's for you to decide.

Roberts – The City has already set some precedent toward treating the area, traffic wise, differently because they have special street designations for that area that don't apply anywhere else. And I have a question, but why don't we jump into the big one. We've pussyfooted long enough. We're all wrestling here, I mean, really wrestling with the notion that this has to be a yes or no vote, because, in a couple of instances the applicant, well meaning and sincere, I know they are, if we say yes to their application we have vested 45 units per acre because of the SCPA zone and theoretically they could go out and sell that to somebody else and somebody else comes back in and says I want 45 units per acre. That makes me very uncomfortable, unless we can condition it somehow, I mean short of that, we're going to have to ask the applicant to go back for a different zone to get us down to a zone that is tolerable and that starts this whole process over again and that would be truly ugly. None of us, not anyone here wants to go down that road so somehow or another we have to find a way that we can ensure that we're not going to get 45 unit per acre in some kind of vesting. It would be very nice to send some kind of strong signal that says we got to pay some real close attention to how much traffic and <? whether> we allow traffic to move in and adjacent to old Orenco. And without conditions I don't know how we do that. So is there a way through this?

Sercomb – There may be, we talked about this as a staff and I think you're aware that as a staff we had some misgivings about whether or not we can straight up condition a Plan change as a technical device given the structure of our, of the language in our, in our Plan and the structure of our zoning code and the way that it deals with conditions. This is not a black and white sort of thing and it maybe that we could impose those conditions. They could be defensible but there is some concern about whether or not they're vulnerable to challenge. We talked about a couple of other techniques that may get you to where you want to go. One might be that the Commission in approving the Plan change, the SCPA designation, might at the same time initiate a change of zone on its own motion, initiate a change of zone for the property, and initiate the change of zone with specific conditions that would be applied to that zone change. That would be something that would be initiated by the Planning Commission. It would be decided by the PZHB and then the Council but it would be a contemporaneous action that would serve to contour what would the uses that might be allowed under the Plan amendment. That might even be referenced in the action that you recommend to the Council as part of the Plan change, could give it some additional strength. There is also, I think, Mr. Sullivan mentioned a technique as well that is allowed in the statutes that to have a development agreement. Development agreements, I think we may have talked about that briefly last time, but they're essentially a land use actions that are before the City Council that allow for the first step to be taken in terms of a development of land, to have a development agreement that is a contract between the City and the property owner that would talk about and restrict the type of uses that the property could be put to. It would impose particular design or development conditions that would deal with, and the most often used for dealing with the amount of exactions and public contributions. They're technically used a lot in California for example as a way for government to get more in the sense of exactions at the front end in return for development certainty to the developers. And the development agreement would then be a standard that would bind the City in future Plan amendments and in implementing zoning actions and concept development plan or detailed development plan actions that might apply. This particular technique is not widely used in Oregon but it is becoming somewhat used in the last four or five years. It's been used here, for example, by the City of Beaverton in imposing restrictions on redevelopment at the Tektronix campus. It's been used by the City of Bend in a very heavy way in terms of restricting and allowing certain uses in the western part of Bend <?> residential development there. And it is statutory process and it is a noticed land use decision there is public participation, a hearing occurs before a Council and that's the way it is processed and negotiated. In this case there could be a development agreement that would be entered into after a noticed hearing and approval by the council between the developer and the City it would limit the uses the property and that would bind the property until it's changed or until the development agreement expires. The third technique I think would be to have, and this is what the council and the commission has used in the past as I understand it is to have a somewhat heavy legislative history about this Plan amendment in the findings and in discussion by the formal recommendation of counsel that says the only reason why we're making a decision about the property being used

and it's satisfying the Plan criteria , the Plan amendment criteria on the assumption that it's going to be developed as represented by the applicant ant that it has these types of attributes or conditions as part of that development and that is the\e basis on which we're approving this Plan change and if you know in fact we believe that that creates some sort of law with respect to the property that would be a binding in terms of future zoning actions and zoning conditions because that becomes than the basis by which we're making this Plan change. You could express that in findings as I've understand that you've done that in the past and it would create come legislative history and some precedent, if you will, that would be effective in terms of <?conquering> future zoning actions. All three of those techniques I think would be possible in order to carry out specifics as presented by applicant here; it might have some binding effect or precedential effect in future zoning actions.

Coulter – Mr. Sercomb in regards to option two and option three, would this follow the parcel even if it's sold to another individual so you have another, you know someone else is actually going to develop it? Would , if we were to do option 2 or 3 would it follow the property so if another developer came along they couldn't come back to us and say it's now SCPA we don't agree with that and that was not a contractual agreement between us and you.

Sercomb – So option 2 being?
Coulter - Development agreement with a developer.
Sercomb – A development agreement would be a <? Recorded> finding property restriction.
Coulter – So it would bind no matter who was the developer.
Sercomb – Correct.
Coulter – If the property
Sercomb – Until the development agreement expired. They only last a certain number of years.
Coulter – And if the development agreement expires what then happens to the Map at that point? With the Map, does it go back to its original mapping and stay SCPA and no longer have a development agreement?

Sercomb – I don't think that the Plan amendment would become unwound; I mean there may be ways. The technique here would be to enter into a development agreement first and that agreement might provide for the consequences if it expires as to what happens with any sort of implementing actions. Implementing actions might be the Plan amendment itself then might be, we might be able to work it in terms of its requiring a new development agreement.

Coulter – I would think that would be something we have to look at. We can't run the risk that it falls apart and we're back to 45 units per acre, so to me it seems like that would have to be part of that written process and the same with option number three the heavy legislative piece. Again, the consequences if, if it takes a certain period of time and it falls apart, so that it doesn't go back to a wide open SCPA.

Sercomb – Short of actually conditioning the Plan change I think that the heavy finding option would not be in a technical sense binding but would crate a legislative history and a precedent that would be persuasive, probably upon the Hearings Board.

Coulter – So, if I understand this right it would be up to you to fight it in court then?
Sercomb – We would have to what?
Coulter – It would be up to you to be the one to fight it in court?

Sercomb – No, you're talking about influencing and again this process is going to be your recommendation goes to the Council. It will be in the Council ordinance that effects this Plan change that and it will be the expression of the Council that this is the appropriate zone or this what is predicted for this property. And you would think that unless there's a change of Council that, that would be persuasive to the PHZB.

Coulter – Well, I think its incumbent upon us to try to protect the land, the Orenco neighbors and the current applicant development folks. We have to do all three. We can't leave one hanging.

Mathews – Mr. Sercomb, I hear you say quite a few things like this might work or this could work, but if it was your million dollars would you put your bet on it?

Sercomb – Well, I would never bet on the land use system with a million dollars. I'll tell you that much. I would be betting on something else. But the, I mean, no. The only way of those techniques, the only certain restriction in a legal sense on what a decision maker could do in terms of Plan change or implementing zoning or any sort of development Plans would be the development agreement during the time the development agreement is in place. We can get and you can impose and the Council could impose a condition on the Plan change that would undo the Plan change in the future or begin a process to undo the Plan change in the future if certain conditions didn't evolve and we could, and we've not done that as a City before, and we could try that as a technique.

Mathews – You could try it but no guarantees?
Sercomb –Right.
Mathews – OK.

Coulter – I think we're back to looking at options and thinking outside the box and Lord knows our community is not one to wait for others to do things. Sometimes we have to take the lead and in maybe in this particular arena to protect all parties we have to look at a development agreement option and see how we can include the consequences if things don't fall out like we expect them to do. And hopefully that would protect all interested parties. Again, we're trying to look for as much as possible everybody gaining from this and not having one total winner and one total loser. I guess my next question, you know, this is a, granted none of us up here is an attorney so we would have to look, I think, to staff for help in developing that development agreement. I don't think that's something that this group up here is comfortable trying to generate unless the rest of you are then go for it. But is that something that if we decide that's an option we want to look at is that, the next step we would take is to talk with staff to develop our final motion that lays out all these, the groundwork?

Sercomb – If the development agreement was the direction you wanted to go and that would essentially allow a lot more detail about the development of this property it would be worked out in the first step at this stage. Then you would want to consider holding action off on the Plan amendment and allowing a development agreement to proceed by application of the developer to the Council and scheduling that for the Council and providing input to the developer and to the Council as to what you think is appropriate in a development agreement.

Coulter – I think Brian said it very clear in the beginning we're trying to find a way not to be force with a yes and a no here and looking for viable options and so perhaps this is a viable option to give some sense of protection to the old Orenco folks and still allow an owner to develop their property if, you know, private property rights are an issue here so this may be that avenue.

Roberts – So do we need to ask each of the commissioners your general feeling? Do you want to move ahead in this fashion? Are you uncomfortable exploring this option? I mean, are you uncomfortable if it's yes or no? Would you rather say no than yes or yes than no or would rather try to keep out of the yes or no?

Fitzgerald – I'd like to keep out of a yes or no but I would like some clarification, sorry, if we do go the development agreement way, do, you said we just make recommendations to the Council; the Council's the one who hammers out the details of the development agreement. I s that right?
Sercomb – That's correct.
Fitzgerald – Whereas if we picked one of the other options then we would hammer out the details?
Sercomb – Well
Fitzgerald – And, sorry, to go back a step, would the Council have a public hearing similar to what we've had here and would they hear all the things, testimony or would it be different process?

Roberts –I'm, I understand the Council has to have the final say on a development agreement but I'm personally a bit uncomfortable saying 'Council you haven't heard all the testimony that we've heard and here's the, you know, we want you to worry about traffic, and we want you to worry about buffers between the old and the new and we want you to worry about historic preservation and, you know, yada, yada, yada, work it out for us. I'm thinking that we need to be buried up to our eyeballs in working out, handing a very strong document that we hand to the Council and say this is our best shot. If you want to improve it or modify it you're certainly can be prepared or are, should be prepared to do that. I think we need to give Council our best shot.

Sercomb – So if you're intending to go down that route, and will the applicant to buy off on that too, you know, and you're at a place where you say without some controls, some better controls on this property we're uncomfortable finding that Plan amendment criteria are met because we can't pin down with any sort of certainty what the proposed uses are going to be in order to apply those criteria. And then maybe the next step would be for us to come back to you in two weeks and say, OK, here's how development agreements work, here are the areas, and we can get that information to you in advance of the next meeting and then maybe have a little bit more of a discussion informed a little bit by the applicant's desires that if we were to do a development agreement process what would be the areas that would be in a development agreement and what, and you could then maybe say OK we like this idea we're interested in having some specificity with these sorts of things and here's what we'd like to do and then you could maybe make a recommendation that way with some specificity to the Council assuming that the applicant wants to go down this path. And present that to the Council directly at the hearing.

Mathews – Those conditions that you primarily have at development review would have to have a project borrow most of that as far as parkland, and the set asides and everything is going to have to be developed in that, which is asking them to go farther than they're probably ready to go at this point.

Roberts – You know, I'm not sure that it is. I think we can get enough specificity that we can get comfortable with what's being proposed if we talk about how we allow the vehicular versus pedestrian traffic to move between the old and the new.

Mathews – Have we talked about how we get off Cornelius Pass? That's not even anything addressed. If the County follows what they've done in any other areas.

Roberts – Ross, that's more of a, Cornelius Pass I'm not as worried about because we're going to have all sorts of traffic engineers that are going to tell us what's going to work. Once we tell them how much traffic is going on to the road then they can crank through their formulas and they can get us something that will work. It' the interface between the old and the new community that is always the sticking point.
Mathews – I'll buy that.

Coulter – I think we would also, as we've talked earlier; we would encourage Venture to try to work with the County to be very creative with the TIF fund. It's to their benefit to fix Cornelius Pass road as it is as much is ours if they want to really sell those homes. So people don't want to go somewhere where they can't get in and out and around.

Roberts – And we have some historic preservation issues that we need to talk about. And as long as we can create enough of a framework that everybody agrees to them I think we can get past the yes or no because

? - <?>

Roberts – Yes, I'm not willing to vest them now but I could be in the future if we can <? get > through some of these issues. We have to take care of the old community.

Coulter – I would propose then that we move forward then with the last recommendation by Counsel to maybe have you come back in two weeks with the framework of a development agreement and how we can then take a look at those

areas that give us the greatest concern and ensure then we're trying to put some sideboards on this to ensure that we're trying to protect the old and the new to protect the density and those issues.

Roberts – I think we need to open the hearings and let the applicant weigh in on this tool and then we'll close it after.

Counselor Sullivan – We'd be happy to follow through. Here's what I propose. I will have in to the staff, the Friday before the hearing a draft of development agreement, we've been gathering them over the last couple weeks, and I will put in our version or what I understand your version of the conditions to be and then you can depend on that. And I'll share with Tim (Sercomb) all of the development, all of the development agreements we've been able to gather over the past couple weeks.

Coulter – I would like to request maybe that be a Thursday so that we could have it
Counselor Sullivan – Sure.
Coulter - for a Friday
Counselor Sullivan – You bet.
Coulter – and have
Counselor Sullivan – You bet.
Coulter – time to really digest it.
Counselor Sullivan – Right. And will have it in by E-mail so that if anybody wants to call staff they can get an E-mail copy of it.
? – Ok.
Coulter – Are you comfortable with that Mr. Sercomb?
Sercomb – Yes, I am. I also have some development agreements that I have drafted them also in the past myself, so I think we can work out something that we can use as a prototype here and then I will give you a memo that sort of describes the process and how these things work.
Roberts – Yes, because the question that came immediately to mind is this agreement has to be in place before we can vote.
? – Oh
Roberts – Correct?
Sercomb – Well you'd want to have that adopted as a predicate to
Roberts – Yes.
Sercomb – the Plan change.
Roberts – Yes, so the City Council would have to take action on that before we could say yes or no.
? Sercomb – Right.
Brooks – But clarification, if I might ask the question. Would the Commission still have to act affirmatively on the Plan change, understanding that the development agreement would, a, being carried forward with that recommendation?
Roberts – I, I couldn't do that
Sercomb – I think what they're saying is that they want to know, that they want to have some certainty about the development is before they apply and make findings based on the Plan change criteria.
Brooks – No, I understand that, but you would still have to take action on the Plan change. Is that
Sercomb – Well, I, my understanding and correct me if I'm wrong is that, is that we're going to take a little break here in the Plan amendment process and we're going to have a side journey to the Council to work out a development agreement and once the Council takes action on that then it will be relatively easy to make findings and then to make a recommendation to Council on the Plan change.
? Brooks – OK.
Counselor Sullivan – And the draft that I'll do will make the agreement dependent upon the adoption of the Plan amendment.
Sercomb – Right.
? – Exactly.
Counselor Sullivan – I don't want to be stuck with an agreement

Coulter – Well, and I think that's exactly what you do. Again that's one of the <? sure> if it doesn't work things we have to have a way out for all parties.
? – You bet.

Raber – President Roberts? May staff ask Mr. Sercomb a question?
Roberts – Oh, please do.
Raber – The development agreement you have described as being a land use action, which is subject to appeal in and of itself and if the development agreement goes to the Council with recommendation from the Planning Commission for the parameters <? for> possible approval, that, the Council would take action on that and presumably the development agreement could be win or lose then appealed to the Land Use Board of Appeals
? Sercomb – Correct.
Raber – correct?
? – True.
Raber – So we, it would then
? – Oh man,
Raber – because, you know, a question of whether or not the Planning Commission wished to take action and make a recommendation on the Plan change if the development agreement were at LUBA?

Sercomb – What, I think that we could, we could work out some, some things and then there are, you know, the effect of a LUBA appeal is not to stay or hold in abeyance any sort of action, so there may some ways we can work through these processes even if there were challenges. I think that, I but I think that Debbie's correct, Ms. Raber's correct, that the development agreement here is going to be a fairly significant land use action. I mean it will, it will bind you in the future concept development plan, and detailed development plan approvals assuming that the SCPA Plan designation is what comes out of it. So you know it's a fairly heavy duty action and one that may be something that the applicant is, would be interested in knowing at the front end what's going to be the conditions on this? What are going to be the limitations on this development? And so it might be better to know that at the front end. For all concerned, for you in terms in terms deciding or recommending the Plan amendment and for the developer to know what it is getting into in the long run so it is possible that, that will be a major focus for opponents or any concerned person to be involved in, and it could be appealed. Do I think there are going to be issues about, it sounds from me listening, if I might, say that at least the developer has thought about these issues enough and has investigated this stuff so its not premature, I mean, that's what you worry about when you go a development agreement route, is that it's too early in the process to really set all this stuff in stone or decide these things. But that doesn't sound to be the case here. So it may be a good <? route> to go.

Roberts – Well the, I mean, frankly this sounds like classic Hillsboro, you know, that we are, we are just beating our heads against the wall trying to figure out how to, how to marry all of these issues and find a way to say yes as opposed to just say no. That's classic Hillsboro. Yes, if you've got em.

Cameron – One thing I wanted like to clarify is who retains ownership of the Mc Donald House?
? – The Elk's.
Cameron – The Elk's do. Ok.
? – But it's still part of this land use <? judge >
Roberts – And the Elk's being a good steward. I'm just totally happy with that.
Mathews – But the finding of the improvements around it will all be part of the cost of the project?

Roberts – I suspect so, that's, you know, that's between the Elk's and Venture but, OK so let's close the hearing again, Yes, let's be real clear, I think we need to enter into this development agreement process that allows us to put enough parameters on the approval so we're certain that we can protect to the best , to the greatest extent possible old Orenco, and we need enough certainty in that agreement and if that means approved by City Council before we say yes to the Comprehensive Plan change then that's what it means. So the agreement is signed by all parties and if we have to wait

for an appeal period to find out if it's going to be appealed then we wait. Is that how you see it, the rest of the Commission?

Mathews – Do we have in this agreement, we've had a discussion about 2 acres, 3 acres, a half acre of parks and so for the, do we have to go to that detail?

Coulter – Well, I think we do, and I think that's part of what, I still need to see back from Counsel exactly how these things lay out so I have a better understanding of them. I think right now it's too premature to put that speci, specifi, speci, whatever that word is, you know what I'm saying, it's getting late.

? – Midnight

Coulter – I need to under, I need to see the process better, I need to see the development agreement concept that you were talking about and

Roberts – Well, my guess is that we can, I mean, we have already categorized the issues and how we want to a param, put parameters on them and the agreement can talk about how, you, how you cinch this thing in. You know, we've got two very capable attorneys that I'm sure can duke it out and get us close.

Sercomb – Well, might I suggest, it sounds like what you want is first an overview of the process in writing before you next meet; the statute is not very lengthy. I'll give you a copy of the statute. It very <?> particularly describes what is a necessary content of a development agreement in terms of what you have to put in there and what the things are you can restrict or limit through a development agreement. It's very plain. Mr. Sullivan and I might be able to work out, you know sort of a prototypical development agreement that would, that you could look at, at least, and it would have some of the things that the developer is conceding that it's willing to do here. It would be the beginning points of some discussion for you together with that overview document and the next time we meet you can, you can say this is kind of what we're thinking about or we'd like to have this drawn up more. Then we can refine it and bring it back to you and then you can forward it on to, a, with a recommendation to the Council.

Mathews – Are we looking at a time problem with the clock?
Roberts – No, there's, this, not on this. This is
Mathews – No <?> time on the clock on this one.
Roberts - It's not a 120 day issue.
Mathews – No 120 day issue.
Coulter – And so because of that I think we need to take a due diligence time to do it right.
Roberts – Yes, we really do.
Sercomb – And again this may, if you go down this route it may in fact be a time saver further down into the process when you're working on concept development plan and the detailed development plan, those sorts of steps.
Mathews – OK.
Coulter – So what do you need from us this evening?
Sercomb – I think we have direction. You can make that in the form of a motion but I understand where you want to go.
Coulter – So do we need to a
Roberts – Just continue
Coulter – just continue, is that, continue this, or table it or what are we doing?
Roberts – No. You don't table.
? – I guess you can't table.
Coulter – What do we need to do with this Comprehensive Plan?
Sercomb - I wouldn't see any reason, I would just, if you want to take a motion that would be to direct the staff to bring back information on the development agreement option and to continue deliberations.
? Roberts – That works.

Mathews – Deliberation only? No more public hearing?
? – Right, deliberation only.
Coulter – OK. So I move that we direct staff to
? Roberts – investigate
Coulter – investigate development agreements to bring back to our February ninth meeting and the hearing will remain closed.
? Roberts – for any testimony
Coulter – for any testimony.
Estes – Right the hearing would remain closed, as was
Brooks – And you would continue deliberations.
Coulter – And we will continue deliberations
Roberts - OK. I have a motion.
Cameron – Second.
Roberts – It's been moved and seconded by Commissioner Coulter and Commissioner Cameron all those in favor say aye.
---- Aye.
Roberts – Opposed? It's unanimous. Yes, let's take about five minutes, so, OK.

2-9-05 (Hearing #4)

Brooks - You have before you a staff report dated 2/4 which included an attachment from our attorney Tim Sercomb dated 2/2 which included the statute relevant to development agreements (DA). As you recall you closed the hearings on 1/26. You were expressing discomfort with moving ahead on the Plan change without some assurances on specific points that you had concerns about. The applicant has offered the idea of a DA. You've asked the attorney to come back with more information on DAs. There maybe other ways that we can get to the same point without a development agreement and with that I'll turn it over to our City attorney to discuss your options.

Sercomb - Thank you Mr. Brooks. As Wink mentioned in the process we are at a place where the PC is seeking to provide some sort of way of describing or limiting the uses in a way that's dependable so they can then use that use determination as a basis for taking action on the Plan amendment request which is to the SCPA designation. One of the ideas that we talked about in the last session was to do a DA and to basically the Plan amendment process go forward with a DA process that would fix more definitely and at least for the duration of the DA the intended uses of the property and that could be the basis then for the Planning Commission to complete its recommendation on the Plan amendment that's pending before you. The memorandum that I have describes a little bit about DAs and for the benefit of others who haven't read that memorandum it basically talks about a DA, sets out the statutes. So let me just take one minute and describe that, summarize that. A DA is an agreement that's typically sought by a property owner to vest procedural and substantive rights to develop property. It gives that property owner the security that under that contract the property can be developed for prescribed uses during the period of time of the DA. Typically the quid pro quo for government, for City or county entering into a DA is that you get required dedication and infrastructure obligations decided up front and often times get a better deal than when you would impose infrastructure or dedication requirements by condition. But what it does is to describe the duration of the agreement, the permitted uses of the property, the density or intensity of use, maximum height and size of structures, provisions for reservation and dedication of land, schedule of fees and charges, a schedule and process for coming back and periodically looking at the agreement and deciding if the developer and property owner is in compliance with it, sorting out the responsibility for providing infrastructure and services. The agreement typically also is required to say what happens if there's some change in regional or federal policy or something that makes the complying with the agreement impossible or harder, what happens then, what the remedies are for a breach the extent to which it is assignable or can go to someone else and ther a factor which is not relevant here. A DA, a City can pass ordinance describing the processes that is uses for

approving a DA. Hillsboro doesn't have those ordinances and the absence of them, we're left only with the state statute which says a DA is a land use decision and its something that is approved by the City Council so the process for a DA should we go in that direction would be for the property owner or developer to ask to make a DA to the Council have that be noticed as a land use decision where there would be notice to affected property owners there nearby , published notice as well and there would be a hearing, a land use hearing a quasi-judicial hearing that would beheld before the Council, in which people would have a chance to testify about the contents of that agreement and what should be the bargain that's struck. Then there would be deliberation by the Council and approval of a particular form of DA. Now, it requires obviously for it to be entered into for both property owner or the applicant and the Council to come to some agreement about the contents of a DA and so it is both a somewhat of a negotiation as well as a public hearing land use process. But there is full participatory rights much the same way as any other land use approval. There is some choice in the level of detail for these categories. I think that in this case you might look at making a recommendation or perhaps giving instructions to the developer that this particular DA might be more of a simple DA, that the purposes of it is to nail down how many things, 3, 4 or 5 things that are important in your view that it be nailed down in order for you to get to be able to take action on the Plan amendment process. I say that because there you may want to have some wariness about investing, at least at the Planning Commission level, and at least right now a lot of time and process into the contents of a DA. It is something that is subject to, in the final analysis, to a hearing before the Council and a record that's created before the Council in terms of what its content should be and the discretion of the Council in that regard. With a lot of detail if you were to try managing the detail of DA before the Planning Commission we might have to set up a fairly elaborate citizen participation process before the planning commission if that was your intent. It would and possibly it might limit your discretion later on should this Plan amendment be approved should Station Community Planning zoning be approved for. It might limit your discretion later on when you're looking at a concept development plan, a detailed development plan, that's truly the spot where the Planning Commission is to mange the detail of the development so be wary about creating records that influence that that outside of that process. And finally there would be issues if we set up an elaborate process before you on a development agreement about whether or not that decision itself would be subject to review by the Council so the recommendation that I have is that if you decide to go in this direction that you basically move to table the amendment proceedings to a time following the Council action and any requested development agreement or to a time certain whichever is earlier. That you may want to discuss and obtain consensus among yourselves not as a land use decision but just as a point of information but to try to obtain consensus on the necessary content of the DA that could permit favorable action on the requested Plan Amendment and I would assume that would involve the number and types of dwelling units, the extent and types of property dedication, transportation improvements and the treatment of the McDonald House and than after that allow some public testimony if that's what you're intent is to see if that influences your consensus or suggestions to the applicant and then you would comment to the applicant on what your think would be appropriate in the application. I make that recommendation basically to try and avoid an elaborate land use hearing process before you on this but also to allow you to express your thoughts to the applicant in terms of what you think is important and the reason why you're suggesting the DA be pursued. Now that said, there's been some, I guess, among some staff a little bit of a reluctance to start down this path because it is a new process for the City and one that we have, don't have much experience, any experience in and one that jurisdictions generally in this area have experience in. Our culture in terms of planning procedures before the Council is that most of the heavy lifting is done by the Planning Commission and in some cases by the Planning and Zoning Hearings Board and that the Council is sort of a court of last resort, if you will, and is not as experienced in conducting land use hearings as the two bodies that <?> yourselves and the Hearings Board. So there's I think a little bit of, if I might read into it, wariness about creating a new and elaborate process before the Council that is a land use hearing process, that's somewhat uncharted. Which is not to say that it is not an option, which is not something that you can pursue or may even be a good option. I don't know. But there is some reluctance. So the question was raised is there any other option that would be viable here and fair to all the participants and still accomplish the a, provide a solution to the Planning Commission in terms of < ? providing definity> One process that we've been discussing today is for the commission to consider, the applicant to consider re-noticing this Plan amendment process and reopening up the public hearing to allow testimony on whether other Plan designations might be appropriate for this particular property. The Plan Amendment process does allow for the commission to recommend approval, denial, or a modification of the request, a modification here, given there's mixed plan designation that includes low density residential might include expanding that. The recommendation or the scenario I'm sketching out here would be that we

would re-notice to allow for some expanded consideration of other Plan designations and that in that new hearing that i addition to the SCPA Plan designation that the commission could consider a recommendation on a combination of low density, medium density Plan designation for this property. That would fix the density. It would allow for some certainty, that certain densities could not be exceeded because of the densities that are allowed in those Plan designations. The Planning Staff has looked at the question that if this property were designated for on the Plan as low density residential and medium density residential could it still be zoned in one of the Station Community Planning zones, in particular Station Community Residential – Village which was the desired, I think zoning district. The conclusion of the Staff is it could be. That the SCPA zones are not exclusively used in the SCPA portions around the Station Community Planning Area. It would be possible to do a Station Community Residential –Village zoning designation with low and medium density Plan designations, that would then allow the special developmental review processes for that zone. That is the conceptual development plan and detailed development plan processes could be employed. If all that were to hold together it would provide a very expanded public participation opportunity for how this property would be developed. Because of the concept development plan, detailed development plan, that is the most intense development review that the City has and one that allows the most public participation in terms of how property is developed. The scenario that I just described would also provide some assurances at the front end. That wouldn't be there if it was just a SCPA plan designation. It would provide some assurances that the property could not be developed in a higher residential density that was of concern to at least the Orenco Neighbor Organization and others. So that's where we are, the details of the development agreement are set out in that memo and a<that's?> process and than what I just described is perhaps an alternative scenario that the Commission may want to think about. I don't know if you have any other thoughts on that Wink or not.

Brooks – No.

Coulter – Mr. Sercomb in alternative B if we were to go down that road would you also maybe convey how that process would allow us also to look at areas like access from the development into Old Orenco. Would that < ? > through if we were to go through this alternate B, would we be able to adequately address the Commission's concerns those areas through the concept development plan process?

Sercomb – You would not be able to address them at the front end. The only thing that you would settle down is the density issues, and the residential nature of the development, I suppose that any of the other SCPA allowance. So it's correct that you would be able < ? > do it during the development review part of it after the Plan designation, the Plan change and after the zone change. The zone change is not before you I understand. The zone change could have some conditions as well. But at least at the time that it then came for development review, that would be before the Commission and those issues about the transportation interface with the Orenco neighborhood and the treatment of the McDonald House and all the other issues that you've been hearing about and thinking about. Those could be addressed and limited and contoured and conditioned as part of development review.

Mathews – At that point in time would we be able to review the green space that we're going to set aside that we may feel that is necessary as well if it's over and above what the SCPA regulation would be. Say we wanted to a block out a given amount, or the community wanted to block out a given amount space? What zoning rules would be guiding us at that point?

Sercomb – I'd have to look in more detail at the concept development review and detail development review to advise you about the specifics of what it requires or allows in terms of condition development to answer that.

Coulter – I think Mr. Sercomb that would be, I think a critical element because that is one of the things that we're really looking is of this property what can we keep as really usable Open Space. Again that goes along with the protections that we're looking at in Old Orenco Neighborhood, the McDonald House.

Sercomb – <?Want> me to look at that right now, if you'd like?

(banter)

Mathews – If I were discussing this, the availability of having a lot more public input has some validity. Especially since we've talked about going back to a whole new approach. Allowing the public to have more say, and being involved in development review but we've got to know what guidelines we're working with. What rules, what zoning rules we're going to be working with, that are going to say, no you can only have so many square feet of Open Space.

Roberts – Right.

Mathews – And, a, if we're interpreting as loosely as we are the ones in our PUD right now that's very hard to understand.

Roberts – Yes. Well I too, it's kind of the history of this body to make sure that people feel like they've been listened to an if we have to error on the side of having more testimony to make sure that happens then I'm for letting that happen. My concern is the same as Commissioner Mathews and Commissioner Coulter. I don't want to do anything in haste that could create a problem, but I trust our ability to be able to hang on to the integrity of the issues that we're concerned about though the concept development plan and detailed development plan process. We've been through that many times. If we have to get ornery we can get ornery. I've done that before. My concern is will the neighborhood trust our ability to be able to do that? That's a big concern to me, so I don't know yet.

Coulter – Do you have an answer yet? I think probably the most critical element for me to determine either or is our ability to control those factors that we heard over and over and over and over that we are concerned about after listening to all the testimony that at some avenue down the road we have an opportunity to be able to make a decision in those areas and not be locked out of it like Open Space or the old Orenco Neighborhood or the McDonald House.

? - < ? a short comment >

Coulter – Correct

Sercomb - So in order to assess the viability of this option <?according> what be what degree of discretion do we have to require more than the minimum Open Space as well as transportation improvement and the other things we're concerned about, cultural resources stuff that's come before you.

Coulter - That would be correct.

Brooks - I think there might be another issue that occurs to me that would be an important one because it sounds to me like of course you would like to maintain the ability to this CDP and DDP and would there be an ability for the Planning Commission to initiate a zone change to that particular zone subsequent to a Plan change decision which might have certain conditions placed on it as a recommendation to the Planning and Zoning Hearings Board when they consider it. I just thought I would defer to our attorney about that. That is something that we talked about as part of a mix in terms of doing it in an alternative manner to a development agreement. In either case, if you go to development agreement, you have the City Council of course has to approve the development agreement you could make a recommendation at to what things you would like to have considered in that. On the other side you have the Planning and Zoning Hearings Board which would make the recommendation to the Council on the appropriate zoning for the property so I think you need to understand that process and think about that in your deliberations.

Roberts – In that process if we were to go down a road that would bring our partner in the PZHB and the City Council into this decision making process, is it appropriate for somebody from the Commission to go to one of those bodies and testify, that says this is what we have been through and this is the process that we're asking your help with. I don't know if that's appropriate or not.

Coulter - Or is it better to have a written record from the Commission to them?

Roberts - Well they would get that any way.

Brooks – Then that's something that we've talked about with respect to a, any findings that you might have with respect to say Plan change to something other than SCPA.

Roberts - Right.

Brooks – Or even with the SCPA designation you might have findings that would be instructive to another body with respect to what your intent was with respect to your decision.

Roberts – Somehow, if we were to do that, we need to make sure that our thought process is conveyed accurately.

Brooks – Yes, I think in any decision that you took; I think you would want to convey that thought process.

? Roberts – Yes.

Mathews – The community has invested a lot in us, and their time in us, and in testifying before us. They've sat through a lot of meetings here. And for us to just <?> and turn our back on, say here, somebody else make the decision on this now, we can't do it isn't the answer I'm looking for. We have to ?<have> a lot of input into whatever happens.

Raber – President Roberts?

Roberts – It may appear like that, but I would prefer to, if we were to do that I would prefer to lay some groundwork with both bodies so they understand what's going on so they don't come into it cold turkey, and they become partners in the process as opposed to, I mean, and we'd have to lay some groundwork and I don't know how you'd do that.

Raber – With regards to the possible initiation of a zone change, you are authorized to do that. Section 112 of the zoning ordinance does authorize you to initiate a Map amendment. Section 114 has a list of conditions that can be placed on that amendment and President Roberts you may remember some of these from your days on the Planning and Zoning Hearings Board. Some of the conditions include such things as off site public improvements where the rezoning and subsequent development contributes significantly to the need for such off site improvement. It talks about landscaping; it talks about screening and fencing. It talks about limiting access. It doesn't specifically say anything about Open Space. However, both of our hearings officers and I believe our City attorney have stated that this is not necessarily an all inclusive list and that it states that amendment of this zone ordinance by amending the zoning map may be contingent upon compliance with conditions found necessary to accomplish the purpose of this ordinance and implement the goals and policies of the Hillsboro Comprehensive Plan. To that purpose any of the following conditions and there's the list may be attached to the zone change approval. So theoretically were you to approve a resolution initiating a zone change the contents of that resolution could include your recommendations for conditions that could be place on that zone change which could address some of the issues that you've heard from the community and from the applicant.

Sercomb – Also to make a note on getting back to you're question of a few minutes ago. The criteria for concept development plan approval are that the proposed concept development plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district. The purposes that are identified in the section are set out in section 136, Roman numeral something or other, B and, but it talks about promoting flexibility in design, diversification, location of structure, promote efficient use of land and energy, facilitate a more economical arrangement of buildings, circulation system, land uses and utilities. Preserve to the greatest extent possible existing landscape features and natural resources and utilize such features and resources in a harmonious fashion. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses. Provide the applicant

with reasonable assurances of ultimate approval before expenditure of final design cost. Provide greater compatibility with surrounding land uses than may occur with a conventional project and assume a range of residential housing types and mixed use or free standing neighborhood commercial development or other opportunities for employment in a matter that achieves the intent and purposes of the district. So they're fairly broad criteria that you have that give you, I think, a fair degree of flexibility in applying those criteria and in particular, with respect to Open Space it does talk about preserving to the greatest extent possible existing natural resources and landscape features and utilizing those in a harmonious fashion in the development. Again it talks about maintaining facilities and impacts on adjacent areas.

Coulter – And so we could also, I mean, am I understanding that we'd be still able to deal with the accessibility to old Orenco Neighborhood.

Sercomb – Yes. Because the purposes of it is to provide greater compatibility with surrounding land uses than might occur in a conventional project.

Raber – And you also have the ability to limit, or the City has the ability to limit the access through the zone change process.

Sercomb - There's also, you're required to also, in the, as I remember this now better, in the concept development be consistent with the purpose of the, if it were in this case Station Community Residential -Village zoning district so that also has very expansive language about in it that allows you to get into managing the development in a flexible way.

Coulter – Well, to me it seems like alternative B is something the City has had probably greater experience at. And probably a, again it goes back to the ability to a communicate from this body to the bodies that would make the further decisions those elements that from the public testimony that the commission feels are extremely important to be part of moving forward and having the ability then through the remaining processes to protect both the applicant and the neighborhood. So if B gets us to that point and its something that the staff and counsel are more comfortable with and it meets what we're looking for as a Commission that to me makes more sense that to try and go down a brand new road.

Roberts – It does to me also, with one caveat. That is, I want to make sure, I've been in negotiated deals before where you thought you had things figured out and you turned part of it over to another party and all of a sudden it goes "FFFT", off into a different direction, and I don't know how you spell "FFFT" but that is what it does. That would be the worst of all possible situations and so I would want a pretty high degree of certainty to know that isn't going to happen. So I think we really, if we talk about that, we really, I think we have to talk to the City Council and we have to talk to the PZHB so they know what's coming and why, and I don't know how we get that done.

Brooks – Well I guess I would have to ask Mr. Sercomb if there is a way to convey you're feelings to the Council and to the PZ or the PZHB whichever ultimate choice you choose. I'm not sure there is any guarantee against something going "FFFST".

Roberts – I'm not saying guarantee, I'm not saying guarantee. I'm saying pretty high degree of certainty. That's not 100% guarantee. I'm willing to live with 90 to 95%.

Sercomb – I think that, yes, there are ways to, you can't 100% secure it doesn't go "FFFST" but you can do things to communicate the intent of the Commission and they're a number of ways to do that. One is, in terms of your formal action on this Plan amendment, however you turn out on it, is going to be expressed in some sort of written resolution or written recommendation to the planning council that can be, and you can state, hey, we're doing this, and we're assuming that this is the kind of development that's going to happen and this is what we're looking for on this property and you can try to influence then whether or not that becomes part of the ordinance that's adopted by Council which would carry some weight to subordinate bodies including the Hearings Board. Secondly, I think it is possible to, and it happens in other jurisdictions all the time, for the a Planning Commission representative, the President or whoever, to take an issue to the Council and say this is our recommendation and in addition to receiving a packet I want to convey a

little bit what the sense of the Commission is on this, orally. This is where we are, this is where we were, and this is why we did it and this is why we're making that recommendation to you. Even if it's not a hearing process it's still can be structured as a recommendation of the Commission to the Council and part of it being delivered orally. Third, we talked about the idea of initiating a zoning change on the zone motion that would be conditioned and that would at least put those conditions in play before the Hearings Board to assure they're given some review and some credence by the Hearings Board so, yes, there's a lot of ways to communicate what you're intent and desire is.

Roberts – What about, boy I've never heard of us doing this one, what about a joint work session between, I don't know whether all three bodies would need to be convened or the appropriate two, between the Planning Commission and the PZHB or the Planning Commission and City Council or all three of them in some kind of coordinated work session.

Raber – Staff would be a little concerned about the idea of ex parte contact in that case.

Sercomb – Yes, I think we have to think through a little bit whose record is what. I mean I can sort that out.

Roberts – All right.

Brooks - And it might be what choice you made. I mean, if it were a development agreement you might want to have possibly a meeting with the Council. If it were the Plan change zone change combination you might want to have a meeting with the PZHB if that were possible.

Roberts – OK.

Fitzgerald – Could someone, or you guys maybe could help me, I'm tired, summarize our choices. Right now we're trying to decide between the development agreement and then I, it would help me to understand specific actions that we would take and process.

Roberts – The other process is to re-open the hearing and in some form initiate

Fitzgerald – the zone

Roberts - the, no actually it's a Comprehensive Plan designation that, wait a second, it's really a two step thing if we go to a different Plan designation then it goes back to the PZHB for a zone designation.

Brooks – But you could initiate the zone change yourselves.

Roberts – OK, all right.

Fitzgerald – Are we then tabling the Plan amendment?

Roberts – Even, I don't

Fitzgerald – As an action?

Brooks – If you were to move forward with a development agreement you would table the HCP until you had a development agreement that you were, hopefully, satisfied with.

Fitzgerald – And until the City Council has done they're thing?

Brooks – Right, because they're the ones who approve the Plan Amendment

Fitzgerald – And then with the second choice would we also table?

Brooks – No, the second choice is that you would modify this in a way that you would be looking at low density residential and probably medium residential combination and you would re-notice it and have a new hearing on that proposal.

Fitzgerald – We would?

Brooks - You would. Then if you ultimately determined and approved that, you would at that point after, and I don't at what point in the process that would occur, but at some point in the process there were approved you would be able to move forward to initiate a zone change to a zone that you preferred to see placed on this property to implement those Plan designation.

Fitzgerald – My next question has to do with timing. Are we on a clock? OK. Do you have any concept how long choice A would take as opposed to choice B to get to where we want to be?

Brooks – I, you know, because we haven't gone through choice A before I think it would be difficult to give you a time frame but we might be talking, you know

? – Well

Fitzgerald - <?> to have to notice

? – You know the Council doesn't know much about this and it's going to have to get their arms around it if you choose that alternative. So, I picture 3 or 4 months.

Roberts - I've gone through development agreements in another state on projects. Washington uses them a lot. And it's a 3-4 months process in a well greased system.

Brooks – Yes.

Roberts - So you can draw your own inferences. It could be six months.
Fitzgerald - So then choice B.

Estes – Choice B, I guess, it's starting off on the time frame, then would <?> notice be required for a re-notification of the Plan change?

Sercomb - I don't know the answer to that. Preliminarily I thought no, that what we're doing is that we are actually continuing the same process that was begun by application but we're re-noticing to assure people that one of the options that the Planning Commission is looking at is modifying the requested Plan change to expand the amount of low density residential and to perhaps, to use medium designation as well. I think since that wasn't clear before, I think, it's appropriate to re-notice that at least to the neighbors and to the affected persons and allow for the Public Hearing be re-opened but haven't thought about the 45 day <?> notice.

Mathews – We would not then cancel or wouldn't deny this particular application. We would leave the application open but just change the end result.

Sercomb - Right, it would basically be to be very clear to people that you're continuing your deliberations but you're considering other options and you would allow people to testify on those other options.

Mathews - And we would have to, in our mailing or in our notice, we would say what these options are, to a limited degree.

Brooks - You would have to be specific.

Raber – President Roberts, under plan B where the Planning Commission would be initiating a zone change, staff would request the Commission give some thought to how and whether you would allow public comment in your consideration of which zone or zones to which you might initiate the proposal. The question has been raised of could there be more than one zone on the property and staff's response to that would be quite possibly yes, and it would depend on what the Commission intends to do with the selected zone

Roberts – Yes.

Raber – zones

Roberts – Well, and once again we have always errored on the side of making sure that people have a chance to tell us what they think, and I don't want to go down the road where we say, OK, we can take it from here. This is not an easy deci, this is one of the harder decisions that I've been through, and so, I'm, this will be done very carefully. Lots of people will be involved, many more sleepless nights. OK.

Mathews – Can I ask staff a question?

Roberts – Please do.

Mathews – Debbie, we have multiple SCPA reg, SCPA zones there are, I mean each one of the SCPA have some different rules and regulations.

Raber – Thank you, I was wondering what you meant by mobile SCPA zones.

Mathews – Multiple.

Raber – Multiple, thank you, OK.

? – I can't say anymore

Mathews – Is there anything, this particular piece of property is not technically within any of the SCPAs we have. Is there anything that would preclude us from describing a new SCPA with regulations for that, to cover this area? That is not with any of the SCPAs we have?

Raber – It would probably require Comprehensive Plan Text amendments and Zoning ordinance text amendments because the Comprehensive Plan specifies standards for four SCPAs.

Roberts – Yes.

Mathews – Don't want to go there.

Raber - And the Zoning ordinances also specifies the four separate chapters in the back for the four SCPAs.

Mathews – Let's not go there.

Raber – Thank you.

Brooks – There are specific criteria for the location of the thirteen SCPA zones so there is criteria in the SCPA ordinance that suggests the appropriate locations for those SCPA zones.

Estes – I would like to also note that in the applicant's narrative they did do a preliminary review of the Station Community Planning Area zones.

Raber – There are only a limited number of SCPA zones that could be applied in this area based on the purpose statement of the fourteen zones.

? Brooks – Fourteen.

Roberts – So it appears to mean that option one we wind up heading to City Council, option two, we wind up heading to the PZHB.

Mathews – However, that's done on our motion.

Estes – ? for further discussion on the

Roberts – Pardon?

Estes - and yourself first of all.

Roberts – Yes, yes, yes. We have a lot more work to do before we get to the PZHB but ultimately that's where it would go to get us across the finish line.

Fitzgerald – I forgot, I'm not sure if you told me, with the re-notification for choice B, is again the time frame roughly, is it around the same? 3 to 4, maybe

Brooks – Well,

Fitzgerald – Or you don't?

Brooks - If you do the development, if you don't do the development agreement, you take the development agreement step out of the process.

Roberts – Yes.

Brooks – So it becomes to some extent maybe a shorter process. They're processes that we've dealt with and we know generally what those processes are. The development agreement is not anything that we've done before. So it's likely I think, to take more time. How much more time, I don't know, but with this process, depending on how long our hearings take and how many times we continue it -- [end of tape] -- you know we're probably talking six to eight months where the other may take a little longer because if you do the development agreement you would have tabled the Plan change, then you would have to take it back up off the table to consider it. Then you would have to till that were adopted, I think, and then you would have to wait till the zone change to take place. If the zone change were SCR-V then you would see the CDP/DDP. Generally speaking concept B may be a little shorter, I don't know. Tim (Sercomb) may disagree with me but it's my general feeling <? with B> it might be shorter.

Roberts – The scary thing is that, I mean, everyone out here is going to participate in this process until they drop and so are we. Shorter is

Fitzgerald – Shorter is better.

Roberts – As long as we get to the right place that's OK. Yes. OK.
Coulter - I think what we need, what I'd like to do first is to see a straw vote of either A or B just so we know <? what> we're talking about then we can figure out how we need to language it.
Roberts – Yep. So you want to start with Ross or you want to start?
Coulter – Let's start with Ross.
? Roberts – A or B?
Mathews – B right now.
Fitzgerald – B, I guess my only frustration is that I feel like we know the issues and we know pretty much what we want and it feels like we're having to start all over.
Coulter – You're going to with a development agreement too.
Fitzgerald – And that's, I guess what's frustrating is that
? Coulter – Yes.
Fitzgerald – It would be nice <? to > be there
? Coulter – Yes.
Fitzgerald – but I like choice B because it seems like staff's more familiar with it, we kind of know what to expect and that's easier to manage.
Raber - Commissioner Fitzgerald your voice is so soft and we're so tired could you speak up so we can hear you?
Fitzgerald – I said B.
Roberts – You all said B. Thank you.
Cameron – Is there a C, none of the above? I just feel very uncomfortable with all of it.
Roberts – With all of it? But how do we get off dead center? < ? I mean>
Cameron – Don't know.
Mathews - Your motion is just to deny the whole thing?
Roberts – Well, I mean, yes, that's an option.
Cameron – I still have never gotten to the point where
Mathews – you'd accept this?
Cameron – it's a better use of the property.
Mathews – I understand.
Cameron – There's too many uncertainties for me.

Roberts – Well, I a, yes, in terms of choosing controlled development over no development, ultimately I don't feel that no development is fair to all parties. It's fair to one party but it's not fair to all parties. If we choose controlled development we strike a balance between residential land inventories and Open Space inventories but to go down that road we have to be extremely careful, very, very vigilant and so on that point I would choose B and I will go to the PZHB if it's the right thing to do and testify.

Coulter - < ? OK> I think this is a benefit of the audience. I think, I think they probably can tell we've wrestled with this , it's pretty challenging for all of us to try to make sure we're doing what's right for all parties and it's difficult to have a winner and a loser, and, a, you've got to balance neighborhood needs, you need to balance the needs right of personal property use and we're trying to look at all of those elements and I would concur with our president that if we have the opportunity to make it a situation that is best for everybody that is what we're looking at so I would go down with B. I think staff is most comfortable with that. Something that's this large and with this much on the table I'd rather have a process that we can put our arms around and move forward with.

? Roberts – Ok.
Coulter – So I guess what we need from staff is how do we now language this appropriately?

Sercomb - I think the Commission might adapt a motion to then to provide the appropriate motion, whether that is 45 days to the <? > or not but at least most certainly the a property owner notice as well as the general public notice that it will be re-opening the public hearing to consider modifying the Plan amendment application to apply other residential zones, low density and medium density residential zones, excuse me, Plan designations to this property and it will be

conducting a hearing at whatever time we say in the notice, I don't know how far out we have to go, but, you know, in 30 to 45 days on that, on the Plan amendment application but with potential other modifications of the request to allow for other Plan designations, the two that I mentioned. So if you were to pass that motion we would then begin to structure that notice and to set up another hearing date.

Roberts – OK. You know I'd kind of like to, at the next meeting, I'd kind of like to see a chronologic outline of the steps, you know, with some timelines in between.
? – OK.
Roberts – Give some thought that if there is a joint work session that needs to happen between the Planning Commission and the PZHB, I don't know if that can happen, but if it can, figure out where in the process in this chronology it could happen or, or if it can't happen, it can't happen.
? – OK
Roberts – Just, my life revolves around schedules. When I can see it in some kind of chronology I can deal with it.
Sercomb – We can do that.
Roberts – OK.
Coulter – OK, I didn't quite get that all written down fast enough so there may be pieces of this I kind of left out, that you're going to have to make sure I get in there but the way my motion would read is to adopt a motion to provide an appropriate notice to property owners and the general public, to re-open public hearing on HCP 4-04, Orenco Woods Crossing, to modify to other residential plan designations, will conduct a hearing on a Plan amendment application. Does that cover it?
Sercomb – I, <? Think> that's correct.
Mathews - We still have the option even at that point to deny, is that correct?
? – Yes, we do.
Roberts – There's a motion on the table, though, I need a second.
Mathews – Second.
Roberts – It's been moved and seconded by Commission Coulter and Commissioner Mathews. All those in favor say "I".
--- "I"
Roberts – Opposed?
Cameron – That would be me.

Roberts – That's fair. One said nay. All right, most of you can, you don't have to wait for the rest of this, you can leave if you want and just do it quietly so we can get through the rest of this. Thank you so much for hanging in there. It looks like we've still got a road to go down.

? - <?>
Roberts – Yes, OK, where's my agenda?
Mathews - May I ask how much of the original file is maintained?
? – Debbie how much of the original file do we need to maintain?
? Raber - <?>
Roberts – New business.
[Discussion of an unrelated PUD is done]
Mathews – May I ask <? A question> How much of this material we need to retain?
Roberts – How much of it?
Mathews – I mean are we going to have a suitcase to, are we just going to store it here at the office or what do you want us to do with it?
Brooks – It would be easier if you could retain it.
Estes – We've provided banker's boxes before.
? – Those are long gone.
? – I think they might be beneficial

{In background: ? **Roberts**: I respect you for..... And it's totally ok..... It's just....well .... **Cameron**: I think the <? Plan>... is reasonable....here... Ok then....going to buy the piece of property zoned the way you want ... I'm just not, ... When it's not profitable anymore ...you know, I'm just a little bit convinced at this point yet [end of tape])

3-30 05 (Hearing #5)

Parks Testimony

Commissioner Coulter - What I would like you to do is take us through how the parks commissions decision of either wanting this property to be used as a park or not considering it. Can you take us through the parks commission's steps so we have an understanding of where the parks commission is on this particular piece of property?

Kevin Smith - Well let me start by saying Commissioner Coulter that with any property irregardless of whether its the property before us tonight or any property that comes either comes onto the market in the City or we as staff go driving down the road and see a for sale sign on or the property owners come and ask us to consider this property we as staff will evaluate that property do some preliminary research on it, review the property in the context of the Parks Master Plan and then either through executive session or formal presentation with our Parks Commission either give them a heads up basically that the property's out there and possibly available and get a feel from them what that interest may be or make an actual recommendation. In this particular case the opportunity that's been presented to City Staff through the development process, through the public hearings, and the application that you have before you has been for the possible acquisition of a Neighborhood Park on that property in the area of in terms of buildable lands it started out as one and a half acres, the latest proposal we've seen has been for 3 acres. That would be in addition to the riparian corridor which is approximately 15 acres plus or minus, and would include the Rock Creek Trail component of the segment of the Rock Creek trail that would go through the property. Again, we as staff will evaluate that type of proposal and take it forth to our park commission. In this particular case the proposal of a neighborhood park and the proposal of construction of the Rock Creek trail does comply and does meet the general guidelines of the Parks Master Plan. With that recommendation we did go forward to our Park Commission, gave them basically the details. Now the tricky part we have from a staff perspective and the little bit of difference here is we're still dealing with a property that, obviously as you well know is still in the public hearing process, still in the approval process and so until that part of that segment gets cleared up we don't really have an official offer that we can take to our Park commission, however, given that, we did present it to our Park commission.

Commissioner Coulter - Was there a discussion between staff or Park's commission of utilization of the entire property and if so what was the determination from those discussions?

The **rather brief discussion** that we had, and this is basically a fiscal issue, is that 55 acres given the size of the property, given what Venture is proposing to pay for it, and given our current SDC balance it's not feasible for the Parks and Recreation Department to acquire. Even if the number was less and by chance it came in under our current SDC budget the ability to do anything with that property let alone do anything with any other property or try and do any other acquisition in the City whether that be the Walker Road neighborhood, the Witch Hazel Village Neighborhoods, these other neighborhoods that we're also looking at in terms of trying to get a balanced park system just doesn't seem to be a feasible option at this point in time again given what we've seen.

Commissioner Coulter - For this particular area where this property is, is there a need according to the Parks Master Plan for a regional type of a Park or is it a Neighborhood type of Park that the Parks Master Plan is calling for?

Smith - The Park's Master Plan is calling for a Neighborhood Park and just to refresh everyone's memory and put it all in perspective Neighborhood Parks tend to be our smaller parks the desirable range is 3-10 acres even though we have parks that are anywhere from a little over an acre in the City's system and that's all dependent, again on land

availability, our ability to purchase and other extenuating circumstances and recreational opportunities. A Community Park would be the next level up. Let me refresh my memory on the typical size of a community Park, Community Parks are generally 12 – 30 miles, excuse me 12-30 acres in size and **we have currently identified a need for two additional Community Parks in the City of Hillsboro that's shown in our Master Plan. The first additional Community Park is envisioned to be on our properties that we own on NE 53rd avenue, pretty much in the geographical center of the City. The second community park is envisioned to be in the NE segment of the City**, and even though that hasn't been specifically defined, through the course of workshops and whatnot, it was envisioned to serve primarily people in the Tanasbourne area, and north of highway 26 and that's indicated on our map that shows you those areas, again to give you a little more reference, our Neighborhood Parks are envisioned to have a half mile service area, in other words its envisioned that people will be able to walk to those types of parks. Community Parks are envisioned to have a 2 mile service area, and serve a different function and our existing community parks again just for reference would be Shute Park and Rood Bridge Park and if you can envision those types of functions in terms of concerts, in terms of shelters, rentals , that maybe the river house weddings, versus a McKinney park, a Bagley park, turner Creek Park even to some extent, that in a very simple way is kind of the vision that defines those two type of park areas. And so, Commissioner Coulter that's a very long winded way of saying that what is envisioned in this neighborhood in this particular area is a Neighborhood Park and its viewed that the 53rd avenue properties in terms of a Community Park already services this area.

Commissioner Coulter - Do we have the funding currently available to do the 53rd park or if we find the other NE sector Park is the funding available or projected for those to come into play.

Smith - In our Parks Master Plan we have identified the needs for development of parks both on lands that we own and lands that are yet to be acquired wherever they may be in addition to facilities. Currently we have a need for 81 million dollars worth of improvements and we do not have the budget anywhere near that. With that said one of the main charges of the Park Commission is deciding of the 8 million plus or minus of SDC revenue that we currently do have where to distribute that and whether that goes towards aquatic centers, whether it goes to development of 53rd avenue property, whether it goes to development of the Drake Lane properties. We have many more needs than we unfortunately have dollars for and you know certainly we wish we could do it all but again that's the decision the park commission has to make and allocate those resources.

Commissioner Coulter - And if you were to obviously seek out additional funding through bonds is your priority through the Parks Master Plan then to take care of those properties already owned?

Priorities for a bond could certainly vary, **not necessarily**. Its opportunities, honestly we haven't seeked a bond since the late 90's, and that was for a water park up at the Gordon Faber Complex that failed a couple of times back in the late nineties. Since that point in time the direction for bonds has been primarily focused towards libraries. We have not reinvestigated where are priority would be but if I were to speculate the next bond type thing would be more towards a facility, whether that's indoor recreation centers, aquatic centers, something along those lines.

Commissioner Coulter - Thank you. I think that's my list.

Commissioner Fitzgerald - Could you remind me again the average size for a Neighborhood Nark?

Smith - The average size to be honest with you Commissioner Fitzgerald I don't know off the top of my head, the desirable size in the Master Plan is 3-10 acres, but again I say that fairly loosely in terms of again there's a lot of factors that go into it when we view that, again affordability is certainly a major factor that we look at, location of other facilities, whether that be schools, rec centers those types of things, even though they don't per se are focus, if we're looking at a piece of property and two blocks down there's a school with basketball courts and playgrounds even though we recognize those aren't available all hours of the day, we take those type of issues into consideration.

Commissioner Fitzgerald - I know that you've mentioned budget, so in terms of the feasibility for the City to purchase more than three acres, have you looked at that, has the City looked at that?

Smith - For this particular site?

Commissioner Fitzgerald - Yes

Smith - We have looked at the three acre scenario and that's the one that's been presented to us and so that's the one we've taken seriously and considered.

To look at anything above and beyond starts again to the complex of what all development of that property would involve and what all in terms of maintenance that would involve, and if we get into larger parcels then we're looking at having to do similar type improvements that the developer is having to do in terms of Cornelius Pass Road, riparian improvements, those type of issues and then the other factor is the maintenance issues. We are pretty much maxed out in terms of what our growth has been in the last several years in terms of new park development, in fact we just had a construction fences go down today on a brand new park in the west side of Hillsboro and so that's the other factor that we have to take into. And so again **we generally look at these things in terms of what's being proposed to us**. A three acre park we think we can make fit and work and that's what we're comfortable with. **Anything above and beyond that you know, we'd have to go back and look at it.**

Commissioner Fitzgerald - Thank you.

Commissioner Mathews - Mr. Smith we all have a vision in our mind of what a Park is. I know what Bagley Park looks like or McKinney Park or Shute Park. Those are; In relative let's say we had a 3 acre park. What would be the type of, what would that look like? In rough figures. Would you have? I think of a Park as having a baseball field and a soccer field. Somebody else thinks that's picnics and this type of thing. But what type of facility would you normally put in a 3 acre park?

Smith - Commissioner Mathews you're absolutely right. If you ask 5 different people what they would view in a Park and you would probably get 5 different answers. Generally speaking terrain is the first thing we look at. If you're dealing with a bunch of slopes, or a bunch of trees, something along that line that's going to preclude some of the ball field type elements. Obviously a soccer field you're dealing with something that's 50 yards by 100 yards on a relatively flat level surface and so if the make of the terrain doesn't work that way that's not going to happen. **This particular site again given the natural features, it's a beautiful site and for the neighbors, for the Commission we recognize the beauty of the site and to be honest with you we wish we had the millions to be able to acquire the site and maintain it and develop the site and those type of things.** The three acre site again would be probably more of a natural type area, picnic shelters, picnic tables. The appeal of the 3 acre site being adjacent to the riparian area and the Rock Creek trail is it really opens up more. My guess is not having been on the site recently other than with golf clubs in hand is that even though 3 acres is the official buildable park size it would have a much large size given the riparian area similar to when your at Rood Bridge Park. You know it's a 70 acre site maybe 30 of it's buildable but when your looking out over the vista at the wetlands, at the natural areas you have a large feeling.

Commissioner Mathews - Could you give me the size of Bagley Park?

Smith - Bagley, I believe is 1.9 acres.

Commissioner Mathews - That gives me something to compare. Thank you.

Commissioner Cameron - What is the closest Neighborhood or Community Park to this area?

Smith - Commissioner Cameron the closest Neighborhood Parks are going to be up in the Orenco Station area. That's going to be the Central Park and the Rosebay Park and that would be probably physically as you drive. Maybe in terms of that's the cow flies, excuse me it's been a long week, as the crow flies, we're probably looking more at Orchard Park, which is up to the northeast along the Rock Creek and this property almost I would say is equidistant between Orchard Park to the northeast and Noble Woods to the southwest.

Commissioner Cameron - Thank you.

Applicant Testimony

Counselor Sullivan - ...Tonight you have a different application before you than the one that you've spent so many months on previously. It is the same project, it is the same proposal but it has a different plan designation to make both you, us and the public more comfortable with the outer parameters of the intensity of the use. You now have instead of a possibility on paper of doing 834 units you have a maximum or 298 proposed. You no longer have to deal with the possibility of future zoning and worrying that, a, if the Plan designation goes through short of a condition that the zoning might go to the full limit not withstanding the representations we've made to you. With all this done the issues before the Commission are still the same. There's still this discussion of why should an Open Space designation be revised to a residential designation. And we've given you our best shot on that. The designation is Open Space on the Plan. The zoning designation is Institutional, the County Institutional which allows a number of Institutional uses in addition to Open Space. You have, we believe a superior way of dealing with the concerns for the preservation of the riparian corridor for the availability of a public park and the protection of the historic property on the site. You have that power through the Plan amendment before you and the implementing zoning CDP and DDP. You have a number of issues relating to transportation. We have as the Commission has suggested, but not required, given you the option of closing off a portion of the site to alleviate some of the concerns of some of the neighbors, but County and quite frankly us too have a concern over whether or not the transportation travel rule will allow this to be done. We will of course do what you wish to do. We raise that concern to you. You have to make that determination and we will follow that determination. On the transportation matter we have given you a supplemental report. It deals with the transportation issues. It is before you. You have it in your packet and the Commission on the transportation issue has to make the determination of whether or not to close some or all of the accesses. We have given you a proposal on parks and open space. In addition to the riparian corridor that will be preserved there is a three acre park. We have carefully spoken with the Parks and Recreation Department. We know that this will fly with them and that the systems development charges that this application will generate, if approved, will go a long way to making the not only the acquisition but the maintenance and improvements for this park a reality. I did look at the packet that you have before you and you have seen, and you've heard this before about the Open Space designation placed on the site back in the early 1970's. If in fact you've read it carefully you'll see my name on that, I was County counsel at the time. I was certainly at the board of Commission's meeting. What you need to know about this is that the designation that was placed on the site was done for tax reasons it was already Open Space because it was a Open Space area in the 1964 Aloha Plan CPO (sic) 8. (**JL** – He meant POD #8 – Plan of Development #8) The reason it had to come back was because of a case called Tualatin Development Company versus Department of Revenue. In that case the Department of Revenue lost the case on the assessment of a golf course and the reason they lost that was because the golf course was part of the overall development, didn't have any independent value on its own because all of its members were the adjacent residents and it enhances their property values and what the tax court and the Oregon Supreme Court found is that you can't double dip, if the Golf Course is there and enhances the property values it has no inherent value so what the legislature did in the '71 session was to come back and say we're going to do a process for Open Space assessments whereby you ask for an Open Space assessment, has to show on the Plan Map, already did on in this case but once you do that there's a special preferential tax assessment given to that which has to be given back if the land is converted, that's all that happened here. The land was already on the, a the Plan Map as Open Space. You've heard from the Park and Recreation folks at

the City. You've heard from the transportation consultant to the City as well as the City staff and you've heard from the City's long range Planning staff on residential need. The issues are there. We propose to undertake this proposal if approved by the City, there is no measure 37 claim made in this case. We will listen and respond to whatever questions you have and to whatever comments are made by the public. I'll ask Ms. Doukas now to speak.

Doukas - ...Since our last meeting we have completed a little bit more homework cause we enjoy doing homework. In the packet we noticed that Washington County, although we had, the transportation department, although we had done the analysis for this property if there were not street connections to the west. We did that for a short term analysis we did not yet include that for a long term analysis so since that time we have completed that. I have a report from Kittleson that shows that and I will turn that into staff as soon as my comments are done for you to look at and we can forward that on to the County. The other thing we have done is we have with the state historic preservation officer as staff mentioned and I have a letter from Mr. Roper as well that mentions that the McDonald House is a quality structure and would qualify for listing. So we will submit that into the record as well. That is not the last conversation we will have with Mr. Roper but I think it is a good start. The other thing that we have done is some land use analysis based on what we believe your direction was in the last meeting. We wanted to do some homework for you so that you would have some better tools to make your decision, whatever that may be and that is in my March 10th memo which I believe you've received. It outlines what the density calculations would be with the medium density residential designation across the majority of the property. It clarifies the criteria, the Plan amendment criteria and that we still believe that we meet that, that our supplemental reports, traffic, parks analysis and market analysis still support the concept of changing from Open Space to residential, that was a more general discussion because of the unusual nature of station community planning areas. This doesn't fundamentally change our position or our supporting documents. And detailed density calculations are included as well. As staff pointed out those density calculations are based on our current site plan but we believe that that is a, I'll say typical, although I think it's more exceptional, but a typical development pattern for what could happen on the property so even if that was a completely different developer which I know is a fear, were to come in the density would still be somewhere in that range. And, the other thing that we have done since our last meeting is we were requested by some of the neighbors to sit down and chat again and so City staff was kind enough to host another summit and so we sat down with some of the neighbors and chatted with them about some of their concerns. There were some good recommendations brought up specifically to transportation improvements. We will work on those issues through the site plan process to see if we can incorporate some of those comments. Specifically if there is a connection to the west how do we do that? If there is or if there's not how do we deal with transportation connections on the east (sic) side of the property so we're looking into that. Again it's a little preliminary to go into gobs of detail but there were good suggestions and we're going to do some homework on that. Aside from that I think we're open for questions. Brian Dunn from Kittleson is here if you've got specific transportation questions.

Questions to Applicant

Roberts – Any questions?

Mathews – Thank you for the work that you've done on this. And you've made a comment this evening and the last thing I want to is get into looking at drawings of houses and so forth. I'm not going <?> but you were mentioning the parks, someone from the Parks said there would be, a, been looking at an allusion to a larger park. You just mentioned a 3 acre park. I haven't seen that in writing in any place. <?> not in the staff report. It may be here and I just missed it. In your letter I didn't see it.

Doukas – It's not in this record. It was in our presentation on; I have an exhibit that we could submit to the record.
Mathews – I realize that <??> going back to that I want to make sure that all those things are carried forward.
Doukas – Oh absolutely.
? - <?>
Mathews – All the testimony <?> the prior testimony you're willing to carry forward.
Doukas – Oh absolutely.

Mathews – So in that particular presentation you were talking about an acre or something of that nature.
Doukas – We modi, our original proposal was for an acre and a half. And we have modified the site plan.
Mathews – Where is that modification?
Doukas – I have a drawing behind me.
Mathews - But that, it is for certain 3 plus.
Doukas - Yes, It is 3 acres adjacent to the riparian corridor which as Kevin has pointed out.
Mathews - And how much land around the Houses of Ruth?
Doukas – The current site plan has at least half an acre. I believe it has more but I don't know off the top of my
Mathews - we'll get into those, realizing that all these details will come back in this, and the community will have a lot of time to talk about this as we go along.
Doukas – Absolutely.
Mathews – There's a reason for going this route.
Doukas – And, the other thing that will help document this is the Findings for this land use action that will come before you again when you finalize this order will include all of the transitions and commitments that we've made through this process so it will document the 3 acre park. It will document how we've discussed the House of, the McDonald House, the historic preservation issue, the <creek?> corridor, the transportation issues, all of that.
Mathews – Thank you.

Fitzgerald – I want to thank you for all the work that you've done and my question is about transportation. Forgive me if you've already said what you've done. I just need a little clarification. So the, I'm looking at the letter from Washington County, It's dated 3/23 and on page 2 when they discuss a letter from Kittleson dated 1/24 my question is that; did you actually, have you done the analysis yet under the scenario that the streets, that there's no <?> connectivity to the west? So that's been done.

Doukas – It has been done. It's been done in 2 steps, so I'm going to let Brian Dunn walk you through that a little bit.

Dunn - ...the 1/24 letter that you're referring to Commissioner Fitzgerald is, at the request of the Planning Commission we prepared a short term analysis for the year, I believe, 2006 which analyzes the transportation system under a scenario which there are no western street connections to the old Orenco Neighborhood streets. The letter that you're referring to from, I think, Greg Leion at Washington County Department of Land Use and Transportation made another request, since we only analyzed the short term conditions for 2006 with that scenario of no access. They would also like to see a supplemental analysis that looks at the long range condition for the year 2020 which is what this 3/30 letter that we're submitting today, a performs that analysis and looks at the long range conditions.

Fitzgerald - Would you be able to summarize the report?

Dunn - ..if you recall going back in time. The original transportation impact study that we did and I think it was 9/2004 we included a long range year 2020 analysis for the full build out of this site assuming a cap of 400 units. This letter here presents a year 2020 analysis for the proposed new Comprehensive Plan designation of Medium density which would essentially place a cap of , I think, 298 units so we're analyzing the situation with a lower number of housing units but there is one caveat here that this analysis now includes no connections to the west through the old Orenco neighborhood and what has happened is our estimated site trip distribution now sends slightly more traffic out onto Cornelius Pass road which is the reason why, I believe, Greg Leion made that request is to see how things would work on Cornelius Pass. But we also are sending traffic to the west only along one route which is defined by 227th avenue, up to Dogwood street and the connection out to 231st. The end result is that we do send slightly more traffic along Dogwood because it is the only primary east-west travel route to 231st. And in doing that what our 2020 analysis indicated is that that intersection at 231st and Dogwood would function acceptably in the PM peak hour. **It's the AM peak hour where the level of service is estimated to go to "F" which is one step beyond what's the acceptable standard.** The solution would be a traffic signal at that location which should then lower the level of service to something much better than now. We did some further analysis and <?that's> at the end of this letter that also looked at traffic signal warrants for this intersection for that condition and the estimated amount of traffic for this intersection, not

just for that one peak hour but over more, a, the Washington County typically looks at signal warrants for the fourth and the eighth highest hourly flows and neither of those conditions triggers signal warrants so our feeling is that eventually this intersection could be a candidate for a traffic signal but you wouldn't want to put one in until you <?meet>, until the intersection both functions at a level service "F" and you meet the signal warrants. We don't see that happening.... [End of Tape].... more than 20 years.

Fitzgerald – Could you also address the issue that was brought up earlier, I think it's also brought up in the letter <?> letter about the Transportation Rule not being met if <roads> to the west is closed. What does that mean? <?> does that mean?

Dunn – I think that's representing the **opinion** of Washington County Department of Land Use and Transportation. They, in Greg Leion's letter, stress that they are not necessarily encouraged by <?> having no access to the west because what that means is having more traffic on the County system and not on the City streets, such as Alder, Birch and a portion of Dogwood. He was questioning the transportation Planning Rule as well as Washington County's, I'm sorry, Metro's street connectivity standards which encourage more connectivity.

Counselor Sullivan – Commissioner Fitzgerald, if I could add to that. **There is an inherent problem and we have to be clear eyed about this. If you cut off the connections to the west there is a good chance that you can be found in violation of the Transportation Planning Rule because that rule requires that you have connectivity through.** I understand what some of the neighbors want which is to cut off the connections to the west and we've told you if that's your judgment to do that we will do that. **I want to raise though that there is an issue whether or not that would violate existing law both TPR as well as Metro's connectivity standards which are carried out in your own plan.**

Fitzgerald – OK. Thank you.

? **Coulter** – I'd like to ask and additional question here. When you were doing this study and I haven't also had time to review it yet just having received it. Were you taking into account the widening aspect of Cornelius Pass or just the current road use and if you were anticipating widening what change to the current road would that be?

Dunn – The assumptions that we made are based on the projects in the Transportation System Plan. They are projects that really <?> came out this year is the understanding that Cornelius Pass moves to a five lane section from its current 2-3 lane section. The other assumption that we made is that on the side streets of Quatama where it intersects Cornelius Pass you would have an additional turn lane there assuming opposing left turn packets. Right now what you have are only single lane approaches.

Coulter – And was there a time frame of that five lane widening in your analysis? Or is that just something you're looking at happening by the year 2020?
Dunn – The analysis assumes that the planned project is in place by 2020.
Coulter – Thank you.
Dunn - That is the standard methodology.
Mathews – Is there anything from the County that confirms this?
Dunn – There were several letters by Washington County confirming our previous analysis that we've done that we are in compliance with the Transportation Planning Rule. And then Greg Leion's most recent letter also confirms that that this Comprehensive Plan designation change is in compliance with TPR.
Mathews – It has nothing to do with actual asphalt going on the ground.
Dunn – Well the Transportation Planning Rule is, is the definition of meeting that is that you can demonstrate that the planned system functions adequately. The planned system being that incorporating the projects that are in the adopted transportation system Plan.

Doukas – That's the standard methodology and the prescribed way that you do an analysis for a Comprehensive Plan amendment. We do apologize for the late transportation information. We did only receive Mr. Leion's memo on

Wednesday so Kittleson's been working very hard to try and get you a response to that by today so we apologize for the short time to review it but we're trying to get the information in your hands.

Roberts – So in a nutshell what we're talking about is 231st and Dogwood. Under the proposed connected plan that intersection has 20 right turns on AM peak hour and without the connections that intersection has 60 right turns. So it's a difference of 40 cars per hour through that intersection. And at PM peak coming back through the intersection without, with connections it as 25 vehicles turning left onto Dogwood from 2331st and without the connections it has 75 cars turning left. Is that correct?

Dunn – It's a difference of approximately fifty.
Roberts – Yes, 50 cars coming back, 40 cars leaving in the morning in addition to what you had calculated before.
Dunn - <?> That's correct.
Roberts – OK. Thank you. Are there any other questions? Unbelievable but I guess we move on.
Dunn – Thank you very much.
Roberts – OK. Is there anyone else that wishes to testify in favor of this application? Seeing none is there anyone who would like to testify in opposition to this application?...

Opponents Testimony

Wanda Fitzpatrick - ...would like an over 55 community like at Jackson Creek...one story housing...

Tom D – ...NW portion is not consistent with HCP section 2 Urbanization IV A 5 regarding infill compatibility... the Plan states "appropriate measures shall be taken to insure that new development in infill areas is compatible with existing development areas"...the community adjacent to the NW portion of the proposed development is currently designated OTC a low density residential community as defined in the Comprehensive Plan and the Zoning Ordinance...designating the NW parcel as medium density residential therefore is not consistent with the Comprehensive Plan. Designating this portion of the property medium density residential also does not allow the Zoning Commission to provide appropriate zoning of either SCR-V low density residential or OTC either of which is more consistent with the intent of the Comprehensive Plan and Zoning Ordinance. A designation of low density residential is warranted for the NW portion of this property. The Planning Commission has also discussed preserving the context of the House of Ruth, a heritage of the old Orenco Townsite. Every effort should be made to preserve the natural settings of the home by restricting development and traffic from intruding on this grand estate. 15% of the development must be set aside as green space. The northeast portion of the property is the foreground to the House of Ruth. This knoll bound by a creek, river and light rail should be set aside as Open Space in the Comprehensive Plan for a subsequent development's green space. Designations proposed by this testimony may look something like this and would be much closer to the vision of the Comprehensive Plan. I urge the Planning Commission to encourage the following changes to the applicant's request: One, change the designation of the NW portion of the property to low density residential; two, leave the knoll and the land in front of the House of Ruth designated Open Space. If this proposal is unacceptable to the applicant the applicant could withdraw their application and the Elks Lodge could reopen the bidding on the property. As unique as this property is there is very little doubt that a developer, in light of these proceedings, could envision a more Comprehensive development plan with a Street of Dreams concept in mind. With a primary school on the one side and a significant natural resource on the other, nestled quietly on the far side of the historic community this development could be a hallmark of the Planning Department while enhancing the existing community. I urge the Planning Commission to consider this alternative before taking a final vote on this matter. I personally do not believe the current application meets the criteria before the Planning Commission, specifically, this entire property is not better suited for medium density residential development and these alternative designations will fulfill a greater need while preserving the intent of the Comprehensive Plan. This proposal could be a true win, win, win for the Elks Lodge, Venture Properties, and the Orenco Community. Thank you.

Dan Bloom – ...less suitable for housing than for a park...the needs for housing are being met...these things are so nebulous, "suitability" and "needs", that what becomes important is whether or not there's a will, you know, a will on the part of the Planning Commission. I think it can be interpreted either way. So what's important is what kind of place do you want to create? What is throwing me off now is hearing about the Transportation Rule which has come up in discussions amongst ourselves several times. Oh yes they showed us no connections at the last meeting. **But of course maybe they won't be able to do that**, even though they would like to maybe not make those connections maybe someone's going to make them make those connections. That bothered us... Light Rail riders, if they saw an area not used up... a big park would show that City government cares about the public

Lubischer – ...three basic principles 1) **the Elks should be allowed to do with their property just as they could have when they purchased the property** 2) **the Hillsboro Comprehensive Plan is essential to help our community achieve the highest level of livability as possible** 3) **the Orenco Townsite Conservation District should not be adversely affected**.....discussed housing needs using numbers provided by the Planning staff; initially a deficit determined of about 4000 units, and then reduced to about 2000 after Commissioner Coulter on 1/12 asked about County "island" capacity, also at that 1/12 hearing Commissioner Fitzgerald asked about capacity outside the City Limits but within the UGB. This was later determined to be 132 acres and reduced the deficit to 1100 or so...**but what has not been determined yet is the capacity of refill and redevelopment**...don't know if there is a deficit or a surplus without this...discussed the Shute Road addition to the UGB for industrial use but no increase was made in the UGB for residential...Does a need exist? There's two parts to this. Does a need exist that is not already met by existing plan map designations, you would interpret to say that 'does a need exist for the whole City?, well I understand that, that's what the numbers refer to but **it also includes "in the general area"** and the general area...[presents pictures of many of the high density developments in the general area around the Orenco golf course]...this area has done its part for high density...in the general area, this is the general area, we have lots of density...Is this property "better suited" for houses than for Open Space use? That is the big question...[Then reviews and rebuts] 10 arguments that the applicant presented in 37 statements, either oral or written that the applicant has made in their attempt to show that the property is "better suited" for residential than for Open Space : 1) golf course losing or not making as much money (irrelevant to the criteria...**when the Elks purchased this property they were buying property classified as Open Space**...details given), 2) essentially saying the Comprehensive Plan is meaningless (...Plan Maps are important...I see no evidence that there was any "understanding" that the Map would be changed), 3) better suited because a housing need exists (wrong criteria, this argument cannot be used for the "better suited" criteria), 4) area well served with parks (applicant says 241 acres, Parks Department says about 95 acres half of which is floodplain), 5) the McDonald House will be better preserved (Open Space can do better, the McDonald House deserves to be surrounded by generous Open Space), 6) provide accessibility and preserve into perpetuity (58% of the site will be lost to the housing development) 7) protect natural resources (residential will impact the area more because of the two bridges to be built and because of the significant loss of trees, 8) it's within one-half mile of two light rail stations (only a bit of the NW portion of the property is), 9) miscellaneous: site abuts residential to the west (to the west is the Orenco Townsite which will be adversely affected by the traffic of this development), north (no, it abuts the Light Rail track), and south (high density Brownstones and single family units (density needs to be balanced by Open Space) -- the site abuts an elementary school (Poynter will be overcapacity and this does not include all the other new developments, school capacity cannot be used for denial or approval as a sole reason unless it deals with a Plan Map change...) -- supported by the SCPA plan (not dealing with a proposed SCPA anymore) -- sufficiently serviced (not sure how that makes it "better suited") -- supported by the urbanization planning policy (we also have a Parks Master Plan that needs to be considered), 10) better complements the Orenco Townsite Conservation District than institutional use, commercial and office use (irrelevant as that is not what we are to be comparing with but rather to Open Space uses) and no adverse effect to Orenco from traffic (see information that has already submitted) (All of this is detailed in the written submission called "Findings")...

Joan Krahmer – ...agrees with Counselor Sullivan that to close off those street connections to the Orenco Townsite will be very difficult...15 feet on Birch Street...mentions that when 231st extends to the south and connects with TV highway traffic will be even worse...until there's pavement on the road there must be dollars...believes that the Elks should receive fair compensation...but must be something better than 298 houses on small lots.....

Commissioner Coulter – I have a question. Thank you for your testimony, though one thing I didn't see anything about was, given that we've heard earlier from the City of Hillsboro Parks Department about the Park's Master Plan. In the Parks Master Plan and the Parks Commission has had a decision not to go after a Community Park in this area, that being one issue. The second is I didn't hear anything here how you seeing us paying for this as a City. How would you find the funding to pay for a Park, a Community Park, purchase of and the maintenance of this Community Park given that it's not in the current desires of the Parks Commission or the Parks Master Plan?

Lubischer – … the Parks Master Plan of 2003 actually states **"The planning process identified a need for two additional Community Parks. The City owns one undeveloped site in North-Central Hillsboro that would be suitable for development as a Community Park"**, this is the area at 53rd, , the Soloflex property… **"A Community Park will also be needed in the Northeast section of Hillsboro"**, that's where the golf course is located… **"The City should seek to acquire land to develop land to develop a Community in this area."** If land is not available then perhaps around the Gordon Faber Recreational Complex. So there is in the Parks Master Plan an identified need for a Community Park in that area.

Coulter - According to his testimony though that's not the area they're desiring.

Lubischer - I understand.

Coulter - What we have to do as a Commission is look at the entire City. That's one of our roles, not to look at a sub regional area only when we're looking at things, that's why we asked specific questions of the Parks Department. Their Parks Master Plan and Parks Commission did not identify this area though as the desired piece of property.

Joan – discussed there are four members on the Commission and that there has been flexibility in their decisions… would like to have that explored…

Coulter – Well that's why we had the Parks Department here this evening.

Joan – Yes, but four Commission members.

Coulter – Granted, but that's specifically, we asked the staff person to be here to give us the

Joan - I heard what he said and I've talked to him before.

Lubischer – …This is what the Parks Master Plan does say and I understand what the Parks testimony has been. In talking with the Parks Department they are essentially looking at what is available and what is offered to them. And then they really work with that and see what can be done. **This property has not been offered to them** and nobody's asked them if it's, well, property was offered to them would it make a good park. And I think it would. We have to remember that if it's developed, we lose this opportunity forever. We may not be able to pay for it tomorrow but we may be able to in the future. When we lose this space we lose it forever. … discusses 3.5 million dollars for more property at the 53rd property… we're short of park acreage… we're trying to be proactive…if the Parks Department had a willing seller, and hopefully in the future they will they would look at it very seriously… as far as paying for it … question of value for Open Space… may be a lower amount…Elks deserve fair market value…

Coulter - In testimony this evening the Parks Department though has stated that this is not an area for a Community Park that their siting.

Lubischer – Well

Coulter - I'm just telling you what we heard this evening. And they're looking at it as a Neighborhood Park. That is from the Parks Department through the Parks Commission and the Parks Master Plan.

Lubischer – The Parks Master Plan does exactly state we need one, a second Community Park in Northeast. And I understand that he has said that but I think as a citizen if we're going to have a Community Park, a nice Community Park not just a sports stadium, a flat place on NE 53rd…that's going to be a sports park…what we're looking for is a nice park

Coulter – Again, that's what you're looking for and I appreciate your testimony.

Lubischer – That's why I'm here.

Coulter – But that's why you have a Parks Department, Park Commission and a Parks Master Plan and they have to look at what's in the best interest of the entire Community and that's what I wanted to hear this evening, you know, from them as well as what your testimony was. I still haven't come to grips with how we would pay for this. Everybody seems to want to have this Park but no one's really willing to pay for it. The City has many needs, it has needs for greater police, it has, we're starting to feel the wrath of meth like every other community does and how, how are we going to put a park need like this in front of those other funding needs?

Joan – suggests part as a park, part as high density,…there are options

Lubischer - …mentions the **Trust for Public Lands** which can help in situations like this… if there's a will there may be a way… if it's preserved as Open Space it could happen, if it's not then not going to happen…Thank you

Coulter – Appreciate your testimony.

Dan Florea - …I'm disappointed that there seems to be a leaning towards developing this piece of property and I speak of that as probably being the oldest ranking Orenco person in the room. I stated in my first testimony that I wanted to be able to take my grandchildren down to the creek and look at the lampreys making there way up the stream, an endangered species that sits on the protected list or something like that. The fact is that Washington County can be described from many of the places that I've traveled in the world as bland and pretty uninteresting architecturally. And I find that the slide show of tomorrow's slums being crated today and I'm not picking on the individual architects but the one on behind your head should be testimony to the development that has gone on here and the legacy that you folks are leaving us. I'm concerned that livability issue; That should be a Park! And, and personally I heard somebody whining up there about whose going to pay for this. Well, I'm a member

Coulter – I expect you
Florea – of Orenco
Coulter – Sir
Florea – and I'm more than glad
Coulter – I expect you to stay
Florea – to pay for it.
Coulter – You need to stay respectful.
Florea – Oh, I am being respectful.
Coulter – That's not respectful.
Florea – I think
Roberts – Sir, sir I would agree with it
Florea – I think a Planning Commission that is leaning heavily toward the developer is <? that we have a right> to say something
? **Coulter** – If you cannot remain respectable you will be removed from the dais.

Florea – What I am trying to say sir is that I am more than willing to pay more taxes to have that a Park and I think there's quite a number of people in Orenco; the Parks Commission never talked to me once about what they wanted or what they needed. They have created non-descript, bland looking pieces of land all over Washington County which are good for skate parks, but for a place to have quality experience like the Chinese Garden downtown, we do not have that here. And if you don't take and look at what you have here as, as a great piece of beauty you're making a serious mistake! And you're going to be the legacy that we're going to look back on 20 years from now and when this place is one great big, low wage slum! Thank you. Good night.

Coulter – If you testify again
Florea – Yes.
Coulter – Please remain calm
Roberts – Eh, let me say something.
Florea – I don't like seeing you sell my children's future down the road!
Roberts – That sir
? - <?>
Roberts – Sir, we listened to you, please
Florea – Thank you.
Roberts – Please stay for a second.
Coulter – What we're asking you
Roberts – The commissioner is absolutely correct, everyone here deserves respect, everyone, and for, for, for you to make comments about us is not appropriate.
Florea – I see a Planning Commission that has sold Washington County down the tube. That's what I see sir.
Roberts – Thank you.
Florea – I was gone for 20 years
Coulter – You
Florea – and I see nothing but slums before me.
Coulter – You can leave.
Roberts – Yes.
Florea – Thank you.
Coulter – Thank you.
Florea – Good night.
Roberts – All right we're going to have to state this one for the record. We will remain respectful, we will remain calm, we will remain as neighbors when we're done with all of this. If we have another outburst like we just had we will stop the meeting immediately and we will adjourn until that person leaves. Is that abundantly clear? Thank you.

Laine Young (Orenco Neighborhood Organization) – On a calmer note.

Roberts – I would appreciate that.

Laine – You bet…[refers to submitted written summary]…we have met the housing needs almost completely within Orenco for the whole City and so therefore more housing in Orenco does not appear to be a need…traffic will change our neighborhood forever… **we have brought forth so much information about the needs for more housing and about the suitability of the land and quite frankly I'm really, really concerned that that has failed to be a dialogue in the last two hearings**…"state law specifically prohibits modeling of a project, in other words the transportation modeling of a project prior to the funding being in place for the carrying capacity for that transportation system and it appears… [End of tape] ….why does anyone think that this area can provide the carrying capacity for the density of housing that was proposed. And now it appears that the 800 pound gorilla has put on a little weight in the last month or so. Now on top of it all we have an even bigger project before us that seems no more plausible than the last. Specifically regarding Open Space, I want to say that…now with the newer development projects that will be built before 2006 we're close to 80% of the land transforming…no long range goals…just developing this and that parcel…we've done traffic counts…traffic speed through our neighborhood is concerning…we need Open Space to

balance the impact of the rate of development...stated in the Comprehensive Plan, I do not understand why is that not included in the dialogue. **It appears to me that pretty much what we're discussing is how to make this project happen rather asking ourselves should this project go forward in the format that it's in**...the capacity is not available...what is an appropriate use?...unfortunately this process is not about discussing alternatives...this area is becoming unlivable [discusses traffic congestion]...presents some options that might be compatible with the area...I present three alternatives: First – 3 acres around the historic McDonald House, 19 acres of habitat restoration, ...discusses the wetland mitigation bank where another developer could develop on their wetland if they offset it by paying for the purchase of wetland at another site...$75,000 per acre...could generate $1.5 million for this riparian area...high density, commercial and residential on the SE part of this property. Second – similar to number one with habitat restoration of 11 acres, wetland mitigation 20 acres, but with 46 houses on the NW area which could be compatible with the Orenco Townsite...my fear is that we will lose the Orenco Townsite because of the traffic demand...they would change the conditions to support the demand and destroy Orenco...Third – do nothing proposal...the historic development of the McDonald House can't happen properly with this proposed development...like Salem's Deepwood Estate...we could do that too...

Mathews – Thank you for the hard work that you did in getting this all put together. On your first page you have this, the one statement in red where it says the state law specifically prohibits construction projects. Do you have an ORS # for that?

Laine – It's the Transportation Planning Rule and unfortunately it doesn't prohibit construction. I was, I found some specific information a little late to change this. What it prohibits is the modeling of a transportation system based upon projects that have not been funded because the capacity may never be there, so it's the Transportation Planning Rule.

Mathews – Thank you.

? Airaguanam – discusses crowded nature of this area...why build more...decreases living conditions...this is one of the very few beautiful places in Hillsboro...

Kathy Bloom - ...the Orenco Townsite will be adversely impacted...Elks deserve to receive money for their property and Orenco should not be adversely affected...sources of funding can be found for public purchase...to leave a legacy for this community...to save one of the last big Open Spaces in this community...

Bonnie Kooken - ...[submits transportation report that critiques and challenges the applicant's traffic report]...I did a traffic count on Monday between 7 and 9 am on the corner of Dogwood and 228th street and on the following Monday; with school not in session the number of cars was162, and with school in session it was 435 cars...these numbers are larger than Kittleson's...and the numbers from the Arbor Garden traffic studies are also larger than Kittleson's...a question for the Commissioners: **If this property is best suited for the Orenco woods Crossing development why does this development present so many negatives to all the surrounding communities? ...and especially the Townsite of Orenco**? That the Comprehensive Plan has had to be gerrymandered in order for this Orenco Crossing to come forward. Can you answer that for me? Would you like to consider it? Would you please consider it? You're smiling.

Roberts – I'm not quite sure how to answer your question. This whole process is a matter of...something that we haven't been involved with much over our years. We're pretty experienced in a lot of arenas but in this arena even staff is being taxed and so for it to be a bumpy road in terms of how you get from point A to point B is pretty understandable. I think that is really more a reflection of that than anything else. That's why I'm smiling; it's been quite a journey for all of us.

Bonnie – Isn't it though.

Roberts – Yes.

Coulter – May I add one comment to that. And maybe it will help the rest of the audience. Our role is to hear all sides and to receive all testimony and that's what we're doing, currently have been doing, and then based on criteria we have to meet either approval or denial, then we take the testimony of all sides and make a determination and so after you I'm sure there's many more people that want the opportunity to talk to us as well as an opportunity for the applicant to provide rebuttal. We need all that information before we can make a sound decision and so what we're going through and you're in the middle of it, trying to seek validity in the different statements and the being able to make a decision based on the criteria and that's what we will be doing.
Bonnie – Thank you.
Coulter – You're welcome.
Bonnie – And would you consider also having the hearings left open while you study these reports?
Roberts – I think we need to, I mean, if there's testimony that has been entered into the record and what you have done and we haven't had a chance to read it, it's going to be a little difficult to made a decision.
Bonnie – Thank you.

Tom Wolf (Chair of the Oregon Council of Trout Unlimited, member of the Hillsboro Vision 2020 committee) – I like living in Orenco…it's different…we don't have sidewalks…we don't have streetlights…it's very unique…I think that concerns about green spaces, about protecting the stream, about traffic; those are all legitimate concerns. So, I, you know, I go to a lot of hearings, I hear a lot of things, and I think that we have a real issue of livability. The livability of a part of Hillsboro and a very close friend of mine, **Shirley Huffman, once told me that livability, making Hillsboro a livable community is the most important thing that we as citizens of Hillsboro can do and I've been part of the Hillsboro Vision 2020 Plan for seven years. We are desperately trying to look at ways to make Hillsboro a more livable community and I think protecting the Townsite of Orenco, to address the concerns of the people so that they can continue to live in a wonderful area is a very big part of that livability**. Thank you.

Margaret Whalen –…I've lived on the corner of Alder and 230th in Orenco for the past 28 years…there are tons of people walking on Alder to get to the Orenco Light Rail Station from early morning to late at night…I mow the shoulder of this narrow, unlit street so people can walk when 2 cars are coming and there's no place to walk…take into account the alternatives…the roads and livability are important…if they built senior housing on the course I'd like to live there….

Tim Stout - …regarding Mr. Sullivan's comment on the Transportation Planning Rule and connectivity…connectivity is encouraged if a traffic grid is in place to connect to…the problem is the Light Rail track is on the north boundary…your discretion…there is a pedestrian zone overlay in Orenco…the Comprehensive Plan defines this as a preference given to pedestrians over cars…both pedestrian and traffic use the streets and the applicant's traffic study does not address the pedestrian's use of the road in relationship to traffic and if they wanted to get a correct idea of the impacts to the safety and welfare of the pedestrian and problems of traffic they should do a multi-modal traffic study which takes that into consideration…the lawful width of any vehicle that can travel along a City street is 8 and a half feet in width but cannot exceed that width, the problem is, we have streets in Orenco that are 14-15 and a half feet in width, it's a physical impossibility for two vehicles of that size to pass and still maintain safety to any children going to school…if approved, an actual imposed density cap should be put in place…there should be an actual condition limiting the housing number…keeping a right of way of 50 feet on the streets to Orenco could be a Trojan Horse to open streets up later… should condition limiting to 10 to15 feet, whatever's necessary just for emergency vehicles…questions if this process should be a legislative action…

John Vangrunsven - …I own a rental in Orenco…I'm a retired commercial real estate broker…kind of a pro development type…this really is a serious issue that kind of warrants some thought…in some of the things I've worked on Kittleson has done the traffic studies and always done a better than adequate job but on this issue I think they really kind of missed it …I've really tried to stay out of this whole thing but now…I heard something…I listened to Mr. Coulter and he used the word criteria and it seems to me a huge criterion is involved here…has to do with a tremendous increase in traffic through a little town that isn't going to handle it. I understand TIF, I don't know what the fees are but I'm going to assure each and everyone of you it isn't going to touch what it's going to do to that community and

everybody's going to be stuck with a problem of how do we pay to rip up these streets, rip down these trees re-institute storm, sanitary everything that comes along with it. TIF's been gone; I mean that doesn't even necessarily go to the community anyway. It goes I think more to the fund. But back to Kittleson, they referred to Dogwood and 231st…in a way of calculating…when Light Rail came in one of the ways this thing is it was lobbied…the way they satisfied numerically was by saying, ok we increase the zones therefore we'll have so many people down the road, ergo, we have enough people, now let's build, let's get our railroad uniforms on and we're ready to roll. Going back in my ruminations toward Kittleson, there at the intersection of 231st and Dogwood and they're making 60 cars to the right which is convenient because that's the easiest turn, it does less damage to traffic. Using the same calculation mannerisms that Metro use which is counting in the future it seems to me they should count at 231st when that opens up to the south. It seems to me because I've been involved in the project and brokered them, there's a theater, a shopping center and a bowling alley and several other developments and quite a bit of land not even developed and that 35 cars per left at peak hours isn't even close to what you're going to deal with there…I guess what this really begs of is for you folks to sit down and realize that we need way more time to do this. Thank you.

Procedure Discussion

Roberts – At this point I'd like to talk to the applicant. There's a, has been a discussion about testimony and rebuttal and where we're going from here in terms of procedure, not about the issues and what I'd like to do is ask the applicant if, what we're contemplating is closing the hearing at this point with, but leaving the record open for written, any additional written testimony that anybody wants to submit for seven days and then seven days for any written testimony that somebody wants to rebut something that has been written in the first seven days so there'll be letters flying all over the place for fourteen days and then at the meeting on the 27th the applicant would have the right, because the applicant always has the right to final rebuttal so on the 27th we would hear the final rebuttal and then deliberate and then make a decision one way or the other where we're going. Does the applicant have any feelings?

Counselor Sullivan – Perhaps maybe a modification…[End of Tape]…if we go seven and seven you're not going to be able to read it and render a decision on all of the stuff that you have before you so that we're really looking at the 27th. We regret that but it's part of the process. The only request for leaving the record open as I understand it had to do with the traffic. If we have, the traffic report that we just saw at the, you know, end of Mrs. Kooken's testimony, you might think about limiting the response, because we think we've made our record, to the traffic report. We are willing to get that response into you within seven days. If you wanted to we could get you our written comments right after that and before, in time for staff to distribute to you for your meeting on the 13th and you could dispose of it on that evening after hearing our final oral rebuttal. You have two or three things that you could do and let me run through so you know. One is how much rebuttal do you want and much more paper you want to read in this stuff. The only thing that we saw that we feel we have to respond to and mainly because it had a lot of numbers and we're not sure until we've read it carefully is the traffic report put in by Mrs. Kooken. We would move that you give us seven days to respond to that and then we will give to you on 4/4 and even if you wanted to the first our final written comments. No new evidence. The evidence would only be in that first seven days and only relate to the traffic report and then you could dispose of this on the 13th. Alternatively you can leave the whole thing open for anybody to put in anything and we will accommodate you, we will do our first response in seven days, we will look at whatever anybody else has put in response, respond to that written seven days and then you'll have two clear weeks to deal with it. On the 27th we'll give you our oral closing and then you can go and do that. So you got two things going. First how much do you want to see and what date do you want to decide?

Roberts – So from your standpoint you're ok with either one of them, you just have a preference that limiting it and getting it done sooner rather than later.
Counselor Sullivan – We'd like to get this done finally, yes.
Roberts – What you don't like coming back here all the time?
Counselor Sullivan – There'll be other cases.

Roberts – OK. This I don't think is open for any other discussion and I understand but what we're doing now is we have listened patiently and in one case impatiently about a lot of testimony and there have been a lot of people that have put in an enormous amount of work on both sides of the issue but at some point we've got to come to the point where we think we've heard most or all of the issues and we can make a decision and so that's where we're at right now. We've think we've heard as much as there is but we're giving everyone one more chance it we go with option two. But we'll just do it in paper and it. Yes my evenings will be really fun I tell you but that's not part of the deliberation. We have to do this for what's best for everybody. That's what's going on. At this point I need discussion amongst us.

Raber – President Roberts? Just one thing you might want to take into consideration is the timing as to whether or not you should continue to the 13th or the 27th. Quick discussion among staff, the items that you have already scheduled....
Coulter - ...the 27th.
Mathews – Concur...
Roberts – I will close the public hearing but leave the record open for written testimony for 7 days and rebuttal to the written testimony for an additional 7 days and with that I need and oral rebuttal on the 27th and deliberations.
Coulter – Move to close... [Motion specifics repeated...]
Roberts – Thank you. We're really not trying to make it tougher or more complicated but it sure seems to get that way.

4-27-2005 (Hearing #6)

[Staff report]

Roberts – ...I have had conversations with the Planning Director and felt that the issues are complex enough, the stacks and reams of papers that we have reviewed are complex enough that I would appreciate it if applicant would take 15 minutes worth of rebuttal instead of seven just so we can get through most of this stuff...

Applicant Rebuttal

Counselor Sullivan- ...This is our final opportunity to present our case to you...We have been before you almost every month since our first hearing in November in 2004. In addition we have held numerous meetings with neighbors, with City, County, and Regional Planning, Transportation and Park staff. We've viewed hundreds of pages of testimony and tried our best to bring forth a proposal that will meet the needs of the region, the City and the Orenco Community. Let me set out the issues as we see them, give you our position on these issues. and invite your questions or comments to me or to my colleagues at the conclusion of our presentation. Let me begin as staff did with the Plan amendment criteria which implicate all of the issues raised thus far in this case. We suggest that both the "best suited" and "need" criteria are met. The property is better suited for a number of reasons to the low(sic) density residential classification than for the Open Space Plan designation carried out through the institutional zoning designation, medium. Let me go through some of the reasons. One, there is no reasonable prospect or desire for public acquisition of the Elks' property. There is simply no need for such an acquisition by Metro or the City. It's not on any plan and even if it were on the plan there is no money to acquire the property. Other uses are available for this site and if we are not allowed to realize our careful mixture of parks, housing and Open Space, the market will find other uses. Two, this proposal presents an excellent opportunity to provide for Three acres of Park land for the public to meet local needs for recreational purposes. Three, the proposal also presents the opportunity to provide for a continuation of the Rock Creek trail as well as the maintenance of Open Space in the current property along the stream banks by a future Home Owners Association or for the potential acquisition for that Open Space by the Hillsboro Park Commission. Four, this proposal also, prevents (sic), presents an opportunity for the further preservation of the historic McDonald House as well as funds for the Elks to continue the good works that they've undertaken there and elsewhere. The Hillsboro Lodge has committed to work with the national chapter, national organization to determine the feasibility of obtaining a federal historic site listing for the house. Finally, we have offered and continue to offer tonight conditions by which this development will work with the existing Orenco neighborhood. We have suggested a Parks and Open Space configuration that takes advantage of the natural resources of the site. We have offered to connect fully, to block connections, or to leave room for some or all connections with the existing transportation system in the adjoining Orenco Neighborhood as the City may see fit;

We have also provided the financial wherewithal by which the capital improvement programs for the area for transportations including Cornelius Pass might be realized.

We're aware of the transportation concerns of our neighbors but we've also taken positive steps to alleviate those concerns both by providing our fair share of the funding for the improvements which we as well our neighbors would use. We believe our proposal provides the best chance to meet the funding needs for transportation improvements for the life of the City and county transportation systems plans and we are willing to time our proposal for development to assure that there is no lack of capacity during the planning period in regard to those plans. We have presented you expert transportation testimony which has been verified by City, County and Regional transportation staffs and outside consultants to the effect that this proposal meets all of your applicable transportation standards. And if the Commission finds that there are special circumstances by which the normal requirement of connectivity is not applicable we will support that conclusion. That special circumstance may be found in the commitment of the adjacent Orenco neighborhood to smaller rights of way and improvements that may not work well with direct connections. If the City so determines we will work with the City and the neighborhood to assure the traffic flows well other than through the Neighborhood. We ask the Commission to render its decision tonight. We're prepared to assist the commission with findings, to address the necessary criteria in the event the commission determines to recommend approval and we now stand available to answer questions you might have.

Questions to Applicant

President Roberts - Are there any questions? <Prolonged pause> After all this, there are no questions?

Commissioner Mathews - I guess I may ask a couple three questions. You know me. During the opponents discussions a great deal of discussion has been placed on the obligation of the commission to review transportation as well as school needs on a Master Plan change. The last study I saw for the High School district and the testimony that was given as I recall at one of the many hearings we've had here showed that the school district was at capacity and that they were going to have to bring in temporary buildings into the brand new school we just built. Can you speak to me as to how we've met the need of the school district by allowing an additional 350(sic) homes to be developed in a school that is already over capacity?

Doukas - When we first received the service provider letter from the school district we reviewed the long range plans for the school district. They have long range plans for additional elementary school capacity. I don't have that information right on the top of my head. I do have it in my file. They are anticipating additional growth. They do not have the capital facilities today but they are anticipating them, they know that growth is coming for Hillsboro at all levels for the school district and so they are planning for it. That's the best answer I can give you right at the moment. I do have some documentation on some of the efforts that they have gone through for their facility planning. I can dig that up if you need that.

Mathews - The other question then has to do with transportation. Again, speaking to funding, if I were to sit here and believe that the county is going to improve Cornelius Pass in my lifetime, I'd probably be stretching my imagination. I watch them trying to improve Baseline. That is supposed to have been done years ago. We're still, Baseline is still torn up. We recently turned down a project on Cornelius Pass road because of transportation and safety problems. How would we be improving the community if we decrease the value of the transportation systems to a system that is already at a sub-standard basis if there is no funding available? If they have to go to a bond issue, which may or may not pass, which the county commissioner may activate sometime in the future 10 or 20 years from now. How is that going to speak to the need for your 350(sic) houses there today?

Dunn - To speak to your question Commissioner Mathews. There were, I think, several parts to the question, one starting out with your, I guess, position on improvements that are made along Cornelius. There have been several projects built in Cornelius Pass over the last several years and if you'll notice North of Highway 26 that corridor was

recently widened to five lanes from I believe, US 26 all the way up to West Union including all signal lights and improvements.

Mathews - There was.

Dunn - So there are projects that are going on. There is an ongoing project south of Baseline Road to widen that road to an urban 3 lane section. That's a Washington county project, design project, going on right now for implementation. To address some of your comments about Baseline, it's my understanding that the Baseline project was a phased development, being done in increments. And what we 're experiencing now are the improvements that are going on throughout and past Cornelius Pass to the west all the way up to and just past 231st to bring that facility up to an Urban 5 lane section. So there are substantial improvements that are going on now. Regarding your statement about the substandard level of the capacity today on Cornelius Pass our analysis is telling us that the intersection that our site would feed into directly there at Quatama and Cornelius Pass is operating under acceptable standards today, based on the Washington County operational standards which is a level of service 'D' or better and a volume to capacity ratio of .95 or less during peak hours. To address your comment on would this project contribute to the detriment of the system of Cornelius Pass Road and my answer I think is no because this project is going to result in not only site frontage improvements for our section of road along Cornelius Pass. It will contribute towards the TIF fees which are pooled together to implement projects such as the one that we think is needed eventually here on Cornelius Pass Road. There is the preliminary design project that's going on right now by Washington County to design the 30% plans for this roadway section all the way from Walbridge down to Baseline Road so my answer is there are wheels in motion. I think what could accelerate this project is developments like this and others that go on in the corridor which can contribute to funds towards those improvements. Essentially increase the probability that Washington county and the City could work together to accelerate the construction schedule for this project knowing that there are private development funds out there that can be used.

Counselor Sullivan - Let me supplement that response Mr. President. There are 3 things I'd like to say. First of all it's on the Transportations Plan. The problem as I know Hillsboro had and I know you know Hillsboro has is that we're an integrated system with the County where the County gets the money and then gets to decide how to spend it and the City doesn't direct that. It can ask but it can't direct the expenditure of that money. But it is on the Plan to be done within the planning period. Secondly, this development will give a significant amount of TIF money so that the money can be used. Again, I can't say that it will be used because that's the County's call and that's the difficulty all developers live in, in Hillsboro. And the third thing is that I mentioned in my closing arguments that we are willing to look at the timing of the development of this project so that it meshes with the necessary improvements.

President Roberts - <has brief discussion regarding protocol regarding time allotted to applicant... more than 15 minutes if answering questions>

Fitzgerald: My concern all along has been the mitigation of the impact that this development's going to have on the immediate neighborhood, the Orenco neighborhood. And I know your aware of that, your very sensitive to that and you said in your closing that your willing to work with the City to mitigate that impact and I guess what I'm grappling with is how to condition it so that harm does not come to this historically significant neighborhood? And so I go back to the criteria which says, you know, the burden of proof is on you to show us that this new designation is better suited for the uses proposed than the current use and I guess my question is, you know, your first response to that was that it's better suited for low density residential than the Open Space designation and your reasoning is because there's been no reasonable, there is no reasonable prospect for public acquisition of the property. And I agree with you and I also, so I agree with about on half of your argument. But some of the neighbors presented some alternative plans with even lower density proposed. With the lower density abutting up against the historic neighborhood and the higher density out toward Baseline (sic) and I guess my question is: Have you considered that as a feasible option?

Doukas: We have considered that. Within the development we do have a variety of densities. At this scale its not always possible to see the differentiation between those densities. We are at a point in time where a low density

development is 4000 square foot lot. It's not the world we grew up in per se, where you can do a quarter acre lot or something like that. Low density residential is still fairly intense. So we have designed the project to transition the density within the development from the Orenco side of the neighborhood to the Cornelius Pass side of the neighborhood. I know you haven't looked into the development plan in large detail, or I'm assuming you haven't. You're going to have plenty of time to do that we hope but we have done that level of detail and there's been a large amount of thought in how that occurs. We're also trying to strike a balance with the goals and policies of the SCPA reads that talks about the efficient use of land and some of that is reflected In market forces and I know developers are notorious for always talking about the bottom line but the bottom line matches that need for efficiency in how we deal with our land and I know from a public perspective that's analyzed a little differently but the reality is that you have only so much land to deal with within your City Limits, within the Urban Growth Boundary and you want to make sure that your providing a future for the City of Hillsboro whether that is jobs, or housing, or parks. And when you as a community invested in Light Rail you prioritized things. And that prioritization says that yes we're going to be sensitive to a historic neighborhood like Orenco and we're going to give it a special district and we're going to pay a lot of attention to it but we're still going to use our land efficiently and wisely and be good stewards of it. We believe that this plan accomplishes that and granted it is still at an urban density but is a sensitive density. It is single family detached homes adjacent to Orenco and the time you're going to get to spend on that is really through the conceptual development plan and the detailed development plan.

Fitzgerald: Could you go into a bit more detail about the phasing you had mentioned earlier to coincide with

Counselor Sullivan: The issue is whether or not the transportation improvements will be on line sufficient to be concurrent with the development and what Mr. Dunn has told you and what the staff has told you it's in the plan and that we know that within the life of the plan it will be done. You may look at this in a way that you time the concurrency of the development of this project with the necessary traffic facilities that is more a zone change consideration. But I'm telling you that in order to look at this overall, you can make the determination that yes its in the plan and yes it will be done at the end of the day but we're going to need to look at detailed development considerations before the Planning and Zoning Hearings Board and the DDP and CDP and that's what I was talking about.

Fitzgerald: OK, that's all I have for now.

Mathews: It would help me a great deal if you could show me in our regulations where it says when we review Comprehensive Plan changes the time frame or the element that we're dealing with. You say there is no effective, now meaningful offer on the table now to develop that property and I understand that, but a Comprehensive Plan as I understand it is a long term project. When <?we started out> this Comprehensive Plan we didn't know there would be a Light Rail either and so lot of things happen over a period of years and so <the> Comprehensive Plan is more than what is on the table today. Can you show me where we have to look at what's on the table today in our decision on making a change in the Comprehensive Plan?

Counselor Sullivan: If you're asking me whether or not there's something in the Plan that says, a, hold it up until you have the money for the Park. There isn't anything there. Nor is there anything really for residential use. All you have are the two vague criteria which Mr. Estes read to you and what I have to say is that the Light Rail accommodation was done by a Plan amendment and this is also a Plan amendment. It's also to keep up with the changing needs of the community. The fact is that this golf course or Open Space use is not going to be available to the public. It may go to be something else. But it will not be available as a public Open Space and in order to deal with the realities with the rest of the policies of the Plan and the state wide planning goals you've got to take a broader outlook. What are those needs and those resources? Those needs include the need for housing for the western end of the region. The fact that there is a need for public Open Space and recreational area that is not going to be available designation unless the City or Region decides to buy the property and the fact that it might occur, it could occur for any vacant property in the region. What you've got to look at is what's the most appropriate designation for this property. Our suggestion is that you have a need for residential use and you have a prospect of doing at least three other public goods in the meantime by granting the designation. You have the dedication or the purchase of a piece of property for parkland three acres. You have the

preservation by a mechanism that is not drawing from the public fist to maintain the Open Space around the creek and then you have the preservation of the historic McDonald House. None of those things can be realized by just leaving everything in place until somebody gets the inspiration to buy the property because it isn't on anybody's priority list and it's not likely to be on that priority list. And you've got to look not only at what you'd like to have but what the realities are for the current land use scheme that's my argument Commissioner Mathews.

Roberts: Other questions? I have one question that is a transportation related. This is a detail so we can <go> through it fairly quickly. All of your traffic analysis has revolved around the capacity of the Intersection of Quatama and Cornelius Pass and how traffic flows through that intersection, what level of service is. The question that I want to ask you is the same question that we asked a previous applicant down the road a ways. That was saying the same thing, that the intersection works it moves traffic through to county standards but that road is a notorious bottleneck. Traffic backs up to the intersections significantly at am peak and pm peak so the question is. If I was driving down the road and hit the queue as it backs up, is my wait time, which a road capacity question, not an intersection capacity question. Does my wait time decrease, stay the same or increase after you've made the improvement to the street and to the intersection. Is the impact to me as I'm driving down the road the same, better or worse? Not as you move through the intersection.

Dunn: Are you talking about the improvements about the improvements along the site frontage itself.

Roberts: No, I'm talking about the time that I'm sitting in my car that's, there's a queue out there now, it exists and when I drive down the road am I going to sit in that queue, I assume, isn't going to go away until the whole road is improved significantly so is my wait time in the queue going to stay the same, is it going to go down or is it going to go up?

Dunn: I can give you two ideas of what would reduce your wait time at that, on the approach to that intersection. One is by adjusting the signal timing. It is an isolated intersection. It's not inter-connected to any others out there in the corridor. It services the side street demand when the call comes in from the intersection. So there is an opportunity perhaps to provide a re-timing which is a very simple improvement. There is also an opportunity to provide on our side of the street and I think on the east leg of Quatama to provide another turn lane so that instead of a single lane approach you have two lanes on the approach. By instituting something like that you could cut down on the green time needed for Quatama and put that green time onto Cornelius Pass Road. Your question is also very, it is a microscopic question because it addresses only your perception as an individual driver whereas traffic engineering practice when you look at operations for an intersection or a roadway you also, you are really looking at the average delay for all drivers entering that intersection or along that roadway for a one hour period, or the peak 15 minute period I should say.

Roberts: Well, but the problem is with your definition versus mine is exactly the issue we're dealing with. As we take traffic in a proposed development, as we take traffic through old Orenco traffic engineering logic says, yes, the streets can handle the capacity, the intersections can handle the capacity but the people that live in the community can't handle the capacity. The people that drive down Cornelius Pass road, when they are already queued up from Baseline intersection back through the Quatama intersection and we're adding more capacity to that intersection and so the queue is not just what's happening at that intersection but is being affected by Baseline and we are adding time, real honest to gosh time to somebody's travel through that couplet. That's a problem and if that's, it can be handled engineering wise but conventional engineering logic doesn't get us there and so I'm having, I'll ask the question again. Will my wait time be more, or less or the same as I drive down Cornelius Pass?

Dunn: I think that with the two items that I had discussed with you, your wait time would be less than what it is today with this development in place.

Roberts: OK

Doukas: You also have anecdotal information within the public testimony that came in within the last couple weeks that explains that when the signal at Quatama and Cornelius Pass was broken and there were flaggers out there the wait time went down. So that signal is a big component to that timing and granted it's anecdotal information but it's coming from the residents of this neighborhood.

Roberts: OK

Dunn: One other thing, if I could add one more comment, because you referenced the area down at Baseline and Cornelius Pass and the queues that develop there. There is construction going on at that intersection or throughout the Baseline corridor for several months now and they are increasing the capacity of that south bound approach quite a bit with additional turn lanes, signal improvements.

Roberts: I understand, but when asked that question of the applicant that was before us. We asked it of the applicant's traffic engineer and we asked it of the Washington County engineers that were here testifying, which was extraordinary by the way, and they both concurred that even after all the improvements were done when you put the additional traffic on that intersection that was going to happen because of that development and we have to assume that that land is still sitting there and it's going to get developed at some point. When you put that capacity into that intersection the queue time on the north leg of Quatama of that intersection. They all agreed that wait time was going to go up even after the improvement. So what that tells me is that we have a road capacity issue not an intersection capacity issue. That's anecdotal also. So, I don't know where we're going to go with this but I'm not sure where we're at on traffic. Any other questions? Then thank you very much.

[Staff discusses procedure, then the public hearing is closed, President Roberts responds to a question from the audience explaining that sufficient chances for public testimony have been made]

Deliberations

Roberts: Discussion. I think we all need to have some discussion on this and to also when it gets down to a vote what we're going to do is we're going to start at that end of the dais and everybody's going to say what they think and how they vote and I will reserve my vote as last to be a tie breaker if needed. So discussion.

Coulter: I have some question for staff. Not that they didn't expect it. In considering, it seems like in the years I've been on the commission we're never been able to, and I guess I'm looking for clarification; we've never been able to take into consideration school capacity in our decision. It's something we haven't been allowed to. I guess that's a question. I need to understand when we're looking at this Comprehensive Map Plan change; do we have that in our ability to look at?

Estes: Staff has investigated this issue somewhat and we have reviewed ORS 195-110 which is entitled school facility plan for high growth school districts. There is a section in within this portion of the ORS which states "notwithstanding any other provision of state or local law, school capacity shall not be the sole basis for approval or denial of any residential development application unless the application involves changes to the local government comprehensive plan or land use regulations". I would also like to go back and state that planning staff has <end of tape> district regards as to whether or not the Hillsboro school district classifies themselves as, as high growth school district and there has not been a specific determination I guess one way or an other whether they classify themselves as a high growth school district. In reading this language the Planning Commission would have to somehow tie this back, this issue, of schools to the approval criteria and as far as whether or not the Planning Commission chooses to make a decision based upon the need for schools I guess it falls back onto the approval criteria and the ORS provision does state that the, I guess I'll read the language again: "unless the application involves changes to the local government comprehensive plan". There would have to be some interpretation from the Planning Commission that this would

involve a change to the local comprehensive plan and thereby, you know, could possibly be considered in conjunction with the approval criteria.

Coulter: Again, in the years I've been on the commission I'm not aware of any time the school district has provided any input into a hearing before the Planning Commission as to capacity.
Brooks: They've tended to stay neutral.
Coulter: And that's my question, I haven't seen anything in my years.
Brooks: I'd have to defer to Mr. Estes but was there a letter submitted by the school district?
Estes: There was testimony provided by, I believe the applicant which gave information regarding capacity at certain schools within the area but as far as weighing in one way or the other they have not done so.
Coulter: Has the school district, are they informed as to "we are looking at this as an application?"
Estes: Yes they are, and in fact there has a, there, I have had conversations with the school district about the application specifically. Nothing, in general, but just they are aware of the application itself.
Coulter: And at this point they have not made any, or provided any written testimony as to their feelings one way or the other?

Estes: I have the response from the school district which was provided on 12-15 -04 from the school district where they state at the time of this response the proposed development is located within the following attendance areas with enrollments noted. Please note that this information does not reflect that the service level is or is not adequate to serve the proposed project. And they do provide the school, the elementary school being Orenco, the middle school being Poynter, the High school being Liberty with the capacity and the enrollment as of October 1, 2004, and then they provide some analysis which includes the number of students which could be generated by the proposed development.

Coulter: Again, from my recollection there they've made no determination either way for us.
Estes: Right, they do state, they state specifically "please note that this information does not reflect that the service level is or is not adequate to serve the proposed development".

Coulter: A couple of our City departments are tending to go that direction currently, making our job just a tad bit tougher. One of the things that the applicant was discussing was the possibility of looking at the, if this were to go through, the phasing of the development tied in with the transportation and I guess, if this was to pass and it was to move down the road in zoning and CDP's and all the rest of our hearings will we have the opportunity to as a commission to make sure that were to occur so that we wouldn't have any greater detriment to our current transportation system there at Cornelius Pass Road.

Estes: There was discussion at the time the commission was considering whether or not to re-open the public hearing for these alternative comprehensive plan designations about how the commission could possibly suggest conditions of approval to be placed on the zone change and there is some discussion that should a comprehensive plan change be approved the Commission could choose to initiate a zone change for the properties, remembering again that the zone change hearings go to the Planning and Zoning Hearings board but the Planning Commission does have the authority to initiate zone change's on subject sites and also to recommend conditions of approval to the Planning and Zoning Hearings Board. That could possibly serve as an opportunity to allow the commission to suggest conditions responding to your concerns regarding traffic.

Coulter: And given the obvious importance of the Old Orenco neighborhood and the people who live who've been there forever and our <?>, we would have, I know it's probably unique, and but then again we're a unique people. The ability to site special circumstances so we can keep traffic out of the west.

Estes: That is something that has been discussed as something the commission has expressed interest in doing. There could be further discussion about that I would note that the a zoning ordinance lists specific conditions which can be applied to zone change's and those are included in section 114 of the zoning ordinance and those include street improvements abutting and within the development area, street improvements and street dedication abutting within the

development area joint use and access agreements, improvement agreements for the installation of necessary on site public facilities, utility easement, landscaping, off street parking, storm drainage, offsite public improvements when the zone changes and subsequent development will contribute significantly to the need for such off city public improvements, development review approval by the Planning Commission, screening , fencing, limiting access, surety and performance bonds, and non-remonstrance clause.

Coulter: So it appears that the one vehicle in there is the possibility of limiting access. Again this is a unique piece of property that we're looking at. It has a unique neighborhood, an old neighborhood that's around it. It has roads that don't fit into our normal road system. It would seem that we need to, if we even look at doing this we have to look at ways to try and protect old Orenco neighborhood and I just want to make sure that we would have that opportunity by reading that.

Estes: I think there are definitely, you want to have some discussions about it and there may be some a
Coulter: I'm going to want to make sure there's teeth.

Estes: you probably want to have some discussion regarding opportunities maybe for providing future access to deal with some other connectivity standards that we have for the City and maybe also dealing with some pedestrian and bicycle connections but is something that the commission could choose to discuss further and suggest as a condition of approval to the hearings board.

Coulter: Every once in a while it makes sense to look at an exception and we do them for other things and it seems like at some point this would have to be something that we have to really be able to do. As much as I appreciate the Elks and I appreciate, I mean, I'm a nursery man, I love Open Space but I also appreciate that people live next door and we've got to try to make, if we even try to do this we have to make it look like it's a system that works for those people as well. Through there. OK that's my questions of staff Mr. President.

Cameron: Getting back to housing needs. We've heard so much testimony from the applicant, opponents and staff regarding the number that we're going to need by 2020. Anywhere, think the number was from 2200 to 4400.
Brooks: I didn't hear the numbers.

Cameron: We talked about the housing needs that we'll need by the year 2020 anywhere from, I think the numbers range from anywhere like 2000 to 4000 depending on whose numbers you were listening to. Is that an actual, do we know what the actual number based on what we have today and what's in the works today what our needs really are?

Brooks: Well, I think you can look at it in terms of the constrained forecast that we looked at and argue about the numbers in that context. I think the long range view, and I think I stated it before, is that we have a significant amount of employment capacity in the community that has not been realized that we may realize at some point in the future and if we do there is not a significant, there is not enough housing inside the City to accommodate that and we have actually planned for that and assumed that not all of that housing would actually be inside the City so because not everybody who works in Hillsboro will live in Hillsboro. So its not an easy question. You can wok around the narrow edges of this very defined number but there's a larger need out there that will not be met in the future, could be met in Hillsboro, doesn't have to be met in Hillsboro.

Cameron: Thank you.

Roberts: I have one <question>. It appears to me that we have two paths here and I'd like to just, I don't know what the answer is here and I don't know whether we need to get an interpretation from the City Attorney or not. The two paths are, if we were to say no, don't worry the other path is yes, so you're going to hear both sides of it. If we say no then we leave the property as Open Space on the Hillsboro comprehensive Plan , have the Planning and Zoning Hearings Board leave the zone unchanged as county institutional because that would have, because our City Attorney has determined that the Comprehensive Plan trumps the zone. So whatever zoning is on the land has to be compatible,

the use that they choose under that zoning has to be compatible with the comprehensive plan so in an institutional zone it would have to be a golf course use , or it would have to be some other kind of use that was possible, a megaloptic building would not be compatible as it relates to the Comprehensive Plan. At any rate let me go on here. This would have the effect of the property use for Open Space because the Comprehensive Plan trumps the zone designation. By doing this though have we defined the economic value of the property cause isn't that part of what we do with zoning? And if we haven't defined the economic value, do we, are we required to?

Brook: I think you; this won't answer your question directly. I don't think you're required to determine any specific economic value.
Roberts: Well it's a relative value, I suspect.
Brooks: Well it's a relative value but if you're concerned about a taking, I'm not, I don't know if that's your concern or not there are economic uses, albeit lower in the lower economic uses that would occur most likely if it were left as Open Space.

Roberts: My only concern is that if we go down this path or the other path I just want to make sure we're going through it by the numbers. Making sure that we're not doing something that isn't defensible. That's my only concern. And then the other possibility is that if we do decide to say yes, what we do is up change the Comprehensive Plan to residential and request a residential zone and then it goes to Planning and Zoning Hearing Board and then we'll have to work with the Planning and Zoning Hearings Board to put the conditions on the property that we think we important, for all the things that we talked about for quite a while. That's really the two paths. But that's the , if we say no that's just so people are fully aware, that's what the mechanism is that should basically we'd just leave it alone, the county zone would apply but the Comprehensive Plan trumps, and since the Comprehensive Plan is a Hillsboro Plan even though the zone is a county plan the Comprehensive Plan trumps the a

Brooks: The way it was explained to staff by our attorney, the way I understand it, is that the Comprehensive Plan would control the uses that would be compatible with the Comprehensive Plan designation so Open Space uses such as golf course, park , cemetery are Open Space types of uses, maybe arguably, you know, antennas because basically it's one pole in the middle with things out to the side. So
Roberts: Yep
Brooks: There's a limited number of uses in an Institutional zone that would implement the Open Space designation.
Roberts: OK

Brooks: But it also puts us in the position of having to basically manage another jurisdictions zoning ordinance. I might also add that you had talked about in the past, and I think the City attorney had talked about it in the past if you were to go ahead and pass this you could write findings that would give direction to the Planning and Zoning Hearings Board about your intent with respect to things that wouldn't make this meet the criteria in your view.

Mathews: Mr. Chairman in regards to the transportation aspect of it, if I recall correctly many hearings back, I thought we had the thing all resolved and we had, we were going to be able to cut off all transportation, all traffic going west from this development. It was then drawn to our attention, not only by staff, by others including a proponent, the opponent, or the proponent that the connectivity of the Transportation Plan would trump what we were doing and in fact, no matter what we put down there the, would have to have transportation involved and so my question, <?in> the discussion we had earlier as to our ability to restrict transportation going west from this site. And because I recall it so well I was so let down that particular day because I thought, hey, we have a solution then all of a sudden that solution went out the window. And I'm not certain that we ever changed that problem.

Roberts: Well, it's my understanding that in the State land use regulation requiring connectivity, it is state land use, right? Not Metro, it's state land use?
Brooks: It's the state transportation ----
Roberts: That's what I thought. That if there is a special need or special condition that requires a modification to the connectivity you can build a case for it, and in a specific instance you can suspend the rules. Is that it in a nutshell?

Brooks: Well I, go ahead Brett.

Estes: I would also note that there could be findings which would deal with how the transportation planning rule, or connectivity standards could be accomplished by possibly having the ability for future connections, have in the right of way there but not having the improvement built at this point in time, and having some other mechanics where it could be provided for at a later time, addressing the other issues such as pedestrian and bicycle connectivity which would allow pedestrian and bicycle flow from this development to and through the adjacent development over to the Light Rail station. That"s another way <?they can go>?

Roberts: And what would happen if, one of the things that I was wondering about when I was having a dialogue with a traffic engineer that we have a certain amount of traffic that has been calculated that will flow to the west out of this development, some of it goes to the east to Cornelius Pass, some of it goes to the west to 231st. What would happen if we would require that in their calculations they sent no traffic to the west? Can we do that?

Estes: Well they did provide the updated traffic figures which analyze the development on the site with no direct connections to Old Orenco.
Roberts: Right
Estes: So that was provided for already and but as far as the

Roberts: But see I'm talking about the other traffic that gets filtered down onto Quatama and then goes down Quatama and across the bridge and back through, the cut through anyway. Some of that's going to happen. But if we had them send from a traffic engineering point all of the traffic to Cornelius Pass so the traffic impacts on Cornelius Pass were greater and any improvements that needed to happen to accommodate that extra capacity the improvements happen on Cornelius Pass. To encourage traffic to go that way.

Coulter: I kind of think that goes back to our discussion about is there the possibility of tying phasing of the development to the ability to meet the transportation.
Roberts: Oh, yeah.
Coulter: improvements on Cornelius Pass.
Roberts: Yes
Coulter: So you could tie the two together.
Roberts: So it's not a theoretical discussion.
Coulter: No, you'd want to make it a non theoretical discussion.
Roberts: Yes, very much so.
Mathews: John, are you saying that you would tie this to the bond issue being passed by the voter?
Coulter: There's a number way of ways to get funding. I think bottom line what you're saying is that Cornelius Pass road has to be fixed in order to allow the development to phase on and until it does it wouldn't phase on and I, you know, where they get the money, I don't care if it comes from the moon as long as the money comes and they fix the road.
Roberts: Would we have to provide some kind of definition of what the trigger point is?
Brooks: Well, I think if we get into a very detailed discussion of this we would probably want to consult our legal counsel with respect to how you might achieve your goals.
Roberts: Yes, yes. OK
Fitzgerald: Mr. President I had a quick question to staff. Old Orenco, it had a conservation overlay district. Correct, as I remember myself, right, there's a design
Brooks: Yes, yes.
Fitzgerald: If we wanted to extend that to the new development at what process, what's the -------- that happens? Is that the Planning and Zoning Hearings Board? Would they do that?
Brooks: No, you would have to do a zoning ordinance amendment to extend the standards or the district and consequently the standards of the district into a larger area.
Estes: There's, I guess there's the initiation process.

Brooks: Yes and the Planning Commission would initiate it.
Estes: Right
Fitzgerald: But that would be a separate?
Estes: Well.
Brooks: If the applicant submitted their development application prior to the time that you had completed your, there would have to be an agreement of some kind. Because they would be, if they submitted prior to the time that you completed your zoning ordinance amendment they would be, the rules that had been in place prior would be the applicable rules not the new rules that you are proposing.

Roberts: They'd be vested with the old rules.
Brooks: They'd be vested with the old rules. Right.
Roberts: Do we have any more questions? Do we just want to pack up and go to Hawaii? Or Albany? OK. Well.

Mathews: Mr. Chairman may I ask a question? When I think of something that's happening in Hillsboro I think, if it's good for Hillsboro, I don't think if it's a square block, downtown where the courthouse sits. I think of the <?> If something's going to happen for the whole community of Hillsboro. As I look at Orenco. Orenco to me is more than the golf course. It's old Orenco too. And as I look at this <?> is this a better use? Can I say is this a better use for Orenco considering old Orenco and the golf course. Because then that's really all part of the same community. If we, but if we're going to say that it's only good for the golf course then that's another issue but old Orenco is really part of it, in my way of thinking. Now, do we have that right to look at old Orenco as, is this good for old Orenco or is this just good for the property in question?

Coulter: I think you have to go and read <it?>, the criteria again. I think our entire decision rests strictly on the wording that's in that criteria and it says the property is better for uses proposed than for which the uses the property currently designated by the plan. So whatever you decide we, our communication, when we go to vote we have to tie our views specifically into that criteria as it is read.

Mathews. I don't necessarily agree with you, but OK.
Coulter: That's, you know, when you're talking about a Plan, or any kind of legal definition you've got to look at the definition as it is written.
Mathews. But, is not the purpose of this board, this commission, to look for the good of this City?
Coulter: At the same time, you know, you're talking about defensible, you've got to be able to defend, and a developer has to have the ability to, I understand what they have to meet.
Mathews: Right. I understand that, that's what's bothering me too.
Coulter: It goes back to the old saying, you know, if we don't agree with the process we have to find a way to change the process, but we can't change it in midstream, so whatever we do tonight we have to tie it to the language in the criteria. [Pause]

Roberts: Any other comments? Questions?

Mathews: I'm still not comfortable with the transportation phase of this. We have had several interpretations of what we might or might not do. The last thing I want to do is postpone this for legal advise because it might take this til who knows when, but I an very uncomfortable with that going up in the air, so we might talk about that and we might be able to do something about but we really don't know. And until we really know for facts black and white I'm not in a position to vote.

Roberts: Well let me ask a question. If we were to go down the road of saying yes. We need to write the conditions that get built into the findings and I don't think that we can sit here tonight and write those, so would it be a tentative approval and then we look at the findings when they come back? Or

Estes: Depending on whatever the commission did they would need to be specific in why they felt they made their decision and if you made tentative decision staff would want to hear the basis for how you'd apply the criteria so that findings could be returned.

Roberts: Oh, I'm sure we can get you through that but I just. I'm still looking at both roads I'm right smack in this fork in the road and haven't decided which way I'm going to go. If we're going to write findings I don't want to say yes, OK, until we've had a chance to chew on the findings.

Coulter: I think something that's <this?> critical, it would have to be a tentative, <if> you even went down that road. I think we need to see how the findings are written.

Brooks: And that's very appropriate and that can be done because your approving the findings so if you were to give direction that you wanted to go and be specific about the kinds of things that you would like to see included in the findings we can work with legal counsel to write findings for your review that would capture your desires and of course we'll do that either way.

Estes: And as we always do when we have findings prepared we bring them back for the commission's consideration and therefore they have the ability to comment on them prior to adoption because they are adapting the findings as their own. There could be discussion, you know, regarding those whenever we bring them back to you at a, any subsequent meeting.

Coulter: We would have the ability to amend the findings if they're not the way we think they need to be.
Brooks: Right and legal counsel could be available as well.
Coulter: One day we may just get a normal application again that's easy. I keep holding out.
Roberts: I don't think so. OK. Are you ready.
Fitzgerald: I have a list.
Roberts: She has a list. Mr. Mathews are you ready?
Mathews: No, I'm not.
Roberts: Would like me to adjourn the meeting for five minutes while people kind of collect their thoughts?

Mathews: Well, if you wanted my decision now I would make that decision. If that's what you like. My decision is this at this point. I have read this material, I've studied it, I've spent more time on this than I can think anything else lately. I appreciate the work everybody does at the Elks and what they try to do but I fail to find why they have illustrated this is a better use, that it is, they have failed to show on the overall, that this, the need for housing is greater than Open Space, in my way of viewing, of seeing it and so I would vote to deny.
Roberts: Commissioner Fitzgerald.

Fitzgerald: This is going to be interesting. I can tell. OK. I feel the applicant has met the approval criteria. I believe they've shown that is better suited for the uses proposed than the current use specifically because there's no reasonable prospect for a public acquisition of the property as Open Space and a two there is a need that exists in the general area for housing and this fulfills the need for that housing. I would like to see the following conditions passed on to the Planning and Zoning Hearings Board. I'd like to see the three acres of park land, the continuation of the Rock Creek Trail, the preservation of the McDonald House and meaningful Open Space around it and funding for the Elks to nominate the house for the national register and whatever necessary maintenance of the house they might need. I would like to see some phasing of the development so that it's concurrent with transportation improvements on Cornelius Pass and the limiting of access to old Orenco to mitigate the impact of the new development. Did I go too fast?
Roberts: I don't know. It'll be on tape.
Fitzgerald: OK
Roberts: Commissioner Cameron.
Cameron: Based on the extensive materials and testimony received I cannot justify approval of this comprehensive land use map change at this time based on: One, I don't feel the applicant has proven to me that there is a need for

housing, additional housing at this time. Two, this area is severely lacking in infrastructure to accommodate this density, the proposed density of this development, or any other development, so therefore I can't say that this development would be a better use of this land at this time.

Roberts: Commissioner Coulter.

Coulter: In looking at the two criteria I'll look at the second criteria first. Testimony given over the <?several> meetings that's shown we have a need for both parkland and more housing. I cannot agree that we draw a small circle only around the old Orenco neighborhood when making decisions that affect the entire community. There will be parts of our community through zoning that cannot do the same percentage of residential <or?> parkland as the old Orenco neighborhood because they are zoned commercial or industrial. Likewise old Orenco cannot do the same amount of commercial or industrial as other parts of town because it is primarily a residential zone. We have to look at the whole of Hillsboro when making these large decisions not just a small area of the City only. My opinion is that the applicant has made a sufficient case for the need of additional housing. They have addressed infill and redevelopment in their studies. Criteria number one: "Better suited": The Hillsboro 2020 vision and its action plan outline the following: action18.1 - involve local community in analyzing existing parks land inventory to match new parks with population needs for recreational land. Action 18.2- Identify and consider properties that include existing structures for their cultural and recreational potential and incorporate this information into the Parks Master Plan. Action 19.1 – Complete the City's Park Master Plan update. Action 10.1 (A) As a component of the City of Hillsboro Parks and Recreation Department's master planning process, inventory existing facilities and determine the need for new or renovated ones city-wide. (B) Involve members of the community in the planning and development of facilities. All of this has been completed. The Hillsboro Parks Commission along with the City Council accepted the Hillsboro Parks Master Plan in 2003 as written. This was a community driven process. The Parks Commission reviews Park acquisition opportunities against goals and objectives for the Parks and Recreation Master Plan and to the annual Park revenue projections. We must defer to the Hillsboro Master Plan as the guiding document in determining where Parks are situated in our City and how large each Park should be. Testimony from the Parks department has stated they do not have funding sources to purchase the Orenco Woods property. The City of Hillsboro Parks Department, in using the Hillsboro Parks Master Plan, evaluated the Orenco Golf Course for Neighborhood Park only. The Parks Master Plan did not give them the approval to look at this as a community Park. We should defer to the Parks commission and the Parks Master Plan even if we do not agree with it. If we do not agree with it we must go through the correct process to change the Parks Master Plan and receive approval from the Parks Commission and our City Council. We must respect those we have asked to serve or to lead. If we disagree we need to go through the proper process to change the Parks Master Plan. We gave the City Parks Department the opportunity to tell us if they wanted the whole 55 acres through this process. They said they didn't and what they wanted was a Neighborhood Park. Personally, I would love nothing more than to see the entire site be a Park. However, the Parks Commission who is responsible for looking out for the entire City of Hillsboro does not agree. Their plan has property on NE 53rd street being used for one Community Park and then looking at land further north and east for a second new Community Park location. The Park commission much like the Planning Commission must <? not only> look at how a decision affects those closest to it but how it may affect the entire City. I understand and empathize with those who have been here to testify against this application. Had the application been in my neighborhood I can tell you I would be testifying as well. This proposal as developed will give the City 23 acres of Open Space. The applicant has stated that they will develop a three acre neighborhood park and provide pathways through the remaining riparian area. The applicant has stated they will insure the McDonald House is properly taken care of including the adequate amount of land around it so it can apply for its historical status. The applicant has stated that they will go either one or two ways on the issues for roads. They can either have local traffic move through the old Orenco neighborhood or they're willing to not have it go through old Orenco neighborhood. They're willing to defer the decision to the Planning Commission and I would strongly recommend no connectivity to the west, into old Orenco Neighborhood. The applicant states that it would create a high quality community that balances protection of natural resources, provision of parks, and Open Space and the efficient use of land within the City Limit and adjacent Light Rail station. The applicant has shown there is a need for additional land for housing to meet the City's long term housing requirement. It is my belief that the City should use the limited public dollars within the Parks and Recreation department budget to develop currently owned property such as NE 53rd avenues property. I can tell each of you that as

this application moves forward, this commission will be involved as it has to this point with insuring the adequate protections are put in place for best protecting the old Orenco Neighborhood and the land resource as the law will allow us. If this application moves forward it will come back before this body a number of times we will review each piece of the application with as close to detail as we have with the parts that we have so far in this application. Each of you would have the opportunity to continue to engage in this process and help us with evaluating the application. <If?> the application moves forward this Commissioner will closely watch how we take best care of traffic consideration, of density, of protection of natural resources and how we protect the McDonald House with historical preservation. I will be expecting the applicant to be a great neighbor. Given that, in my opinion, the applicant has shown they meet both criteria and I'm recommending we approve this application.

Roberts: You had to do that, didn't you?
Estes: President Roberts?
Roberts: Yes
Estes: I would like staff to review the planning commission by-laws, I believe that we need to take a look at what constitutes a majority of the Planning Commission in this situation since we do not have two commissioners participating in this dialogue and to determine what is required in order to approve or deny an application.
Roberts: That's a good question. It's my understanding that it's a simple majority of the voting commissioners as long as there's a quorum. But it's a good idea, let's check it. [Break]

Roberts: Well, we were referring to Roberts rules of order and there's some obvious jokes I could go to in that arena but I won't. What we determined was that it is simple majority of the quorum present. So it comes down to this. I believe with this property change is inevitable. One way or another it's going to change and that is an aside to the approval criteria but that's a fundamental truism with this property. And so when I go to the approval criteria I agree with Commissioner Coulter. I could state the same things he stated but I agree with Commissioner Coulter. I reluctantly <end of tape> more than you'll ever know that this could have been Open Space and Parks. I don't fundamentally believe it's possible and with that with the statement that this property is going to change, not because there's a bad guy here, it's just because things never stay the same. Sometimes it takes a long time to change, but things change, so with that I believe that the needs analysis has been met, that the proposed designation is better suited than the current designation and the outcome will be that we will add both residential and Open Space to the City of Hillsboro's inventory that are both deficient. But I reserve a final opinion until we <?> the findings. If the vote goes as it appears it will go I will also be going as the President of the Planning Commission to the Planning and Zoning Hearing Board and testifying before them to re-enforce the importance of what we are doing. To make sure that <?> the applicant but the surrounding property owners have the best representation they can get. Ok. Now back to the vote. We now know why everybody was going to do this. Let's just go down the row and take a vote.

Coulter &Mathews: We need a motion.
Roberts: That's true, we do. <Laughter> I give up.
Coulter: In the motion are you looking for us to outline now what we're expecting in the findings or are you going to review the tape to do that:
Estes: I feel as though we have some direction already provided to us by the comments which have been provided over the past few minutes that I feel as though could be incorporated into the findings.
Roberts: You know, just to be sure, why don't we go down the dais and why don't you read the ones you've got, if you've already got them. If you can read your scribble or we can go through this and just take the time to go through it.
Estes: If you'd like to just provide a brief synopsis of each one of the commissioners reasons why they feel as though they
Roberts: You know, because this is all going to hinge on the findings, so let's take the time to do it. Then we also need to have clarification as to who would prepare the findings as well in the motion should it be that the a the commission chooses to recommend approval the initial applicant in this case would prepare the finding with staff's
Brooks: I think review by our legal counselor as well.
Roberts: Well, yes, we need to build into this our concerns. And a, then, there, that's in addition to the findings that the applicant would prepare and a and then yes the city attorney needs to be involved so, why don't we, pardon?

?: Start with Kim's list?
Roberts: OK. Kim's got a pretty good list. Let's start there. Do it slow. Cause somebody's going to be taking, would that be, so would Dawn be the person taking these notes? OK.

Fitzgerald: So, you want me to start with what I'm voting or just the list?
Roberts: Just the list.
Fitzgerald: The three acres of park land, the continuation of the Rock Creek trail, am I going too fast? The preservation of the McDonald House and a reasonable amount of Open Space around it as well as funding for the nomination of the house to the National Register.
Roberts: Do you have a sense of what reasonable is?
Fitzgerald: Funding?
Roberts: No
Fitzgerald: For reasonable space?
Roberts: Yes
Fitzgerald: Well I guess I would like to see it the three acre park somehow designed to fit in with that. That would be my ideal, but
Roberts: I thought they were putting a half acre around and the, there was a foot path over to the school.
Fitzgerald: There was a linear
Roberts: I don't know that that was three acres.
Fitzgerald: No, I think the 3 acres
?**Roberts**: The 3 acres was the <?south> park.
Fitzgerald: So you know, I think all this can be determined in the design review.
Roberts: Didn't the state, didn't SHIPO have some acreage goal? A half acre or three quarter of an acre?
Fitzgerald: Yes, I think they did. So, whatever SHIPO recommended.
Roberts: OK. All right. Just want to give everybody a kind of a <?> as close a definition as we can.

Fitzgerald: OK. Then, to transportation phasing of the development so that it is concurrent with transportation improvements on Cornelius Pass and limiting access to old Orenco to the west
Coulter: I had no local
Fitzgerald: no local
Coulter: connections to old Orenco.
Roberts: Well, but pedestrians and bicycle?
Coulter: Well, yes, pedestrians and bicycle.
Roberts: No vehicular.
Coulter: No vehicular
Roberts: access to old Orenco, zero vehicular traffic. OK. Is there anything else?
Fitzgerald: That's my list.
Roberts: Commissioner Mathews did you have anything else?

Mathews: Let's go ahead and, I'd like to, the rest and I have a couple things <? want to hear>
Roberts: Ok. Commissioner Cameron did you have anything to add?
Cameron: <? Nothing>

Roberts: The only other thing that I had was the buffering of the property adjacent to old Orenco. I'd like to make sure there is significant, not only property buffering but significant landscape buffering the new development and the old development. And I'm not sure how you define significant. I don't know whether that's a 30 foot heavily landscaped buffer or a 20 foot or a 40 foot. It's not 5 or 10. That's not significant but I don't know, I don't know how to do that.

Brooks: I think you would work that out in your subsequent reviews.

Roberts: [illegible]

Roberts: Yes, I just, we need to make sure that they're really aware that buffering is going to be an issue. OK, and that's all I had along with the others. Did you have any Commissioner Coulter?

Coulter: And I'll be asking staff to make sure we didn't miss anything.

Roberts: As for, as the transportation, do we need the, a timing of the transportation. The phasing, do we need to a set some kind of a trip wire that says OK you can start now once this has happened?

Brooks: I think again you should state your general intent as specifically as possible and leave the details to your subsequent review.

Roberts: OK, all right. Yes, I know that somehow or another the a, the notion that I'm absolutely certain the traffic engineers can get traffic to flow through an intersection but Washington County has this uncanny ability to forget about the roads. And I want the roads looked at. I know the intersections are going to get taken care of. And so it's a matter of, it gets back to that old question of, and I'm not talking about creating a <? trip> through the intersection to say well, I'm just saying when a guy drives up, excuse me, a person drives up to this intersection or the couplet system that's ____ through there and they hit the queue at PM peak hour or AM peak hour. When we're done with this development I don't want that wait time to be any longer than it is right now and that's not an intersection issue that's a road queuing issue.

Coulter: So basically what we're saying is there can be no greater negative impact on that road than it is today.

Mathews: Another question I meant to ask on this. If we're having no traffic west bound through old Orenco that includes traffic crossing the bridge on that feeds off of Quatama, that goes through the south side of old Orenco.

Roberts: Right.

Mathews: So there will be, in essence we're going to close that bridge is what you're saying.

Coulter: We a, I don't think you can do that.

Roberts: I don't think you can

Mathews: I don't think you can do that, that's what I'm saying.

Roberts: Yes, I don't think you can close the bridge.

Mathews: OK, so we need to define where, what roads we're talking about.

Coulter: Well, I think, there is no western boundary traffic going through old Orenco neighborhood.

Roberts: The problem is southern boundary.

Estes: You talking about direct connections?

?Coulter: Yes.

Mathews: OK, you have, so there would be a

Roberts: We could define the streets if that's what you're after Ross.

Mathews: No. What I'm looking for is to make sure that people don't come out onto Quatama and turn right and go right back through Orenco. Well

Coulter: I think inevitably your going to get a little bit of that but you can't, I don't think you can prohibit that bridge, you can't stop them. That's going to be a, again, if they have to go all the way up to the intersection of Quatama and Highway 26 (sic) there's not going to be a great advantage of turning all the way and going down Quatama circling through. I play golf down there every once and awhile an it's, to me it would make a lot more sense to get them on Cornelius Pass road and work with Washington County and the City to get that road fixed.

Mathews: A question I might ask of the commission is then to what extent are you talking about the correction of Cornelius Pass? One of the biggest hazards is the bridge right south of Quatama on Cornelius Pass.

Coulter: It goes back to the, when you're looking at requirements and nexus, you have, basically have to say that their development will not impact negatively, at all, Cornelius Pass road from where it is today.

Mathews: And a safety factor.

Roberts: Well

Mathews: I mean, I just want to make sure when we write the

Coulter: You can't, it goes back to, if there is a safety factor there today you can't get any worse with their development.

Mathews: OK, <?if> there's five people walking down the street now we can't have six tomorrow.

Coulter: No. That's not what we're saying. What we're saying, we can't have, it cannot create a more negative situation than it does today. I think what is going to start to occur is the City is going to be a, I think, leveraging some time with the county to really try to get this thing done.

Brooks: And we've already actually been talking to the county about that.

Mathews: But what surety, OK, in these conditions I would want some surety that the state, since this is a state law we're dealing with not a local or county road law that has to do with connectivity, the state transportation plan. I would want some surety before I finally could vote on this is that we have that, will not be overridden, whatever we write will not be overridden by the state connectivity plan, state transportation plan. Do we have that ability?

Brooks: Well, I think we'll do an analysis. Certainly we've made exceptions in other areas of the city. Arbor Roses is a good example, we did not connect Hollow street through with respect to vehicular traffic but we did connect through I believe emergency access and bike and ped access of through the a Jackson Hollow.

Estes: Magnolia Estate.

Brooks: And Magnolia Estate where we did insist on some connections but not other connections, I think. So, it varies, but you're right each property is a unique circumstance and we have to evaluate it on its merits.. There are some instances where we have provided for more restricted access.

Mathews: We have promised the people of Orenco that we would not negatively impact their community and unless we are able to some way assure that they're not going to be negatively impacted I'm still having a real problem. I'm moving towards, and even though I realize that I'm in a negative position I think that, the first thing, the main thing has been transportation. When the, when the attorney for the applicant stated that the state transportation connecting plan or

state transportation plan would not allow us to do this, as I understand him, cut off the west bound transportation that's what blew me out of the saddle. That is still a very major concern since I've not had anybody from, with more law, you know more experience than I have said otherwise. A, and so until we have that, I would want to make clear, our attorney, our city attorney and make sure that that's not going to come back and say well the state's trumps our plan and no matter what we do to protect the people of old Orenco the state just trumps our plan and so that's very concerning.

Roberts: We should have that from the City attorney when the, when we review the findings.

Mathews: OK.

Roberts: And you can vote yes or no on the findings at that point. OK. Are there any other additions to our concerns? Does staff have any issues?

Estes: Not at this point.

Roberts: OK. Is there a motion?

Coulter: Mr. President I move approval of PUD, oops, looking at the wrong sheets, let's try that again. Too many things to look at. I move approval of HCP 4-04 Orenco Woods Crossing, directing applicant to prepare findings with staff assistance notating those items that the commission has asked to be a part of the findings.

Estes: Correct. And also if you, could we clarify the <?> recommending approval to the Council.

Brooks: And I think at this point the way that you've structured it you would like this to be a tentative.

? Coulter: That's correct.

Brooks: And then you would approve the final action at your next meeting.

Coulter: So it's a tentative approval of HCP 4-04 Orenco Woods Crossing directing applicant to prepare findings with assistance from the planning department.

? Estes: Correct.

Coulter: Notating those items that the commission has expressed and directing the planning staff to prepare resolution and bring back to the May 11

Estes: Correct.

Coulter: 2005 meeting.
Fitzgerald: Second.
Roberts: It's been moved and seconded by Commissioner Coulter and Commissioner Fitzgerald.
? Coulter: Would you like a roll call on this?
Roberts: Yes, I would, roll call.
Dawn: Vice-president Coulter?
Coulter: Yes
Dawn: Commissioner Mathews?
Mathews: Yes
Dawn: Commissioner Fitzgerald?
Fitzgerald: Yes
Dawn: Commissioner Cameron?

Cameron: Oppose
Dawn: President Roberts?
Roberts: Yes
Dawn: Four yes' and one no.
Roberts: All right.
Brooks: Five minute recess?
Roberts: Motion passed. Good idea. Five minute recess. Don't throw your papers away.

5-25-05 (Hearing #7)

Roberts – The other thing we're going to do for a couple of reasons. We have as you can see up here potential quorum issues and what we'd like to do is take Orenco Woods Crossing HCP 4-04 out of order and do it first. Primarily so one of our Commissioners can balance the duties of being a Commissioner and also being a parent. And just so you know we're going to try and move through here very efficiently because she needs to leave no later than 8 o'clock and I've already told her that family comes first. So if we're not done with that item by 8 o'clock we'll postpone to the next meeting because at that point we won't have a quorum. So with that let's get cracking.

[Commissioner Fleisher******** and Eyre recused themselves, **N.B. - Commissioner Mathews is not present and is excused]**

Raber – The Planning Commissioners have received a staff report dated May 20th…as you may recall you began a public hearing on the Plan change on the Elks Lodge property in November of last year and continued it into January of this year. At that time the original plan change was to Station Community Planning Area, low density residential and floodplain. During the public hearing you received testimony in favor of and in opposition to the change and at your February 9th meeting you noted to re-open the public hearing in order to discuss alternative Plan designations for the subject site which might include the low density and or medium density residential designations. The reopened hearing was held on March 30th and you again received additional testimony in favor of and in opposition to the alternative designation. After discussion you closed the public hearing but held open the written record for receiving new testimony and subsequent rebuttal. You heard the final rebuttal arguments on April 27th and deliberated on the application. Following discussion you voted on approval of the alternative medium density, low density, and flood plain plan designation and directed the applicant to provide the supporting Findings. You were originally to hear this application at your previous meeting earlier this month, however the applicant requested continuation in order to allow them to, additional opportunity to work with the City attorney to revise the Findings. The Findings which you received attached to the May 20th staff report were the second draft of the Findings. Subsequent to their transmittal to you they were again reviewed by the City attorney who additional comments and the third draft was forwarded to you via E-mail last night. You have also received this evening a hard copy of the 'revised-revised' Findings. My copy is annotated revised 5-24-o4 (sic). We now have to date these things to keep track of

? Roberts – That would be 05, correct?

Raber – 05, thank you. The draft resolution was prepared by the staff. The Planning Commission may wish to discuss the Findings. The City Attorney and the applicant's attorney are also here to answer any questions you might have. The public hearing is closed, however the attorneys are here to answer any questions and the Commission may wish to modify the Findings if they choose to do so.

Roberts – OK, I guess we need to discuss things at this point.. Who wants to go first?

Fitzgerald – I can.

Roberts – OK.

Fitzgerald – I have on, on page 6 from the newest draft number three. I'd like to change it to read retention of at least a one-half acre parcel around the McDonald House to provide context to the House with an add, with specific design to be addressed in DDP/CDP review.

Roberts – Ok, so the goal here is if we can either , I appreciate that ok; so the goal is if there are things here we want to modify let's get them modified as closely as we can, make sure that the City attorney is on board with it.

Fitzgerald – Right.

Roberts – And then we'll discuss that process, because it would be really great if we can move this thing forward so that's the first one. So you've got item three that we've revised. Is there anything else that you wanted to

Sercomb – Mr. President we didn't hear the language of

? - <?>
? - <?>

Roberts – We haven't de-bugged the room yet. Maybe that's not the right term.

Fitzgerald – You want me to read it again? OK. After house, period or is it a comma, with specific design to be addressed in DDP/CDP again.

Roberts – OK, so Is there anything else?

Fitzgerald – I did have another one but I want to, if someone else can go, I don't happen to have it

Roberts – You haven't totally formulated

Fitzgerald – I did it with the old draft and then I didn't

Roberts – I understand, OK, is there anybody else that wished to comment? [Pause] Well we need wait until we've got <?>. We are commenting and asking questions. So we are now technically in deliberations so everybody can hear this.

Coulter – My question is for Counsel. I just want to make sure <u>one of the issues that we had in our regular deliberations was making sure that</u>, and I want to make sure I know where the appropriate place for this is, but <u>wanting to make sure that as this development phases it doesn't impact any more negative to Cornelius Pass Road than it currently is today</u>.

Sercomb – I think the appropriate place for that is going to be in, either both in the discussion with the respect to goal 12 and the consistency of the Plan change with the Transportation System Plan and in the Directions portion of the decision where you're giving Directives or expressions of your intent with respect to future planning actions because the phasing and the transportation improvements or not that would be required in connection with those phases would be the subject of the future processes.

Coulter – So in regards to your last portion of your statement are you thinking then that like on page 22 under number 5, is that wording that's currently there going to meet the discussions that we've been having along those lines or do we need to amend it a little to a

Sercomb – Yes, I mean it, it the, um, this issue of making sure that the pace of development, a, keeps up with the requirements of the transportation, a, network is a part of the Transportation Planning Rule as it's been interpreted in the <?Jaepa?******* case>. And there is an amendment to the Transportation Planning Rule to more fully explain how that works, that's in consideration by the Commission at the moment at LCDC. But this would be, I think, that the intent of this Directive is to say that we want there to be, we want that requirement to be followed in particular in this case, that, that, say**** the development be phased consistent with the capacity of the streets in terms of their classifications.

Coulter – OK. Thank you.

Fitzgerald – My next one actually if I may, go to page 9, er, yes, the new 9 and it falls right into that discussion and so I'll tell you what my proposal is and if you could tell me whether it's over the top. Ok, so I'm just going to read it as I propose it. Therefore site development shall occur incrementally in phases to avoid road capacity or intersection failure over the development period. End of sentence.

Sercomb – I think that the intent of the text, even though I'm not the drafter to this is that, gee, if you can make all of the improvements at once, you know, prior to the time that any development occurs that will be sufficient to meet the demand from the transportation network that would be made by full development of the site. They could do it all at once, or you can, you can do it in phases as the project grows and the transportation demands increase consistent with that, you know, increase in demand. That's its present intent. Now I, I think if you changed it you would say no, it has to develop, the transportation improvements have to be done over time as opposed to the front end as opposed <?> versus giving the applicants a choice that way so. I didn't know if that's what you're

Fitzgerald – Well, it actually, <u>based upon the information that I gathered in testimony it didn't seem very likely at all that the Cornelius Pass Road was going to be concurrent with the new development</u> so I just wanted to make it very clear that I would, I don't know how the rest of the Commission feels but I would rather see in phases, and if you by some miracle

Sercomb – But is your language would be therefore site development shall occur incrementally in phases.

Fitzgerald – Yes, to avoid

Sercomb – As improvements are made to avoid road capacity, intersection failure over the planning period.

Fitzgerald – Right.

Coulter – Again, I think if we're fortunate and they so chose to choose to do it all at once and up front that's great for all of us.

Roberts – Yes.

Coulter – I think we have to just; we, <u>we just want to make sure that we protect the current road integrity as it is today so we don't burden it any greater through the phasing of this project.</u>

Raber – Mr. President may staff request a clarification?

Roberts – Certainly can.

Raber – When the Commissioners are referring to when 'if they do it all at once' are you referring to the site improvements on Quatama and Cornelius Pass directly adjacent to the site which they would be obligated to do anyway?

Coulter – No. We're referring to the changes in the road system that probably Washington County well be held ultimately be responsible for. In fixing Washington County or Cornelius Pass Road because currently we have a current amount of traffic that's currently on there. If we increase that traffic, we're going to have more negativity on that road than we do today and we just want to make sure that as we build out this particular phasing that the road improvements, not only what is required just at the shear frontage of the road, but the Cornelius Pass issues are also dealt with so that we're not just pushing the bottleneck out further in either direction.

Raber – Ok, thank you. That's what I thought you were referring to.

Roberts – Are there any other comments?

Cameron – I guess I have one. Again referring to page 6, item 3, retention of one-half acre parcel around the McDonald House. I have a concern with that. If this property is to be placed on the Historic National Register a half acre, I can't imagine that being sufficient for grounds and parking. I'm concerned with that half acre, that just seems so small to me that it

Roberts – Well, but we did have testimony from SHPO that said a half acre is kind of the minimum threshold. It wasn't the precise size.

Cameron – But I'm not clear on this if it's placed on the Historic Register do they, <?>, do they need to be open once a year to maintain that? So where's, where do you park the cars?

Roberts – Yes.

Fitzgerald – Well that's why I wanted to change the language to say at least, and then we would address these issues in the

Roberts – In the CDP?

Fitzgerald – CDP

Roberts – Yes, yes.

Coulter – I think concurrently they'll be, part of their requirement is to allow for the application of this home. To go through the process and we'll learn more about what is needed to, to get this done.

Roberts – Yes, so it's, it's, it's at least conceivable in the CDP process that on this site there is also a 3 acre park being planned and it is conceptually possible to require the park to be immediately adjacent to this property and so you could get some shared uses out of all of that but we'll see, that's down the road. Ok. Do you have anything else? I have a comment that probably needs to be inserted, the same comment in two places. If you look on page ten and again on the back page, item 5, I think the same comment inserted at the end after the period will a, a will get us to the point. What I'd like to insert is a co, and I'll just read it, then I'll read it slower so it's: No site emanated traffic shall be assumed to travel west through old Orenco or its neighbors. And for planning purposes all site traffic is assumed to travel east to Cornelius Pass Road. Just make it real, real clear that a, there's, there, there's no assumption that any traffic is going west from the site so. And it, it looks to me like at, on page 10 at the top there's two sentences. The end of the second line, is 'reported by Kittleson and Associates', period, and if we inserted that, that statement, that would a, give a real clear indication of what we're thinking. Do you want me to read it again so you write it? Ok. No site emanated traffic generated, that would be just as good or better, that's why we're doing this slow, a, shall be assumed to travel west through old Orenco or its neighbors. And for planning purposes all site traffic is assumed, a, OK [pause] to travel ease to Cornelius Pass Road. And so if we inserted that at the end of the second sentence on page 10 and at the end of item 5

on page 22 that ends with OR 660 Division.12,012 period. Say that again right there. We've said it in the goals in our response to the state land use goals and also in our response to the City ordinances.

Raber – President Roberts, so the sentence you wanted this language added to actually begins on page 9?

Roberts – Yes, yes.

Raber – The in the event any new trips generated by this site, etc., etc. shall not exceed the capacity of those roads and intersections serving the site indicated in reports by Kittleson and Associates. No site generated traffic will be assumed to travel through etc.

Roberts – Yes.

Raber – Ok, thank you.

Roberts – Yes.

Fitzgerald – I have one more.

Roberts – Sure, now is the time.

Fitzgerald – Yes, on page 16, I guess the fourth paragraph down. I'd like to strike after the Commission where it says 'believes the evidence presented by the applicant regarding housing needs for the City' and just have it say more, moreover as noted by the Commission determines.

Roberts – You're on page 16?

Fitzgerald Yes, am I on the wrong one?

Roberts – I don't know.

Fitzgerald – Oh no, I might be on the wrong one, number 5 talking about policy 5.

Roberts – Oh, Ok.

Fitzgerald – The, on

Roberts – Number 5, ok then

Fitzgerald – Sorry

Roberts – Ok, so then

Fitzgerald – Was that

Roberts – You said four so

Fitzgerald – I did, so actually, no it's on page 17 on the new, sorry, I have to get rid of this

Roberts – I know.

Fitzgerald – old one.

Roberts – Yes, just set it aside.

Fitzgerald – So second paragraph, page 17.

Roberts – Ok, yes, what are we striking?

Fitzgerald – I'm striking after the word Commission

Roberts – Ok.

Fitzgerald – believes the evidence presented by the applicant regarding housing needs for the City and just have it say 'moreover as noted above the Commission determines that there is a need for housing.' I guess in my mind it, that phrase implies that there might be a possibility it might not be true. I mean it's Finding of Fact, so, we either determine it or we don't.

Roberts – Well let's talk to

Fitzgerald – Then after

Roberts – Let's talk to Counsel if, if you think it needs more teeth that says, that basically says we say there's a need.

Sercomb – Well, was there, and I don't know the record in this case despite having been here on a couple occasions in its regard. But was there conflicting evidence about housing need that was put into the record?

Roberts – There were people that, that testified that they didn't think there was a need.

Fitzgerald – Yes.

Roberts – There, there was substantial evidence and I believe that the Commission did agree that the, a preponderance of the evidence showed that there was a need.

Sercomb – Well how about if we say, if I might suggest, continuing with your strike, but it say moreover as noted above the Commission determines that the evidence shows that there is a need.

Roberts – Yes.

Fitzgerald – That's perfect.

Roberts – That would be good, yes.

Fitzgerald – I wanted to take that element of uncertainty

Roberts – Yes

Fitzgerald – out of it.

Raber – I believe that the 'as noted above' phrase refers to a paragraph on page 8 which talks about the Commission notes the many estimates of needed housing over the next 20 years, blah, blah, blah. For this reason the Commission finds that this site will contribute to the inventory of needed housing for the City.

Roberts – Yes, Well we're being forthright here, you know, leaving no doubt. We've been at this long enough. By golly we better take a stand. Ok, is there anything else? After all this, that's all there is? Ok, then at this point let's have a discussion, er, about what's next. We've, we've made, made some assess, we've made some minor changes, not changes, we just tweaked three or four items in this 22 page document. Would it be appropriate to ask the applicant if they a, agree with all of this? We have a closed hearing but they're here to answer questions.

Sercomb – I think that, I mean, if you're going to ask for comment on it you might have to ask for more than just the applicant, if other people want to comment on the Findings or not,

Roberts – Yes.

Sercomb – so you may not want to go that direction. If the applicant wants to communicate .....] with one of us or something if they're, you know, dying about some change or something then we'll see whether or not we <?> your attention.

Roberts – Yes, I don't really want to open it up to every, everybody, not that I don't like hearing from them, it's just that we need to move forward, so. Alright, it, well I'm not certain that anything we've said materially changes what the applicant is intending to do anyway so. Ok.

Coulter – I think too the Findings, what we wanted to make sure and that's why we appreciated the draft and the re-draft and review was to make sure that it hit the elements that were critical to the Commission and that a, we're all very clear about where the process allows us to go next and where our relationship will be in discussions with the Zoning and Hearings Board moving forward. I think that the Findings support what we were asking for. I think tonight we just wanted to make sure that the, we just had very simple specific terminology that allowed us to be there. So I'm comfortable with the way they've been written and a, obviously Counsel has reviewed them and a, you know, that's what they do is they check to make sure that it protects the City.

Roberts – Then on that basis do we need a motion to adopt these or do we just move forward? We, we have a resolution but, but it attaches Attachment B.

Raber – Yes, and we do not have this evening obviously a copy of the Attachment B with the revisions that the Planning Commission just made.

Brooks – I, I guess I would suggest that you could go ahead and adopt the resolution with the Findings as amended.

Roberts – Yes, that's kind of where I was hoping you would go. I mean we were very clear as to the language and

Brooks – Yes.

Roberts – that was to be inserted and I'm pretty comfortable that, that we just, you know, reference it as noted and I think we'll be ok.

Coulter – All right, I move approval of resolution #1496P as amended at the 5/25 Planning Commission meeting.

Fitzgerald – Second.

Roberts – Been move and seconded by Commissioner Coulter and Commissioner Fitzgerald. All those in favor say "I".

? – I, I

Roberts – Opposed?

[No pause, simultaneously]: **Roberts** – Passes unanimously. & **Cameron** – That would be me.

Roberts – Oh, nope, nope. Didn't pass unanimously, sorry, I get so used to this process. It almost passed unanimously, one, one person of, didn't.

Cameron - <?>

Roberts – It's ok, it's ok, it really is. Ok, on that note we'll move on to the next item on the agenda. Now

Sercomb – I'm going to take your leave and thank you very much.

Roberts – Thank you very much and I really do thank you for coming out and helping us through this. The biggest burning question I have on my mind is that I have a stack of stuff on this hearing. Can I leave that here tonight? Do I need to hang onto it?

Brooks – I believe you can leave it here tonight. You have, you have made your decision. It will go on to

Roberts – Good answer.

Brooks – other venues.

Roberts – Good answer, ok.

Sercomb – I mean, the only , the only reason that why you may want to retain part of it is in case you, as the Commission President wanted, want to refer to it in any sort of advocacy in future proceedings, you know, about with the PZHB or something like that.

Roberts – I was afraid you were going to say that.

Sercomb – I mean, it's just a practical thing. You may have your own notes or recollections or whatever.

Roberts – Ok, thank you very much. Alright, let the record show that Commissioner Fleisher and Commissioner Eyre are back on the dais and that Commissioner Fitzgerald has left to be a mom. So, now we get back onto the regular agenda and start with PUD 3-05....

[End of Planning Commission Hearings on Orenco Woods Crossing]

Respectfully transcribed and submitted by Jim Lubischer, 8-8-05

From: Lori Klingler [mailto:lori@klinglerfamily.org]
Sent: Sunday, September 14, 2008 8:48 PM
To: Ruth Klein
Subject: Orenco Neighborhood

I wanted to let you know that I would be very sad to see this neighborhood turned into a retail area. It would bring much unwanted traffic into the neighborhood, as would all of the townhomes. To me it feels as though there is a lack of integrity in the thought of building neighborhoods. The more one can fit in, the better. Don't get me wrong, I'm not for wild areas at the expense of people either. But I think there needs to be a balance. I miss the feel of a quiet neighborhood, quiet streets where my children can safely play. As it is there are already a lot of cars that go too fast down Quatama. That would only get worse with these new additions. Please reconsider the plan that you have. I think the first plan that you had was just fine, though still on the crowded side with 252 new homes. One does like some yard with which to do things with, like garden or plant or play.

Thank you for taking the time to read my thoughts.

Lori Klingler

From: Bonnie Kooken [mailto:wekookens@verizon.net]
Sent: Sunday, September 14, 2008 9:19 PM
To: Ruth Klein
Cc: RON AND PAM BULMANN
Subject: Fw: Testimony regarding Orenco Woods Crossing modifications

Ruth: Will you please add this to the Planning Commissioner's Orenco Woods Crossing Modification October 8 meeting packet.

thanks
bonie
----- Original Message -----
From: Pamela
To: 'Bonnie Kooken'
Sent: Thursday, September 11, 2008 6:17 PM
Subject: Testimony regarding Orenco Woods Crossing modifications

Bonnie,

Could you please forward this on to the planning commissioners? If you'd rather not, could you send me their email addresses?

Thank you,
Pam

To: Hillsboro Planning Commission

From: Pamela Bulmann

Re: Venture Properties Modification of Orenco Woods Crossing plan

Commissioners:

I live on NW 227th Avenue, about ¼ mile from the "bridge". I would like to add my vote of concern for the additional traffic that the proposed project would create and send through our neighborhood. I'm confident that the traffic on the bridge is already more than the bridge was ever designed to handle.

Ms. Dukas indicated that the bridge was wide enough to accommodate 2 cars passing in opposite directions. This would be possible if both cars were VERY SMALL. The photos provided by a neighbor very clearly illustrated what actually happens every day on the bridge.

Our hope is that the bridge will be closed to vehicle traffic, leaving it in tact for bicycle & pedestrian traffic. Closing the bridge would eliminate our cut through traffic problems in Old Orenco.

I don't oppose the commercial development at all. I would just like some guarantee that the additional traffic will not be able to cut through on our narrow streets. When I saw a copy of the approved site plan, I thought that the City had done an excellent job of balancing the preservation of our community, while allowing development to progress. My biggest concern about the plan (original & modified) is traffic. 249 or 252 homes are a lot to be accessed by only 2 entrances/exits, especially when one of them is a right in/right out only. It was obvious to me that the (un-numbered) parcel adjacent to Dogwood Street would eventually be opened, providing a clear shot from Cornelius Pass Rd to NW 231st Ave.

The testimony that you received about the speeders is also accurate. After arguing with my husband about the speed of cars going by our home, I bought a radar gun, and have spent several evenings watching/tracking traffic. The people who live in our neighborhood (which I recognize), normally observe the 25mph speed limit. The cut through traffic averages 35-40mph on 227th. You could verify this by requesting the ticketing records for 227th & Dogwood Streets (we have an officer here quite regularly ticketing drivers).

My other observation is that Venture reduced the residential sites by nearly 2 acres, but only reduced the number of homes by 3. I believe the number of residences should be reduced by at least the average density of the rest of the development.

I would like to see the developer to come up with a better traffic plan for not only the proposed commercial, but the residential as well. As much as I would dislike another light on Cornelius Pass Rd, I think it would be a better option than the current right in/right out plan.

Sincerely,
Pam Bulmann
821 NW 227th Ave.
Hillsboro, OR 97124

No virus found in this incoming message.
Checked by AVG - http://www.avg.com
Version: 8.0.169 / Virus Database: 270.6.21/1671 - Release Date: 9/14/2008 7:16 AM

W R G
DESIGN INC.

September 16, 2008

Hillsboro Planning Commission
c/o Ruth Klein, Urban Planner II
City of Hillsboro
150 E. Main Street, 4th Floor
Hillsboro, Oregon 97123-3999

RE: Continuance Request
Orenco Woods CDP Modification (CDP 1-06 (MOD))

Dear President Coulter:

The Applicant, Venture Properties requests a Continuance for the Orenco Woods Crossing CDP Modification application to the October 22, 2008 regularly scheduled Planning Commission meeting. This additional continuance will allow the Orenco team to present a more complete response to some of the questions raised by the Planning Commission on September 10, 2008.

If the Planning Commission approves this continuance request, Venture Properties will extend the 120 day period by two weeks.

Thank you for your action on this matter.

Sincerely,
WRG Design, Inc.

Mimi Doukas, AICP, RLA
Director of Land Use Planning

cc: Kelly Ritz, Venture Properties
Ed Sullivan, Garvey Schubert Barer
File (VEN3778.07)

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"RESPONSE TO NEW TESTIMONY GIVEN 9-10-08"

(10 pages, and 20 pages of attachments)

RECEIVED

OCT 02 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

10-2-08

President Coulter and Commissioners,

Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)
Lubischer response to new testimony given at the 9-10-08 Planning Commission hearing.

Please note that responses to the new testimony are enclosed in brackets.

1) *Applicant states*, "As a general overview to some of the testimony that was submitted there (were) questions about which set of conditions, Conditions of Approval, holds and ultimately the set of Conditions...was the actual City Resolution 2172. So that is the set of conditions that we use... I'm going to quote a different condition than what he's [Dr. Lubischer] talked about. I'm going to start with Condition #2 that talks about what we need to do, and it says that the applicant needs to substantially conform with these Conditions of Approval. And substantially is (a? or the?) key word." (Mimi Doukas)

[**Response**: Condition #2 of Resolution No. 2172 states,

"Development and construction on the site shall conform substantially to the development plans and conditions approved by the Planning Commission and shall conform specifically to final construction plans reviewed and approved by the Planning Director, the City Engineer, the Building Official, the Fire Marshal, Parks and Recreation Director and Washington County. All plans shall comply with the applicable building, planning, and fire protection codes of the City of Hillsboro."

The word "substantially" refers to "development and construction" not to submission of an application to place the McDonald House on the National Register of Historic Places.]

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2) *Applicant states*, "Dr. Lubischer references Condition 64 in two ways. This has to do with the good faith effort of recording the historic McDonald House on the national list of historic places. Dr. Lubischer believes that all appeals end on 3-1-2008 and we don't debate that, but what he is taking it back to is the Condition says within 60 days following the expiration of all appeals the applicant shall file for a listing, fund and pursue in good faith. And the applicants, the Elk's did in fact pursue in good faith. They did submit an application for the McDonald House on July 1st, this is prior to the (recordation?) of the final plat. It's well before any development has occurred out there, since nothing has really happened, but it does in fact exceed 80 days since expiration of all appeals. It was a good faith effort on the part of the Elk's." (Mimi Doukas)

[**Response**: The applicant admits the application was not filed as stipulated by Condition #64. To say that the application was filed in "good faith" is disingenuous. A good faith effort would have resulted in the application being filed before the deadline. This first part of Condition 64 was not fulfilled as stipulated. The CDP approval must be rescinded, as well as the DDP approval.]

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3) *Applicant states*, "They [The Elk's] did submit a substantial application and their working through that process and there is no harm done by that perceived delay."

[**Response**: Per the State Historic Preservation Office, "the nomination was returned for substantial rewriting." (Please see attachment B of Lubischer's 9-2-08 "COA LETTER".) The applicant claims that there is "no harm done..." Well, that depends on your point of view. The applicant violated a previous similar Condition of Approval regarding the McDonald House, that being Condition of Approval #2 of Ordinance No. 5633, compliance of which was supposed to be required for approval of CDP 1-06. That Condition required that "Within the Concept Development Plan...the developer shall provide...information verifying that funding has been dedicated to an application to place the McDonald House on the National Register of Historic Places, and the status of the application..." This information was not supplied within the CDP, although LUBA concluded otherwise, but neither LUBA nor the applicant ever gave any evidence, no specific reference(s) to the Record to show where said information was provided. You would think that the applicant could give us those references but don't hold your breath because there aren't any. This property was changed from Open Space to Residential with the understanding by the Planning Commission that the McDonald House would be taken care of. (Please see attachment A.) The applicant has not shown a good faith effort to submit an application for National Historic Registry despite repeated Conditions of Approval. Harm has been done. The CDP and DDP must be rescinded because of non-compliance with Condition of Approval #64.]

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4) *Applicant states*, "He [Dr. Lubischer] is also saying that the Condition of Approval doesn't allow for the transfer of the property without giving the City of Hillsboro right of first refusal. First of all, there is no Condition in the final version of Condition 64 to that effect." (Mimi Doukas)

[**Response**: As explained in Lubischer's "COA LETTER" of 9-2-08 the full and correct text of Condition #64 is found in Resolution 1561-P. This was verified by planning staff Ruth Klein who stated,

"The changes definitely weren't intentional. We've had discussions ... internally as far as whether or not they are still enforceable, and it appears that they are. It was just simply the timeline and operator error on my part."

Commissioner Brewer – "It appears that they are still enforceable? The Planning Commission's?"

Ruth – "Right, we're going to look into that further, the way it, the tentative look at this is the resolution that was approved by the Planning Commission had five applications on it and then the City Council approval upholding the appeal was only for the CDP, so the resolution at the Planning Commission level still holds for those other four applications that weren't appealed ...This project just due to the complexity and the management of the paper, it got out of hand."

Even the Condition #64 of Resolution No. 2172 must be consistent with its legislative history and include the full text. The full condition as found in Resolution No. 1561-P controls. Please see my 9-2-08 "COA LETTER."]

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5) *Applicant states*, "Second, as co-applicant between Venture and the Elks, a transfer between those two entities was presumed in the land use application, so it's really not in conflict with that." (Mimi Doukas)

> [**Response**: I'm not sure what this statement means. According to documents in the applicant's application and in the deeds attached to my 9-2-08 "COA LETTER" the McDonald House and the associated tract were sold to Venture Properties, in violation of the second part of Condition #64. Venture may have attempted to correct this issue, as on 9-29-08, information from the County property desk computer showed that the acreage purchased by Venture Properties is now just 42.69 acres (versus the 9-07 deed acreage of 43.19 acres) which is 0.5 acres less, which is the size of the McDonald House lot. I have not checked for a more recent deed yet. The sale initially is still a violation of the second part of Condition #64. Also, please see my 9-2-08 "COA LETTER".]

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6) *Applicant states*, "We have requested a modification of the phasing. There's key points to this condition. From my perspective it is that in order to provide the ability for the future purchase of parkland. That was the fundamental reason for controlling the phasing of how the development moves forward. And the specific phasing plan shall be provided in the CDP, DDP applications. So that's the vehicle and that's why we are using that same vehicle tonight to try and request a modification to it. So this is the proposed phasing plan that is included in the application consistent with the Condition of Approval, the phasing begins in the SE Corner, transitions around the site and ends in the NW Corner which again allows for the purchase of additional parkland should funds become available." (Mimi Doukas)

> [**Response**: Condition of Approval # 9, Ordinance No. 5633, states,
>
> > "Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeast side transitioning to the northwest side, with the final phase being located in the northwest corner in order to provide the ability for future purchase of parkland beyond the five acres described in Condition 3 should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications."
>
> The language of this condition is clear and unambiguous. The proposed phasing plan in the "modification" request is not "consistent" with the expressed language of this condition. The applicant must comply with this Condition of Approval. Please also see my 9-2-08 "PHASING LETTER".]

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7) *Applicant states*, "Mid-day standard is not the driving peak hour, it's still the PM peak." (Mimi Doukas)

> [**Response**: The Hillsboro Zoning Ordinance requires compliance with the mid-day one hour standard found at Table 137.4. Please see my 9-2-08 "TRAFFIC LETTER".]

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8) *Applicant states*, "The staff report from Washington County continues to support that mid-point access...we are expecting the approval of the updated access modification shortly." (Mimi Doukas)

> [**Response**: The access point onto Cornelius Pass Road requires an exception from the County safety access standard. In the access approval of 2-2-06 and in the current 9-8-08 letter Washington County "reserves the right to close the access" if safety concerns "arise". The actual reply to the applicant's access modification request has not been received to date. It may contain other information pertinent to this issue. Also, the actual traffic study submitted to Washington County likely has some long range information, i.e. expected blockage at the access point onto Quatama, which may be of use to the commission. Perhaps the applicant can submit that traffic study to the commission.]

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9) *Applicant states*, "Some of the examples that he [Dr. Lubischer] lines out are not actually even permitted in this, in the SCR-V zone." (Mimi Doukas)

> [**Response**: I believe all of the examples used in my 9-2-08 "TRAFFIC LETTER" are permitted. I have asked planning staff to examine this issue. Please see Attachment B. Furthermore, the applicant's proposed day-care and office uses are considered neighborhood commercial uses and therefore must be included in their total acreage for neighborhood commercial. When this is done they exceed the 10% maximum for a SCR-V zone. Please see my 10-2-08 letter "VIOLATION of TABLE 1.h. #20 LETTER".

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10) *Applicant states*, "So we think the proposal that's before you and the way the traffic analysis was put together is in fact a reasonable development of highest intensity uses that you can have within neighborhood commercial which is limited by nature...What we wanted to do was build a broad enough parameter that it was a reasonable build out scenario and that we wouldn't be back in front of you saying, oops, we were wrong on traffic it's actually going to be greater. We wanted to be reasonably aggressive in the assumptions that we put into that traffic study to say we don't know what we want to build but we want to put enough trip generation into this analysis so that we don't get claims by Dr. Lubischer that we've underestimated the transportation. He's still made the claim, but we think that reasonably, under the uses that are permitted...we were reasonably aggressive...we wanted to say here is what we think the end parameter will be **the most extreme version from a transportation standpoint of what's going to be generated in this district**. That's a straight face conversation that we wanted to have with you. Sounds like we're getting a little pushback, we need to take a harder look at the numbers but that's what we have the proposed uses that are before you tonight."

Commissioner Calloway – "So...because we don't know the end users, traffic could be worse"

Mimi Doukas – "No"

Brian Dunn (applicant's traffic engineer) – "No"

Commissioner Calloway – But no matter what it can't be any worse,"

Doukas – "**It can't be any worse.**"

Commissioner Calloway – "than what you're proposing."

Doukas – "...we were conservative from that respect."

[**Response**: The applicant's have not presented a worse-case traffic scenario.]

---

11) *Applicant states*, "The twenty foot width at bridge is a safe width for vehicular traffic. This is consistent with again Washington County's September 8th staff report and that staff report did not identify any additional safety improvements. The pedestrian system, the street network internal to Orenco Woods is actually going to pull any pedestrian traffic off of that bridge. It's a much more desirable route for pedestrians. And in conformance with the City and County's transportation plans we are expecting the traffic loads on that bridge to be reduced when the Quatama road extension down to Baseline is completed." (Mimi Doukas)

[**Response**: The width of the roadway on the 227th street bridge is 19.5 feet. This is substandard for a collector street (see HZO Section 137 XVI B.a.2.) The 9/8 County staff report does not address the safety concerns at the bridge. The pedestrian system through the development will not pull all of the pedestrian traffic off the bridge, but the traffic from the development will dramatically increase the chance of a catastrophe at this site. In addition, the County report does not address the fact that there is no shoulder for forty feet at the west end of Quatama creating a cliff over the creek. The connection from Quatama to Baseline on the transportation plan runs through our property and was placed there years after we bought the property. I would not count on that connection anytime soon.]

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12) *Applicant states*, "There's concerns about a potential blockage at the access onto Quatama by 2024, the site plan doesn't change anything from what was previously approved and it doesn't worsen the long term queuing condition." (Mimi Doukas)

[**Response**: The only new roadway improvement that results from this "modification" proposal is a dedicated southbound right-turn lane at the Quatama / Cornelius Pass intersection. That improvement will not mitigate the expected blockage at the access site to Quatama by the year 2024. The fact is that this "modification" will add 2,672 daily vehicle trips, 182 AM peak hour trips, and 230 PM peak hour trips to the traffic that was previously approved for CDP 1-06, with the 252 residential units. (See attachment C) To claim that the this increase in traffic will not worsen the long-term queuing condition and not contribute to blockage at the Quatama access is hard to believe. I would suspect that blockage will occur well before 2024. Perhaps the City's traffic engineer can help us with this question. Also, the applicant's traffic study for the access (onto Cornelius Pass) modification request to the County may contain this information. The more blockage at the Quatama access site the more traffic will go west and through Orenco.

Please see attached copy (Attachment D) of the 12/05 access modification request which states, "it is the purpose of this letter to demonstrate that over the next 20 years, *Collector* access to NW Quatama Road will become impracticable..." "the queuing analysis determined that the forecast 95th –percentile vehicle queues during the year 2024 weekday a.m. and p.m. peak hour traffic conditions will be excessive for the eastbound left-turn lane...at the NW Quatama Road / NW Cornelius Pass Road intersection, without or with the proposed street access to NW Cornelius Pass Road. These results indicate under most or all of the Scenarios #1 through #4, the proposed street access to NW

Quatama Road will experience blockage during both the weekday a.m. and p.m. peak hour periods..." "Based on the findings documented in this Access Modification Request, particularly the vehicle queuing analyses results, a secondary external street access to the Orenco Woods Crossing development is needed...]

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13) *Applicant states*, "A Cornelius Pass left turn lane onto NW Kian is warranted but not constructed. This is identical to the previous application, this is no different and Washington County has identified no adverse impact." (Mimi Doukas)

[**Response**: The County staff report did not specifically mention this issue. The only new roadway improvement with this "modification" is a dedicated southbound right-turn lane at the Quatama / Cornelius Pass intersection which does not address the Kian problem. The additional traffic that will result from this "modification" will create a greater negative impact than without the "modification" traffic.]

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14) *Applicant states*, "And now Dr. Lubischer is arguing against commercial uses. That seems a bit odd. " (Mimi Doukas)

[**Response**: I am not arguing against commercial uses per se. What I object to is the magnitude of the traffic impact that will result and create a greater negative impact to Cornelius Pass Road and to the Orenco Conservation District. A small amount of neighborhood commercial coupled with a reduction in the number of housing units so that the additional traffic impact is negligible is my goal.]

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15) *Applicant states*, "The Comprehensive Plan amendment did not speak to non-residential uses, it was silent on that issue. We believe that the residential density limitations were really a land use compatibility issue dealing with neighborhood against neighborhood, and lot size against lot size. Neither the development directions nor the Conditions of Approval prohibit those non-residential uses and the transportation impacts are specifically controlled by different conditions of approval that make sure that mitigations match the traffic impacts." (Mimi Doukas)

[**Response**: The residential density limitations were a direct result of the concerns over the traffic impact from the development. Please see my 9-2-08 "BROKEN PROMISE LETTER" with the quotes from commissioners. Also, please see the transcripts of previous hearings regarding Orenco Woods Crossing that have been submitted.]

---

16) *Applicant states*, "Commercial and other employment uses are expressly permitted in the SCR-V zone including the percentages that we're proposing tonight." (Mimi Doukas)

[**Response**: The maximum percentage for neighborhood commercial use permitted in a SCR-V zone is 10%. Pursuant to HZO Section 136 III HH and I, the applicant's proposed day-care and office uses are considered neighborhood commercial uses (even though the 9-4-08 staff report states, "The Hillsboro Zoning Ordinance defines 'other employment uses' as including such things as day care and office uses."). As such they must be included in their total acreage for neighborhood commercial. When this is done they exceed the 10%

maximum for a SCR-V zone. Please see my 10-2-08 letter "VIOLATION of TABLE 1.h. #20" letter.]

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17) *The City Attorney states* (in responding to a question from Commissioner Brewer regarding "modification" of a previously approve CDP) - "An excellent question and certainly one that staff and I have thought a lot about in the context of this and other applications. It is correct that there's not a specific process for a modification of a Concept Development Plan in the code. However, in a recent LUBA appeal the very issue was addressed by the Board in the appeal of the Pacific University Building B application. In that context, what we argued and consistent with well established common law is that a change to an approved application regardless of what a local code might say, needs to go through the exact same level of process that was conducted in the initial review. The reason for that is to assure that there is a bright light on the modification that the public has the very same opportunities to participate as they did originally..." (Counselor Beery)

[**Response**: Actually, in the Pacific case, the City argued that the Hillsboro Zoning Ordinance does contain process for "modification" of a previously approved CDP. The petitioners to LUBA argued that it did not and that the City erred in allowing the "modification" precisely because it did not "go through the exact same level of process that was conducted in the initial review", the "modification" did not require all of the requirements of a CDP application, specifically a Traffic Impact Study. This specific issue is now before the Appellate Court. My comments here are, perhaps, not really relevant in this case but the issue of "modification" is. I plan to address this further.]

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18) *Applicant states*, "There are substantial mitigation improvements that are required as part of this application that will substantially change the entire dynamics of how Cornelius Pass functions and will change how Quatama functions." (Mimi Doukas)

[**Response**: The only new roadway improvement that results from this "modification" proposal is a dedicated southbound right-turn lane at the Quatama / Cornelius Pass intersection. That improvement will not mitigate the expected blockage at the access site to Quatama by the year 2024. There will be greater traffic heading west onto Quatama, across the 227th Street bridge and through the Orenco Conservation District. There will be a greater negative impact from this "modification" at the bridge and greater negative impact to Orenco. Commissioner Brewer asked the applicant's traffic engineer,

"Can you explain to me what you anticipate by this modification of traffic actually going to the west and through old Orenco? What's the traffic impact on that versus the original application"?

Brian Dunn – "There will be more traffic sent to the west as a part of this application..."

President Coulter – "In your professional opinion, with the improvements that are to be done under this modification, if no other improvements are done on Cornelius Pass Road then with these improvements we would not see a greater negative impact?"

Dunn – "I can't say that, for the specific movements I can't say that until I look at the details more closely."

There will be a greater negative impact from the additional traffic generated by this "modification" request at the left turn onto Kian, at the 227th Bridge and on the Orenco neighborhood.]

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18) Commissioner Langford asked, "Are you currently accounting for South Hillsboro's density coming on line?"

The applicant's traffic engineer states, "With the analysis that we did, the quick answer is no, because, the analysis we did was for the short term, for the build-out threshold [or?] year. We didn't look long term with this study. Now we did prepare an access spacing modification analysis for Washington County, that was submitted to Washington County, that analysis was a 20 year traffic analysis, but again it did not include the South Hillsboro land use, if you will. I had a discussion with the traffic engineer at Washington County about this, should it be included, should it not be included? And he says, I'm required to tell you that the analysis has to include what's in the Washington County transportation model, the adopted model. So, I guess the answer is no, the twenty year analysis did not account for that." (Brian Dunn)

[**Response**: The applicant's response speaks for itself. Again, the commission might benefit from reviewing a copy of this 20 year traffic analysis the applicant gave to Washington County]

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19) President Coulter asked, "Have you had a meeting with the folks around you, and what kind of input have you gotten from them."

Mimi Doukas - "Did we meet with the neighbors? Yes, we did. We met with the neighbors. Their primary concern was the connection to Dogwood and making sure that there was absolutely, positively, no connection to Dogwood… Second to that their concern was traffic…"

President Coulter – "I wanted to make sure you had been reaching out to your community…we want to make sure you're reaching out to the community."
Mimi – "It wasn't required, it's not one of the applications that requires a neighborhood meeting but we have had a long ongoing conversation with the community through public hearings and through outside meetings."

Coulter – "You'll see that changing. We're going to want to have neighborhood meetings everywhere. It makes sense."

Mimi – "We understand, and we did."

[**Response**: There was <u>no</u> meaningful "reaching out to the community", there was <u>no</u> "long ongoing conversation with the community through public hearings and through outside meetings" with regards to this "modification".

Timeline of neighborhood meeting

7-25-2008	Submission of 2 copies of the CDP modification application (dated 8-1-08).
8-01-2008	Completeness check done, $1500 fee paid.
8-18-2008	"**Informational meeting**" held at the Hillsboro Civic Center.
8-20-2008	Notice of 9-10-08 Public Hearing given.]

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20) *Applicant states*, "...those condominiums, at four stories..."

[**Response**: Pursuant to HZO Section 137 II, Table 1.h. #20, the maximum height in a SCR-V district is three stories. Please see my 10-2-08 "VIOLATION of TABLE 1.h. #20 LETTER".]

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21) Question from Commissioner Brewer – "I actually have a question for staff. Can you remind me, that access onto Dogwood that the gentleman [Mr. Kempema] is referring to, did we leave that for emergency access, emergency vehicle access, or what was our intent in leaving that?

Ruth Klein – "I can't remember off the top of my head. I know it has pedestrian access. The modification focuses on the SE quadrant so I'd have to go back and refresh myself with those old case files to look at that."

Brewer – I'd like to revisit what our discussion was on that, since that is a very big traffic thing. Are we leaving it for emergency vehicles? Or was it for potential future development with our traffic patterns in the future or what? I don't recall.

[**Response**: This issue is controlled (assuming no changes were made with the DDP) by Condition #1 and Condition #7 of City Council Resolution No. 2172, 7-18-06. Condition #7 states,

> "The final plat shall show a 50 foot right-of-way dedication for public streets as follows: ...A 50 foot right-of-way dedication shall be provided west of Street F and in alignment with Street 1 and NW Dogwood Street. A 50 foot right –of –way dedication shall be provided at the northern terminus of Street F, adjacent to the light rail line, and in alignment with NW Birch Street."

Condition #1 requires compliance with "the conditions of the associated zone change request (4-18-06 Ordinance No. 5633)". Condition #7, Ordinance No. 5633, states,

> "The western portion of the property shall not be connected with the street system of the Old Orenco Neighborhood, except for pedestrian, bicycle and emergency purposes, provided, however, the developer shall provide for future rights-of-way for one or more connections to Old Orenco. Should the City determine, following a public hearing, that vehicular connections are warranted for safety, convenience, or other transportation reasons and the City has determined that the safety of neither neighborhood will be compromised by such cross circulation connections, street improvements connecting Old Orenco and development on the subject sit could then be constructed."

The Planning Commission's 6-6-05 Resolution 1496-P (which approved the minor Plan amendment changing the property from Open Space to Residential) development direction #4 stated,

> "The western portion of the subject site shall not be connected with the street system of the Old Orenco Neighborhood, except for pedestrian, bicycle and emergency purposes, provided, however, that the land owner shall provide for future rights of way for connection to Old Orenco should the City determine, following a public hearing, that such connections should be provided for safety, convenience, or other transportation reasons."

The findings at page 9-10 of Resolution 1496-P address this condition. Following appeal to the City Council, Ordinance No. 5571 (10-18-05), the seventh development direction (p 30) stated the same (except for a couple insignificant items) as the Planning Commission's direction #4. The findings regarding this are found on p. 20 of Ordinance No. 5571. The bottom line is that efforts were made to protect the Orenco Townsite from having direct connections to the Orenco Woods Crossing development in order to protect the historic character of the neighborhood. The possibility of connections is still alive however. An increase in the traffic impact from this "modification" will not help and when the exit blockage gets to be too great of a problem at the Quatama access it is likely that the issue to connect the streets to Birch and Dogwood will re-surface. Mr. Kempema has estimated that "within 18 months" efforts will be made to connect the development to Dogwood...]

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22) *Applicant states*, "The condominium piece is a tricky one, it really depends on who is that end builder. What exactly is their...product type but where exactly are they aiming at the market?" (Mimi Doukas) Later the applicant stated, "I mean, when we came back to you with a DDP, or somebody else comes back with a DDP, that's when you really look at how that district, the 3a, 3b, 3c works as a district and I think that's fundamentally when you get into the village conversation." (Mimi Doukas)

> [[**Response**: the applicant hints a couple times that they will not be the builder for the "modification" area. This should be kept in mind.]

Thank you,

Jim Lubischer,
22720 NW Quatama
Hillsboro, Oregon 97124

Attachments
- A: Excerpt regarding compliance with McDonald House Condition of Approval, from LUBA appeal. (5 pages)
- B: E-mail regarding allowed uses (2 pages)
- C: Executive summaries regarding traffic impact from 252 units and from current "modification" (2 pages)
- D: 12/05 Access Modification Request for Orenco Woods Crossing (11 pages)

(FROM LUBA APPEAL)

ATTACHMENT (A) p 1

CDP 1-06 DOES NOT COMPLY WITH CONDITION #2, WHICH CONCERNS ISSUES RELATED TO THE HISTORIC MCDONALD HOUSE.

Condition #1 of Resolution 2172 states:

> "Approval of the concept development plan…is conditioned upon compliance with the conditions of the associated zone change request." (Rec. 34, line 3)

Ordinance No. 5633, condition #2 states:

> "*Within* the Concept Development Plan / Detailed Development Plan applications, the developer shall provide the following: …b) Information verifying that funding has been dedicated to an application to place the McDonald House on the National Register of Historic Places, and the status of the application. The developer and owner of the property shall follow the advice and conditions provided by the State Historic Preservation Office and shall make a good-faith effort in filing the application(s)." (Rec. 464)

CDP 1-06 contains no "Information verifying that funding has been dedicated to an application to place the McDonald House on the National Register of Historic Places..." CDP 1-06 contains no information regarding "the status of the application". There is substantial evidence in the CDP 1-06 application and otherwise in the record that shows that the intervenor and owner of the property have not made "a good-faith effort in filing the application(s)." The following quotes illustrate the intervenor/owner's attitude regarding to this matter:

CDP 1-06,

> "As explained in the Historic Assessment Report listing the McDonald House on the National Register of Historic places is not necessary...the McDonald House will be maintained and preserved without the need for National Historic Registration." (Rec. 2122, line 28 and 41)

Intervenor's 4-7-06 letter,

> "In the Applicant's view it is the responsibility of the Planning Commission to ensure that the current development proposal does not compromise the long term potential for the McDonald House to receive Historic Registry." (Rec. 1181, line 25)

> "it is inappropriate to place special restrictions on a structure that is not changing the current use…Historic Registration is a potential option for the future." (Rec. 1182, line 4; and repeated on line 15)

Intervenor's 4-19-06 letter,

> "The Elks have taken the Historic Listing issue under advisement and are discussing the options. We will update the Commission after the Elks have finalized their decision." (Rec. 877, line 37)

Intervenor on 7-11-06,

> "We can't violate our fiduciary duty of doing the listing, which, once you make application for and you get, you can't withdraw...the listing isn't affected by the amount of space around the house..." (See Record Exhibit #6, tape #1, side A, "City Council special meeting")

The above quotes belie respondent's assertion (via the intervenor's memo of 7-5-06 [FN12]) that:

> "The applicants provided, in their application materials...for the funding of the application, [and for] participation in the listing process (even though they believed listing was not necessary)...The applicants confirmed that they were amenable to a condition [FN13] that the application be funded and pursued." (Rec. 329, line 8)

The petitioner is unaware of any material "in their application materials...for the funding of the application", or of any material regarding "participation in the listing process". The statement "The applicants confirmed that they were amenable to a condition that the application be funded and pursued" is proof positive that the CDP 1-06 application does not contain such information, as required by Condition #2.

Notably, during the Comprehensive Plan Map amendment and Planning and Zoning Hearings Board proceedings, the intervenor /owner made no objection to Condition #2 of Zoning Ordinance No. 5633, or its predecessor, the City Council's Development Direction in Ordinance No. 5571 (Rec. 1749, line 29). However, once the property's Plan Map Classification was changed to Residential and zoned SCR-V their tune changed.

So why is this important? Why not let this matter rest and just rely on Condition of Approval #64 of Resolution No. 2172 (43, line 27)? ..... Because Condition #2 was an essential item that allowed this property to have its Comprehensive Plan Map classification changed from Open Space

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[FN12] The 7-5-06 memorandum (Rec. 321) from the developer's counsel was 'adopted and incorporated' (Rec. 45, line 36) into the Findings of Resolution No. 2172. The respondent does not have substantial evidence in the record to support this statement and its inclusion in the Findings is untenable.

[FN13] This refers to Condition #64 of Resolution No. 2172. (Rec. 43, line 27)

to Residential. Without the understanding that the historical status of the McDonald House, including the appropriate setting, would be properly considered, it is more than probable that this land would still be Open Space. Quotes from the Plan Map Amendment proceedings show that this element was of critical importance:

> **Commissioner Fitzgerald** [Who is a historical expert] – "OK. Most of my questions are going to be about the McDonald House…I am not ready to approve this unless, and I guess I have to, we will talk later with the City attorney about the ability to condition an approval but I would, the only way I would feel comfortable about going forward with this is if we could attach a condition requiring that the applicant receive; number one an official determination of significance from SHPO, the state historic preservation office and if they determine that it's for the National Register which I believe they will then to add a condition that the applicant must nominate the property for the national register and then complete a restoration plan for the McDonald House to be reviewed and approved by SHPO's preservation architect prior to any work being completed. So, be clear the SHPO architect will work with the applicant to make certain that not only the architectural features that are significant to the house remain intact but any contextual, meaning setting, features that are relevant to the significance of the house would remain.… it would be nice if we could trust everybody to do the right thing , but that's why the SHPO office exists …" (Rec. 1799, line 29)
>
> **Commissioner Mathews** – "As I recall a few years ago I had the privilege of voting on something called Imbrie farmstead and which we had, at that point, we had broken that down and broken off so much of the land that they lost a lot of it. The argument was they lost a lot of the historical value and I happened to vote the wrong way on that, the reason I happen to remember it so well. But anyway, if we have a half an acre what can we do to make it look like a nursery? Or the nursery property when we really should be talking about several acres around the house if we're going to set it off as a historic landmark within the community. A half acre <? is not> going to do it, that's just going to be a large building lot." (Rec. 1781, line 17)
>
> **Ziegler** (Mithun Design) – "And so, right, what we're saying is this would be an opportunity to do the right thing and whether it's that exact plan or its something that we. **Fitzgerald** – But that statement right there to me tells me that you don't understand the standards, which is why I think we need to, if we are going to go forward with this we need to set in place a process by which you have to be held to that standard." (Rec. 1802, line 2)
>
> **Counselor Sullivan** – "…we were willing to be conditioned to deal with that. Now I didn't here until tonight that there might be a problem with conditions, so I, I was unable to respond to that. Also, in, in honesty, because my ears at the last hearing only heard about the area around and not the site itself so if I misheard you I apologize. But that wasn't the question that was posed. It is a design question. It normally comes at the next part of the process but we are willing to be conditioned to deal with that issue now." (Rec. 1802, line 9)
>
> **Commissioner Fitzgerald** - "I would like to see the following conditions passed on to the Planning and Zoning Hearings Board…(1878, line 41)…the preservation of the

(A) p4

McDonald House and meaningful Open Space around it and funding for the Elks to nominate the house for the National Register…" (Rec. 1878, line 43)

Commissioner Coulter - "The applicant has stated they will insure the McDonald House is properly taken care of including the adequate amount of land around it so it can apply for its historical status." (Rec. 1879, line 42)

Fitzgerald – "The preservation of the McDonald House and a reasonable amount of Open Space around it as well as funding for the nomination of the house to the National Register." (Rec. 1881, line7)

Cameron – …"referring to page 6, item 3, retention of one-half acre parcel around the McDonald House. I have a concern with that. If this property is to be placed on the Historic National Register a half acre, I can't imagine that being sufficient for grounds and parking. I'm concerned with that half acre, that just seems so small..." (Rec. 1888, line 13)

Coulter – "I think concurrently they'll be, part of their requirement is to allow for the application of this home…" (Rec. 1888, line 35)

Please also see **Commissioner Fitzgerald's** letter (Rec. 1259) of 3-21-06 submitted just prior to her resignation from the Planning Commission, which includes:

…"Since we are trying to preserve an adequate area around the house for the context… While generally the more area around the house the better it is for the context…My very first impression on looking at the proposed plan is that the design would need to be reconfigured so that new houses do not abut the historic site at all…I would also suggest a condition that the NR nomination be completed and submitted to SHPO before the final phase of development…a Historic Context Statement for the Orenco area would have been incredibly useful to have [FN14] (to assist the Planning Commission in making its decision regarding how to treat the area around the McDonald House)." (Rec. 1259)

Without the expectation that the historical status of the McDonald House would be taken care of this property would, very likely, still be Open Space. The intervenor has shown that they were not interested in complying with Condition #2 at the critical stage. The intervenor is now amenable, apparently, but at this stage the possibility of achieving National Register status is compromised as there will be no chance to dedicate sufficient acreage, if necessary, to aid in its listing.

Perhaps this is why the Planning and Zoning Hearings Board used the words, "Within the Concept

---

[FN14] The intervenor submitted a report regarding the McDonald House from the Heritage Consulting Group (Rec. 2482) but it would be difficult to claim it contained a "Historic Context Statement". Please see Record page 1110; page 844, line7; and pages 1272-1283 for comments on the Heritage report.

Development Plan ...the developer shall...". Ordinance No. 5633 contains thirteen Conditions of Approval. It is noteworthy that only Condition #2 contains the words:

"Within the Concept Development Plan / Detailed Development Plan applications..." (Rec. 464, line 1). Ordinance No. 5633, Condition #2 could easily have been written without the "Within the Concept Development Plan..." preface. But it was not, and petitioner can only assume it was put there for a reason.

> "It is an elementary rule of construction that effect must be given, if possible, to every word, clause and sentence of a statute...No clause, sentence or word shall be construed as superfluous, void or insignificant if the construction can be found which will give force to and preserve all the words of the statute. While every word of a statute must be presumed to have been used for a purpose..." (*Norman J Singer, Sutherland on Statutes & Statutory Construction Section 46:06 at p. 181) (6th ed. 2000)*).

Condition #2, by specifically containing the phrase "Within the Concept Development Plan..." outlines not only what is required but when it was required. CDP 1-06 fails this requirement.

A 'condition' is:

> "1) A future and uncertain event on which the existence or extent of an obligation or liability depends; an uncertain act or event that triggers or negates a duty to render a promised performance... 'Strictly, a condition is a fact or event on the occurrence of which some legal right or duty comes into existence'...P.S. Atiyah, *An Introduction to the Law of Contract* 146 (3rd ed. 1981)...2) A stipulation or prerequisite in a contract, will, or other instrument, constituting the essence of the instrument." (*Black's Law Dictionary* (8th Ed.))
>
> "1) a premise upon which the fulfillment of an agreement depends: STIPULATION...a provision making the effect of a legal instrument contingent upon an uncertain event...2) something essential to the appearance or occurrence of something else: PREREQUISITE..." (*See Webster's Ninth New Collegiate Dictionary*)

Respondent argues (via the adopted 7-5-06 memorandum) that,

> "A local government may properly grant permit approval based on a finding that it is feasible to satisfy an applicable approval standard and the imposition of conditions necessary to ensure that the standard will be satisfied. *Burghardt v. City of Molalla*, 29 Or LUBA 223 (1995)." (Rec. 329, line 14)

That reliance is misplaced. A condition of approval that was a prerequisite to the challenged approval decision has not been satisfied, thus preventing the challenged approval decision from issuing.

ATTACHMENT (B) pl of 2

anne lubischer

n: anne lubischer [annejim1@verizon.net]
Sent: Wednesday, October 01, 2008 6:08 AM
To: 'Ruth Klein'
Subject: Lubischer letter of 9-26-08 regarding permitted uses. Orenco Woods Crossing CDP 1-06 (MOD 1)

10-1-08

Ruth, I didn't know if you received my 9-26-08 letter. I have resubmitted it below just in case you did not get it. Thanks, Jim Lubischer (06:06 PDT)

9-26-08

Ruth Klein,
Hillsboro Planning Department,

Re: Orenco Woods Crossing, CDP 1-06 (MOD 1)

Three questions:

1. At the 9-10-08 Planning Commission hearing the applicant stated that,

> "Some[1] of the examples that he [Dr. Lubischer] lines out are not actually even permitted in this, in the SCR-V zone."

The "examples" I used are found at page 3 of my 9-2-08 "Traffic Letter". The examples I used were a 2,000 sq. ft. convenience market (open 24 hours), a 7,000 sq. ft. sit-down (high turnover) restaurant, a 3,000 sq. ft. fast-food restauran with drive-thru, and a convenience market with 4 gasoline pumps. I believe, pursuant to HZO Section 136.III.HH and HZO Section 136.III.I, these would all be permitted in a SCR-V zone.

Could you please let me know which of the above examples "are not actually even permitted" in the SCR-V zone?

2) The applicant has suggested an 8,050 sq. ft. one level day-care use and a 9600 sq. ft. two level office use in the 1.04 acre "other employment" area. I believe that, pursuant to HZO Section 136.III.HH and HZO Section 136.III.I, day-care and office uses are "commercial" uses and as such cannot be considered "other employment" uses. Is my interpretation correct?

3) Finally, the 1.94 acres designated "commercial use" in the applicant's application is the maximum permitted pursuant to HZO Section 137 II.Table 1.h. #20. (1.94 acres of 19.4 net acres = 10%.[2]) Therefore, if daycare and office uses are indeed "commercial" uses, then does the total acreage of commercial use (1.94 acres + 1.04 acres) proposed by the applicant exceed the maximum allowed?

Thank you,

Jim Lubischer

(B) p2

The applicant does not specify which of the examples are not permitted.

Since we are limited to only considering the "modification" area, and cannot consider the whole CDP 1-06 it might be more propriate to consider the 1.94 acres in relationship to the area of the "modification" – which would mean that the proposed 1.9 ·es is some 39% of the total acreage in the area of "modification", less when net acreage is considered.

ATTACHMENT (C)(P1 of 2)

EXECUTIVE SUMMARY

7/08

This study evaluates the transportation impacts associated with Venture Properties, Inc.'s proposal to modify the site plan for the approved Orenco Woods Crossing development. The modified site plan includes a new mixture of housing types as well as the addition of neighborhood commercial and employment area building space. The addition of commercial and employment area building space conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning that now applies to the subject site.

It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

EXISTING TRAFFIC CONDITIONS

- All but one of the study intersections within the defined "impact area" of the proposed development currently operate at levels which meet the transportation standards supported by Washington County and the City of Hillsboro with respect to intersection levels of service and volume-to-capacity ratios during both the weekday a.m. and p.m. peak hours. The NW Cornelius Pass Road/NW Wilkins Street intersection currently operates at LOS E during the weekday a.m. and p.m. peak hours, which does not satisfy the City of Hillsboro's "preferred" standard of LOS D.
- The NW Cornelius Pass Road/NW Quatama Road intersection is a Washington County High Accident SPIS location.

YEAR 2011 BACKGROUND TRAFFIC CONDITIONS

- A traffic signal installation is planned for construction prior to the year 2011 at the NW Cornelius Pass Road/NW Wilkins Street intersection. This signal installation is part of a conditional improvement for an on-going development adjacent to this intersection.
- Year 2011 background traffic conditions (without the proposed development) were evaluated based on an accounting of residual trips associated with all identified "in-process" developments in the site vicinity, in addition to a 2% annual increase in existing traffic levels over a three-year period (6% total growth) to account for regional growth patterns.
- The year 2011 background traffic operations analysis results revealed that all study intersections will operate at levels which meet Washington County and City of Hillsboro transportation standards during both the weekday a.m. and p.m. peak hours.

PROPOSED DEVELOPMENT PLAN

CURRENT PROPOSAL

- This transportation impact study accounts for the development of 120 single family detached homes, 129 townhome/condominium units, with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space.
- The estimated site trip generation is as follows:
  - 4,672 total primary trips for an average weekday; AN INCREASE OF 2672
  - 344 total primary trips for the weekday a.m. peak hour; and " " " 182
  - 437 total primary trips for the weekday p.m. peak hour. " " " 230

(2) p 2

12/05

EXECUTIVE SUMMARY

This study evaluates the transportation impacts associated with Venture Properties, Inc.'s proposal to develop a residential subdivision on the site of the previous Orenco Woods Golf Course. The site was previously located in unincorporated Washington County but was recently annexed into the city limits of Hillsboro. The underlying Comprehensive Plan designation of the site has also been recently changed from *Open Space* to a mixture of *Open Space, Low Density Residential, Medium Density Residential,* and *Floodplain,* to allow the proposed residential development to occur.

The proposed Orenco Woods Crossing development will consist of a mixture of single-family homes and town homes totaling no more than 252 residential units. Construction of the proposed residential subdivision is expected to begin in 2006 with full build-out and occupancy of all development phases occurring by the year 2007.

EXISTING TRAFFIC CONDITIONS

- All of the study intersections within the defined "impact area" of the proposed development currently operate at levels which meet the transportation standards supported by Washington County and the City of Hillsboro with respect to intersection levels of service and volume-to-capacity ratios during both the weekday a.m. and p.m. peak hours.
- No existing safety concerns were identified at any of the study intersections, as they were all found to have low vehicle crash frequencies and adequate sight distance for drivers.

YEAR 2007 BACKGROUND TRAFFIC CONDITIONS

- Year 2007 background traffic conditions (without the proposed development) were evaluated based on an accounting of residual trips associated with all identified "in-process" and "in-review" developments in the site vicinity, in addition to a 2% annual increase in existing traffic levels over a two-year period (4% total growth) to account for regional growth patterns.
- The traffic operations analysis results revealed that all study intersections will continue operating at levels which meet Washington County and City of Hillsboro transportation standards during both the weekday a.m. and p.m. peak hours.

PREVIOUSLY APPROVED, 252 UNIT!

PROPOSED DEVELOPMENT PLAN

- The proposed development will be constructed in four phases beginning in 2006, with full build-out and occupancy of all phases expected to occur by 2007.
- This transportation impact study accounts for a maximum build-out of 252 residential units. Assuming a housing distribution of 141 single family homes and 111 town homes, the site trip generation is estimated to be as follows:
  - 2,000 average daily trips;
  - 162 total weekday a.m. peak hour trips; and
  - 207 total weekday p.m. peak hour trips.
- Public streets providing access to the site are proposed at two locations:
  - Full access to NW Quatama Road directly across from NE 76th Avenue, and
  - Limited access to NW Cornelius Pass Road at approximately 715 feet north of NW Quatama Road (measured centerline-to-centerline), with turn movements limited to right-in/right-out/left-in only through the construction of raised medians and appropriate signing and striping.
- Proposed site frontage improvements along NW Quatama Road will consist of widening the roadway to three travel lanes and establishing bicycle lanes on both sides of the street and a new planting strip and sidewalk on the north side of the street.

TRAFFIC ENGINEERING

ATTACHMENT (D) (p1 OF 11)

December 29, 2005

Project #: 0012.0

Greg Miller
Washington County DLUT
1400 SW Walnut Street, MS 17B
Hillsboro, Oregon 97123

MAIN POINT: IN THE FUTURE, EXIT TRAFFIC FROM SITE ONTO QUATAMA WILL BE BLOCKED + THERE WILL BE EXCESSIVE BACK UP FOR EASTBOUND CARS TRYING TO TURN LEFT ONTO CP

RE: Access Modification Request for Orenco Woods Crossing – Hillsboro, Oregon

Dear Mr. Miller:

This letter constitutes an Access Modification Request associated with Venture Properties, Inc.'s proposal to develop the Orenco Woods Crossing, located on the former Orenco Woods Golf Course site that fronts the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. As part of the development plan, two external street accesses to the site are proposed, with a full-access proposed along the north side of NW Quatama Road directly across from NE 76th Avenue, and a second access proposed along the west side of NW Cornelius Pass Road, north of NW Quatama Road, with turn movements restricted to right-in/right-out/left-in only. It is the proposed street access to NW Cornelius Pass Road that is the subject of this Access Modification Request letter.

BACKGROUND

(SEE APPLICANT'S APPLICATION FOR THIS T.I.A.)

Dunn Traffic Engineering, LLC, has prepared a comprehensive transportation impact analysis (TIA) for the proposed Orenco Woods Crossing development. A copy of this TIA has been attached to this letter to provide you with all the detailed information necessary to understand the current transportation conditions in the site vicinity, what the expected short-term traffic impacts of the proposed development will be, and recommended measures designed to mitigate any off-site traffic impacts.

As demonstrated in Influence Area Map presented in Figure 3 of the TIA and as described within the body of that report, the proposed *Local* street access to NW Cornelius Pass Road does not satisfy the roadway access standards of Washington County Community Development Code Section 501-8.5B(4) for *Arterial* streets. This section of the CDC states that "direct access to *Arterial* roads shall be from *Collector* or other *Arterial* streets." It is also stated in the following subsection of the CDC that the access spacing along an *Arterial* street shall be 600 feet. Although the proposed street access is located approximately 715 feet north of the nearest public intersection at NW Quatama Road (measured centerline-to-centerline), it would still be located approximately 450 feet north of the PGE substation driveway on the east side of the street and 140 feet south of another driveway to a single family residence on the east side of the street (measured centerline-to-centerline). P1

Although Section 501-8.5B(4) of the CDC may not be satisfied, it states in the same section that "exceptions for local streets and private accesses may be allowed....when *Collector* access is found to be unavailable and impracticable by the Director." With the proposed street access to NW Quatama Road established, there will be *Collector* access. However, it is the purpose of this letter to demonstrate that over the next 20 years, *Collector* access to NW Quatama Road will become impracticable, and, therefore a secondary access is needed. As you may be aware, the City of Hillsboro has restricted any public street accesses along the west side of the Orenco Woods Crossing site to preserve the environment of the adjacent old Orenco Neighborhood. This leaves NW Cornelius Pass Road as the only other viable option to gain a secondary access to the site. * THERE NOT P. #1

"IMPRACTICABLE" BECAUSE "UNDER MOST OR ALL OF THE SCENARIOS #1 THROUGH #4 THE PROPOSED STREET ACCESS TO NW QUATAMA ROAD WILL EXPERIENCE BLOCKAGE... REGARDLESS OF WHETHER OR NOT THE PROPOSED ACCESS TO CPR IS PERMITTED" SEE PAGE #10 FOR →

It should be stated that the traffic forecast volumes prepared for the Cornelius Pass Road Preliminary Design Project do account for the residential trips that will be generated by the Orenco Woods Crossing development. The forecast also accounts for the County's long-range plan to widen NW Cornelius Pass Road to five lanes and to connect NW Baseline Road with NW Quatama Road via a *Collector* street extension. *Additional details on how the future forecast volumes were prepared for this preliminary design project are provided in a Technical Memorandum prepared by Kittelson & Associates, Inc. on May 26, 2005.*

Figures 1 and 2 illustrate the resulting forecast year 2024 traffic volumes for the weekday a.m. and p.m. peak hours for conditions without access to NW Cornelius Pass Road. Figures 3 and 4 illustrate the resulting forecast year 2024 traffic volumes for the same time periods with the proposed access to NW Cornelius Pass Road in place. As shown in Figures 1 through 4, the individual turn movements into and out of accesses related to the Orenco Woods Crossing development reflect the site trip generation assignments contained in the TIA.

Traffic Operations

All intersection operations analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 2). To ensure that this analysis was based on reasonable "worst-case" conditions, the peak 15-minute flow rates during the weekday a.m. and p.m. peak hours were used in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for fifteen minutes out of each average peak hour. The traffic conditions during all other weekday hours will likely operate under better conditions than those described in this report.

The Washington County 2020 TSP sets the vehicle performance measures that are applicable to long-range operations analyses involving intersections under County jurisdiction. Based on the Roadway Element of the TSP (Roadway Policy 6.0 – Table 5) an LOS E or better and a v/c ratio of 0.99 or less is acceptable at all intersection during the two consecutive peak hours of the weekday a.m. and p.m peak periods.

Tables 1 and 2 summarize the operations analysis results for the study intersections along NW Cornelius Pass Road and NW Quatama Road during the year 2024 weekday a.m. and p.m. peak hours, without and with the proposed street access to NW Cornelius Pass Road, respectively. As the tables show, all study intersections are forecast to operate within acceptable level-of-service and volume-to-capacity ratio thresholds during both the weekday a.m. and p.m. peak hours, under both street access scenarios. *Appendices "A" and "B" include the year 2024 traffic conditions level of service worksheets for the scenarios without and with the proposed access to NW Cornelius Pass Road.*

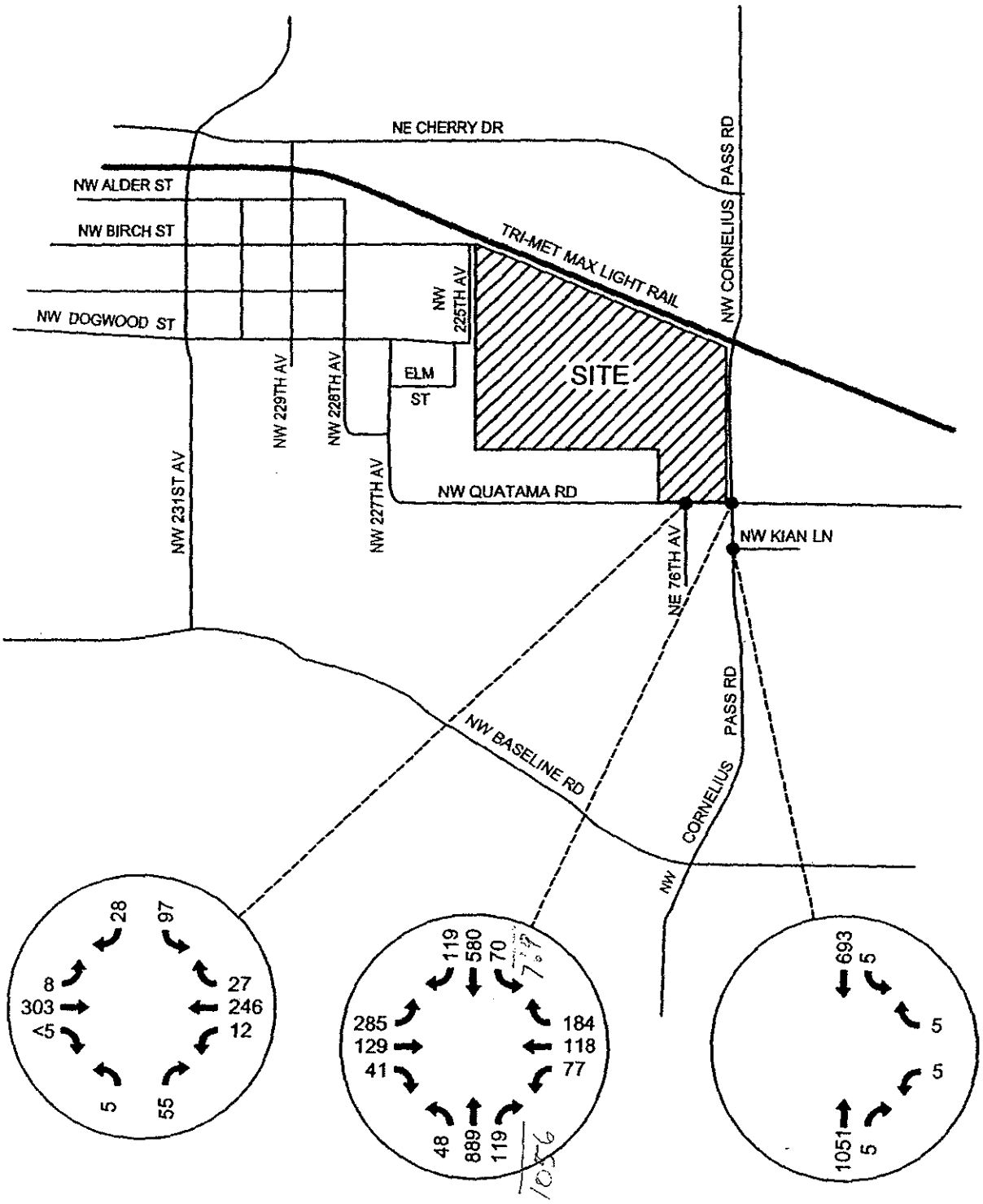
It should be stated here that Tables 1 and 2 reflect multiple traffic signal timing/phasing scenarios that were analyzed for the NW Cornelius Pass Road/NW Quatama Road intersection. These scenarios were evaluated based on discussions with Washington County staff, and the general consensus that longer cycle lengths, in the range of 120 to 140 seconds, will persist at this intersection in the future, and that a balance must exist between the need to keep the v/c ratios below 1.0 for individual turn movements and the need to maximize the green time for the through movements on Cornelius Pass Road to maintain good progression. A consensus was also reached that protected left-turn signal phasing may need to replace the permitted left-turn signal phasing that exists today on the eastbound and westbound approaches of NW Quatama Road.

Based on these factors, the following four scenarios were analyzed:

- Scenario #1: Increase cycle length to 120 seconds, maintain permitted left-turn phasing on Quatama Road, and keep v/c ratios below 1.00 for individual movements, while maximizing green time for through movements on Cornelius Pass Road.
- Scenario #2: Same as Scenario #1, but increase cycle length to 140 seconds.
- Scenario #3: Same as Scenario #1, but establish protected left-turn phasing on Quatama Road.
- Scenario #4: Same as Scenario #2, but establish protected left-turn phasing on Quatama Road.

(D) p3

N
(NO SCALE)

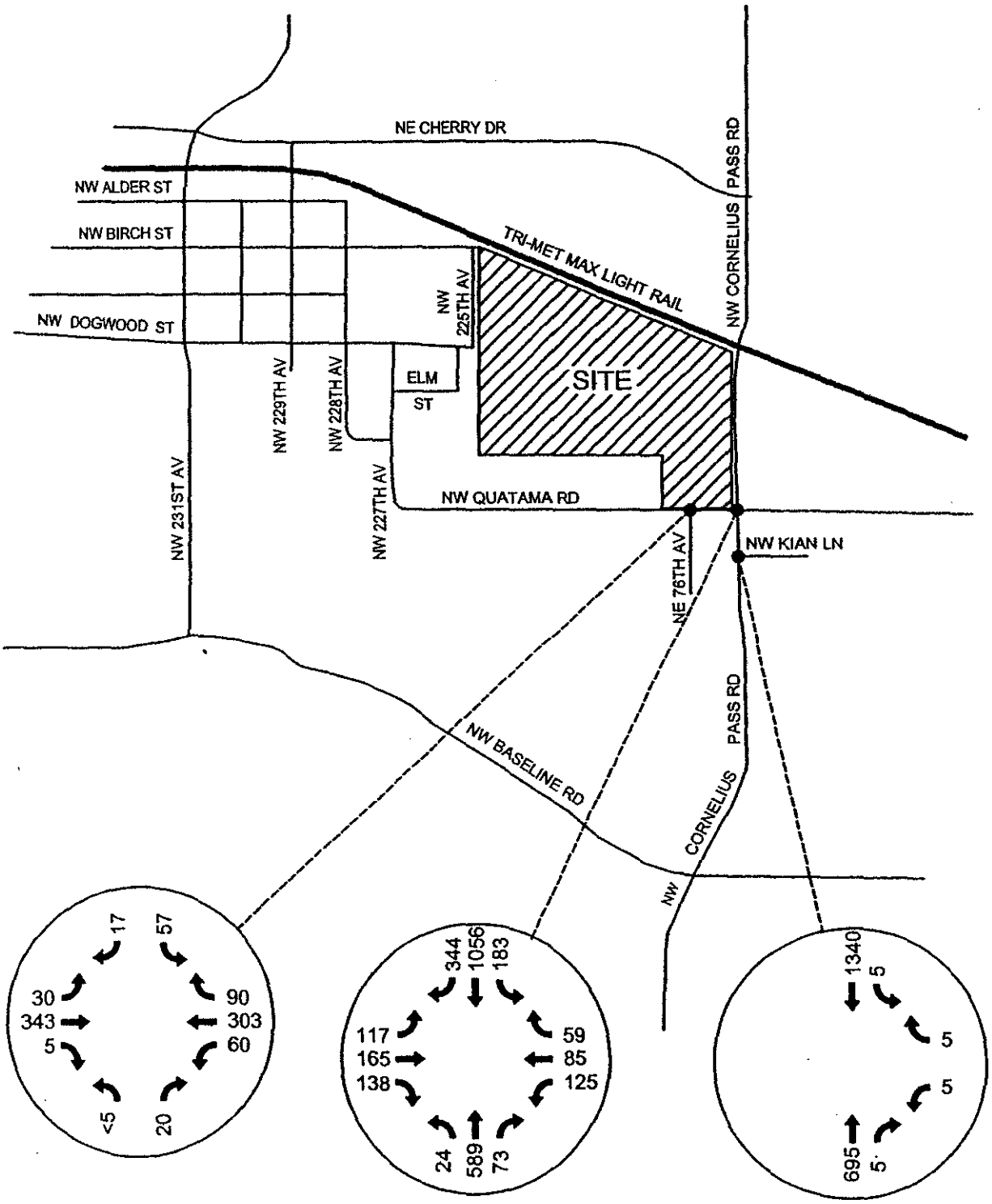


p3

LEGEND	YEAR 2024 TOTAL TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR (NO SITE ACCESS TO CORNELIUS PASS RD)	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		1

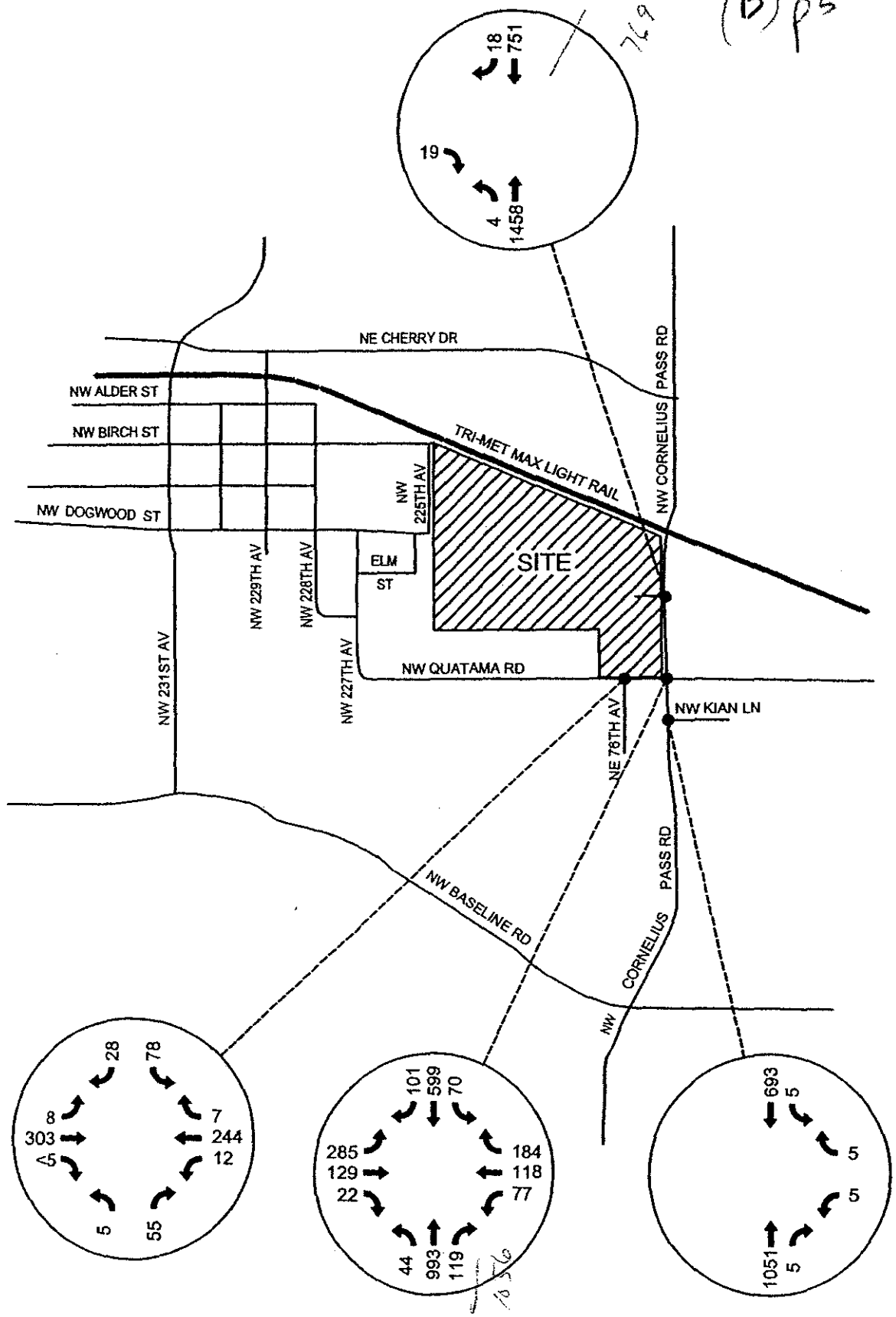
(D) p4

N
(NO SCALE)



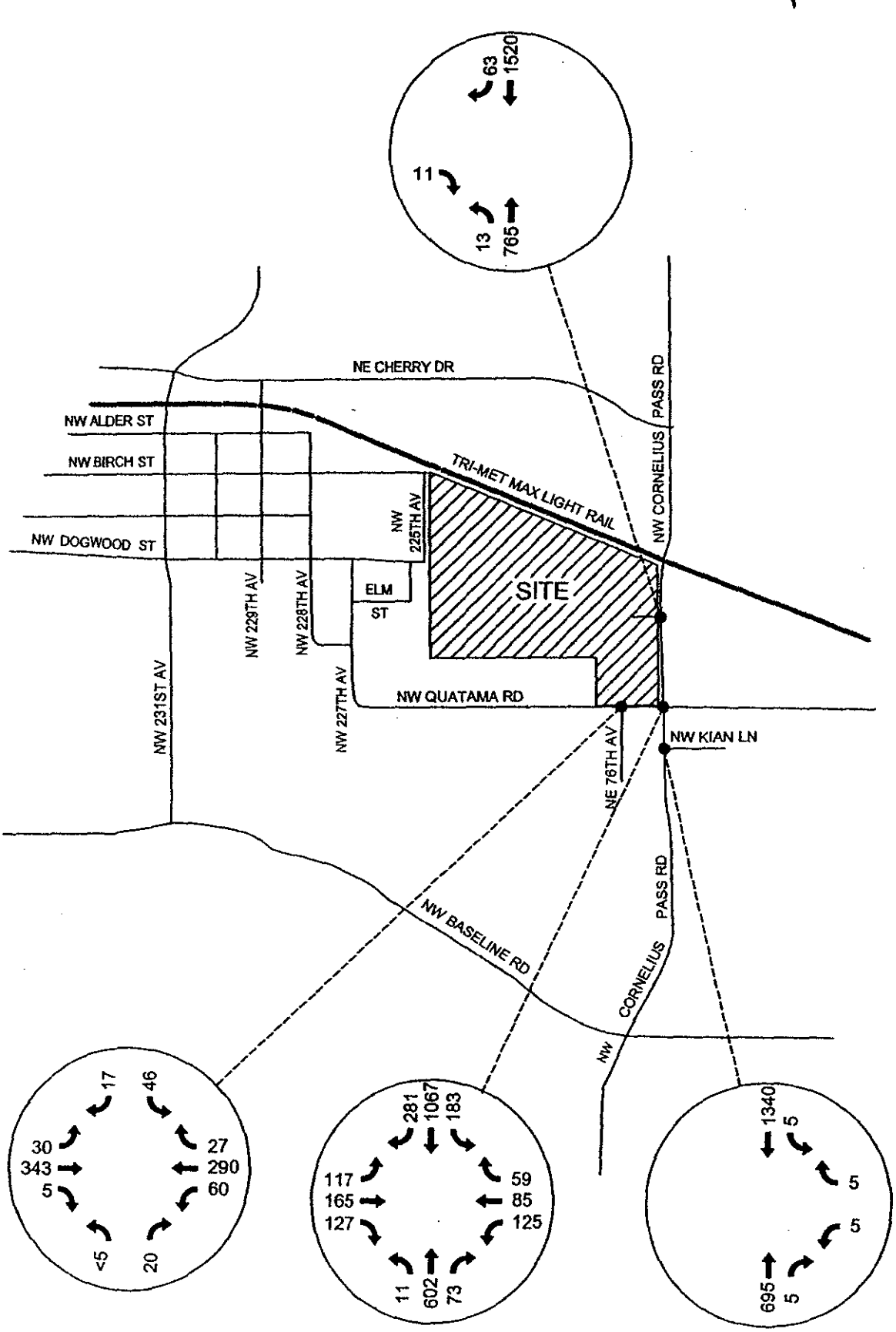
p4

LEGEND	YEAR 2024 TOTAL TRAFFIC CONDITIONS WEEKDAY PM PEAK HOUR (NO SITE ACCESS TO CORNELIUS PASS RD)	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		2



LEGEND	YEAR 2024 TOTAL TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR (WITH SITE ACCESS TO CORNELIUS PASS RD)	FIGURE No.:
## = PEAK HOUR VOLUME		3

(D) p6



P6

LEGEND	YEAR 2024 TOTAL TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR (WITH SITE ACCESS TO CORNELIUS PASS RD)	FIGURE No.:
## = PEAK HOUR VOLUME		4

TABLE 1
YEAR 2024 OPERATIONS ANALYSIS RESULTS
(NO ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	V/C Ratio	LOS	V/C Ratio
NW Quatama Road/Proposed Access/NE 76th Avenue	C	0.36	D	0.29
NW Cornelius Pass Road/Proposed Access	NA	NA	NA	NA
NW Cornelius Pass Road/NW Quatama Road				
Scenario #1	D	0.84	C	0.72
Scenario #2	D	0.83	C	0.72
Scenario #3	D	0.85	D	0.77
Scenario #4	D	0.83	D	0.76
NW Cornelius Pass Road/NW Kian Lane	C	0.05	C	0.05

Note: At unsignalized intersections, analysis results reflect operations for critical movements on minor street approach.

TABLE 2
YEAR 2024 OPERATIONS ANALYSIS RESULTS
(WITH ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	V/C Ratio	LOS	V/C Ratio
NW Quatama Road/Proposed Access/NE 76th Avenue	C	0.29	C	0.22
NW Cornelius Pass Road/Proposed Access	B	0.03	C	0.03
NW Cornelius Pass Road/NW Quatama Road				
Scenario #1	D	0.88	C	0.68
Scenario #2	D	0.86	C	0.68
Scenario #3	D	0.88	C	0.74
Scenario #4	D	0.86	D	0.72
NW Cornelius Pass Road/NW Kian Lane	C	0.05	C	0.05

Note: At unsignalized intersections, analysis results reflect operations for critical movements on minor street approach.

No operational analysis was performed for the two driveways located within 600 feet of the proposed street access along NW Cornelius Pass Road (PGE substation driveway to the south and a single family driveway to the north). This is because traffic demand at both of these driveways are low. For example, driveways to individual single family homes typically have less than one vehicle entering or exiting during the peak travel hour, and would therefore, not meet any traffic signal or turn lane warrant criteria. p7

Vehicle Queuing

A vehicle queuing analysis was conducted to determine if adequate lane storage will be available for selected turn movements at study intersections along NW Quatama Road and NW Cornelius Pass Road, under year 2024 traffic conditions, both without and with the proposed street access to NW Cornelius Pass Road. The analysis focused only on those movements having the potential to spill back into and block an adjacent intersection, which include the following:

- NW Cornelius Pass Road/Proposed Street Access (northbound left-turns);
- NW Cornelius Pass Road/NW Quatama Road (southbound and eastbound approaches); and
- NW Quatama Road/Proposed Street Access/NE 76th Avenue (westbound left-turns).

Several sources of information were used to determine vehicle queuing needs. For the queuing analysis at the signalized intersection, a Poisson distribution was applied at a 95-percent confidence level to determine queue length probabilities. (In essence, random arrivals were assumed and the queue lengths shown will not be exceeded during 95-percent of the signal cycles occurring in the weekday peak hour.) The assumed length-of-red interval at each signalized intersection was obtained from the signal timing parameters used in the forecast year 2024 level-of-service analysis. For the queuing analysis at all stop-controlled intersection approaches, a 95th-percentile vehicle queue length was determined using Equation 17-37 presented in the *Highway Capacity Manual* (Reference 2). All vehicle queuing analyses conducted for this study assume one vehicle will occupy 25 feet of storage length.

Tables 3 and 4 summarize the results of the vehicle queuing analysis under forecast year 2024 traffic conditions during the weekday a.m. and p.m. peak hours, without and with the proposed street access to NW Cornelius Pass Road, respectively. The tables also reflect the various signal timing/phasing changes previously identified for Scenarios #1 through #4 for the NW Quatama Road/NW Cornelius Pass Road intersection. *Appendices "C" and "D" contain the queuing analysis worksheets for the alternatives without and with the proposed street access, respectively.*

TABLE 3
YEAR 2024 VEHICLE QUEUING ANALYSIS RESULTS
(NO ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
		Weekday AM Peak Hour	Weekday PM Peak Hour		
NW Cornelius Pass Road /Proposed Access	Northbound LT	NA	NA	NA	NA
NW Cornelius Pass Road /NW Quatama Road	Southbound LT				
	Scenario #1	125	225	Cont.	Yes
	Scenario #2	125	250		Yes
	Scenario #3	125	225		Yes
	Scenario #4	125	250		Yes
	Southbound TH/RT				
	Scenario #1	250	400	Cont.	Yes
	Scenario #2	275	350		Yes
	Scenario #3	250	350		Yes
	Scenario #4	275	375		Yes
	Eastbound LT				
	Scenario #1	300	150	300 [1]	No
	Scenario #2	325	175		No
	Scenario #3	325	175		No
	Scenario #4	350	200		No
	Eastbound TH/RT				
	Scenario #1	175	275	300 [1]	Yes
	Scenario #2	175	350		No
	Scenario #3	200	325		No
	Scenario #4	225	375		No
NW Quatama Road /Proposed Access/NE 76th Avenue	Westbound LT	25	25	>25	Yes

Notes: Cont. = Continuous lane with unlimited storage capacity, LT = left-turn, TH = straight through, RT = right-turn

1. There is 300 feet of stacking distance between NW Quatama Road and the proposed access at NE 76th Avenue.

if queuing in TIA

why ahead didn't bring up

TABLE 4
YEAR 2024 VEHICLE QUEUING ANALYSIS RESULTS
(WITH ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
		Weekday AM Peak Hour	Weekday PM Peak Hour		
NW Cornelius Pass Road /Proposed Access	Northbound LT	25	25	>25	Yes
NW Cornelius Pass Road /NW Quatama Road	Southbound LT				
	Scenario #1	125	225	>250	Yes
	Scenario #2	125	250		Yes
	Scenario #3	125	225		Yes
	Scenario #4	125	250		Yes
	Southbound TH/RT				
	Scenario #1	250	300	650[1]	Yes
	Scenario #2	275	325		Yes
	Scenario #3	250	325		Yes
	Scenario #4	275	350		Yes
	Eastbound LT				
	Scenario #1	300	150	300[2]	No
	Scenario #2	325	175		No
	Scenario #3	325	175		No
	Scenario #4	350	200		No
	Eastbound TH/RT				
	Scenario #1	150	300	300[2]	No
	Scenario #2	175	350		No
	Scenario #3	175	325		No
	Scenario #4	200	375		No
NW Quatama Road /Proposed Access/NE 76th Avenue	Westbound LT	25	25	>25	Yes

Notes: Cont. = Continuous lane with unlimited storage capacity, LT = left-turn, TH = straight through, RT = right-turn

2. There will be 650 feet of stacking distance between NW Quatama Road and the proposed street access to the north.
3. There is 300 feet of stacking distance between NW Quatama Road and the proposed street access at NE 76th Avenue.

As shown in Tables 3 and 4, the queuing analysis determined that the forecast 95th-percentile vehicle queues during the year 2024 weekday a.m. and p.m. peak hour traffic conditions will be excessive for the eastbound left-turn lane and eastbound through-right-turn lane at the NW Quatama Road/NW Cornelius Pass Road intersection, without or with the proposed street access to NW Cornelius Pass Road. These results indicate under most or all of the Scenarios #1 through #4, the proposed street access to NW Quatama Road will experience blockage during both the weekday a.m. and p.m. peak hour periods, regardless of whether or not the proposed access to NW Cornelius Pass Road is permitted. Under these circumstances, it would be impractical not to provide the residents of the Orenco Woods Crossing subdivision a secondary access.

Tables 3 and 4 indicate vehicle queues will be manageable along NW Cornelius Pass Road between the proposed street access and NW Quatama Road.

Right-Turn Lane Warrants

The potential need for a right-turn lane at the proposed street access to NW Cornelius Pass Road (southbound approach) was examined for year 2024 traffic conditions and with the understanding that NW Cornelius Pass Road will be widened to five lanes. The analysis procedures were based on guidelines described in *National Cooperative Highway Research Program (NCHRP) Report 279: Intersection Channelization Design Guide* (Reference 3).

The NCHRP Report 279 describes a total of seven criterion to consider for right-turn lane installations in an urban area such as the one surrounding the site. This criterion includes the following:

1. Peak hour volume of right-turns,
2. Significantly affecting intersection operations,
3. Right-turning rear-end accidents,
4. Pedestrian crossing volumes,
5. Geometrics that significantly affect the ease or speed of the right-turn maneuver,
6. Marked routes that make a turn (driver expectation), and
7. Minimum stopping sight distance to the intersection versus desirable sight distance.

Based solely on Criteria #1 above and the estimated amount of right-turn traffic demand along a future five-lane section of NW Cornelius Pass Road, a right-turn lane will be warranted, but only during the year 2024 weekday p.m. peak hour. Meeting the right-turn lane warrant for only one hour of a typical day does not necessarily indicate a right-turn lane is needed.

Consideration of the remaining six criterion above provides further indication that a right-turn lane is not needed at the proposed street access to NW Cornelius Pass Road. Based on Criterion #2, the proposed right-in/right-out/left-in only street access is forecast to operate acceptably without a future right-turn lane. Under Criterion #3, there is no established history of rear-end accidents at the proposed access. For Criterion #4, the weekday a.m. and p.m. peak hour traffic counts conducted at the adjacent NW Cornelius Pass Road/NW Quatama Road intersection shows low pedestrian activity, which further detracts from the need for right-turn lanes. Under Criterion #5 and #6, the combined horizontal and sagging vertical curve that currently exist along NW Cornelius Pass Road, just north of the proposed access, will be minimized when NW Cornelius Pass Road is fully widened to a five-lane facility. Finally, under Criterion #7, available stopping and intersection sight distances are sufficient at the proposed street access and exceed the minimum standards enforced by Washington County.

Considering all the operational and safety factors stated in the NCHRP Report 279, a right-turn deceleration lane is not needed along the planned five-lane section of NW Cornelius Pass Road at the proposed street accessing the site. *Appendix "E" contains the right-turn lane warrant analysis worksheets.*

Sight Distance and Safety

As stated in the TIA, intersection sight distance from the location of the proposed street access to NW Cornelius Pass Road was measured to be more than 680 feet in the northbound direction and more than 600 feet in the southbound direction. These distances are adequate and exceed the minimum standard of 450 feet as required by Washington County for a roadway with a posted speed of 45 mph. p10

To maintain safe driving conditions, turn movements at the proposed street access with NW Cornelius Pass Road will be limited to right-in/right-out/left-in only through the construction of a raised median and appropriate signing and striping. The raised median will channelize the northbound left-turn movement from NW Cornelius Pass Road while effectively preventing drivers from making a left-turn out of the Orenco Woods Crossing development. The raised median will also terminate prior to reaching the single family driveway approximately 140 feet further to the north so as not to restrict any movements at this driveway.

It is important to emphasize here that the proposed access to NW Cornelius Pass Road will allow site traffic to circulate more efficiently between the development and the adjacent street system. It will lessen overall trip lengths for drivers related to the subdivision and place less demand on the traffic signal at NW Cornelius Pass Road/NW Quatama Street intersection, thus preserving its capacity and minimizing vehicle delays and standing vehicle queues during peak travel periods. It is also expected that having the proposed access in place will reduce cut-through traffic demand within the old Orenco Neighborhood immediately west of the site; a goal established by the City of Hillsboro during the process to change the underlying Comprehensive Plan designation for the proposed development site.

CONCLUSIONS

Based on the findings documented in this Access Modification Request, particularly the vehicle queuing analyses results, a secondary external street access to the Orenco Woods Crossing development is needed in addition to the street access proposed for the NW Quatama Road/NE 76th Avenue intersection. Given that no public street accesses are allowed along the western site boundary to the old Orenco Neighborhood, the only alternate point of access is along NW Cornelius Pass Road. This letter also demonstrates that the proposed street access to NW Cornelius Pass Road will not adversely affect the long-term safety or operations along this arterial roadway. Therefore, Dunn Traffic Engineering, LLC on behalf of Venture Properties, Inc., is requesting that Washington County approve this Access Modification Request and allow the proposed street access to NW Cornelius Pass Road to be established.

We trust that this letter adequately addresses the requirements for an Access Modification Request for the proposed residential development. If you have any questions or comments regarding this study, please contact me at (503)-774-2669.

Sincerely,

DUNN TRAFFIC ENGINEERING, LLC

Brian J. Dunn, P.E.
Principal

References:

1. Washington County. Washington County 2020 Transportation Plan. 2002.
2. Transportation Research Board. Highway Capacity Manual. 2000.
3. Transportation Research Board. National Cooperative Highway Research Program, Report No. 279, Intersection Channelization Design Guide. 1985.

Enclosure: Appendices "A" through "E".

File: *0012_access modification_final.doc*

REGISTERED PROFESSIONAL ENGINEER
60027PE
OREGON
JULY 13, 1999
BRIAN JOSEPH DUNN

EXPIRES: 12-31-07

RECEIVED

OCT 02 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

10-2-08

"VIOLATION OF TABLE 1.h. #12"

President Coulter and Commissioners,

Re: Orenco Woods Crossing CDP 1-06 (MOD 1)
Violation of HZO Section 137 II Table 1.h. #12, maximum building height.

The applicant has stated that the condominiums proposed in this modification are to be four stories in height.[1] This exceeds the maximum building height in a SCR-V zone. HZO Section 137 II Table 1.h. #12 states,

12.	maximum building height	3 stories

Since the proposed condominium height of four stories is greater than the maximum of three stories the proposal violates HZO Section 137 II Table 1.h. #12 and must be denied.

Thank you,

Jim Lubischer
22720 NW Quatama
Hillsboro, Oregon 97124

[1] At the 9-10-2008 Planning Commission hearing the applicant stated, "...those condominiums, at four stories, will have an elevator component..." Commissioner Langford – "...this vertical element...I think I heard it as a four stacked flat, a four story stacked flat...a pillar of four story of mass..."; Commissioner Fleisher – "...as a matter of fact you pointed out the four story flats are a good transition...".

RECEIVED

OCT 02 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

"VIOLATION OF TABLE 1.h. #20"

10-2-08

President Coulter and Commissioners,

Re: Orenco Woods Crossing CDP 1-06 (MOD 1)
Violation of HZO Section 137 II Table 1.h. #20, maximum commercial use area exceeded.

The applicant proposes an 8,050 sq ft day-care and a 9,600 sq ft general office in the 1.04 acre titled "other employment" area. Pursuant to HZO Section 136 III HH and HZO Section 136 III I, these uses are commercial uses, therefore the total neighborhood commercial use proposed for the Orenco Woods Crossing site is 15.5%. This exceeds the maximum allowable for a SCR-V zone. HZO Section 137 II Table 1.h. #20 states,

20.	other requirements unique to the district	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. Up to 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.

(Underline added)

Since the proposed commercial use area is greater than 10%, the proposal violates HZO Section 137 II Table 1.h. #20 and must be denied.

Thank you,

J. Lubischer

Jim Lubischer
22720 NW Quatama
Hillsboro, Oregon 97124

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 12

September 26, 2008 Notice of Continuance and Affidavit of Mailing

CITY OF HILLSBORO

CITY OF HILLSBORO PLANNING DEPARTMENT

FILE NO. **CDP 1-96 (MOD 1)**

PROJECT/APPLICANT NAME **ORENCO WOODS CROSSING**

AFFIDAVIT OF NOTICE OF MAILING

I, Lisa Califf, being duly sworn, say that I gave notice of mailing for a proposed

CONCEPT DEVELOPMENT PLAN affecting land described as Lot(s) _____

on Washington County Tax Map _____; or as attached hereto and

described herinbelow; and that, pursuant to City Ordinance 2793-4-77, Section 1(III);

Ordinance 1945, Sections 80, 109, 116, 118 or 127 as applicable; or Ordinance No.

2808-7-77, Articles II-VI, I did give notice of mailing to those persons or entities listed

on the attached mail list, on or before the **26th** day of **September,** 2008, the

deadline date determined by relevant statute or ordinance controlling notice provisions for

this matter. The attachments to which this affidavit are:

Notice of ~~Public Hearing~~ Continuance.

Mail List

Dated this **26th** day of **September,** **2008**

Signature

Subscribed and sworn to before me this **26th** day of **September,** **2008**

Vickie R. Ward

Notary Public for the State of Oregon

OFFICIAL SEAL
VICKIE R. WARD
NOTARY PUBLIC - OREGON
COMMISSION NO. 388441
MY COMMISSION EXPIRES FEBRUARY 19, 2009

CITY OF HILLSBORO

September 26, 2008

To: Interested Parties

From: Planning Department

RE: Notice of Request for Public Hearing Continuance
Case File No. CDP 1-06 (MOD 1): Orenco Woods Crossing

Orenco Woods Crossing
Request to Continue Public Hearing to 6:30 p.m., Wednesday, October 22, 2008

On September 10, 2008, the Hillsboro Planning Commission opened the public hearing for a request for modification to an approved Concept Development Plan (CDP) for the Orenco Woods Crossing development. That evening the hearing was continued to October 8, 2008.

Please be advised that the Planning Department has received a request for continuance in this matter from the applicant. The applicant has requested that the public hearing be continued to the regular meeting of the Planning Commission on Wednesday, October 22, 2008.

Planning Department staff will transmit the request for continuance to the Planning Commission on October 8, 2008.

Questions regarding this notice should be directed to Ruth Klein in the Hillsboro Planning Department at (503) 681-6465.

Planning Department • 150 East Main Street, Fourth Floor, Hillsboro, Oregon 97123-4028 • 503/681-6153 • FAX 503/681-6245
AN EQUAL OPPORTUNITY EMPLOYER PRINTED ON RECYCLED PAPER

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CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 13

September 10, 2008 Planning Commission Audio Record of Hearing (See Exhibit 2), Meeting Minutes, Public Hearing Sign-in Sheet and Exhibits Submitted:

- Fax from Bill Metzker, no title, received September 10, 2008
- Letter from Edward Sullivan, Garvey Schubert Barer, titled "Orenco Woods Crossing – CDP 1-06 (MOD 1), with attachments, received September 10, 2008
- Powerpoint presentation from Mimi Doukas, WRG Design Inc., no title, received September 10, 2008

Planning Commission
Regular Meeting
September 10, 2008
6:30 PM

Hillsboro Civic Center
Auditorium
150 E. Main Street
Hillsboro

MINUTES

1. CALL TO ORDER – ROLL CALL

President Coulter called the meeting to order.

COMMISSIONERS PRESENT: Coulter, Brewer, Mathews, Fleisher, Lankford and Roberts. Commissioner Callaway was expected to arrive at any time.

STAFF PRESENT: Ribellia, Raber, Bond, Cooper, Dias, Klein, Turiel, and Wells.

II. COMMUNICATIONS AND NON-AGENDA ITEMS-

Pat Ribellia, Planning Director, introduced the Commission to Alwin Turiel, the new Long-Range Planning Director, who came to the job with more than 20+ years of planning experience at various government levels and had worked for the City of Beaverton and Klamath County, as well as in Georgia, Florida, California and Alaska. Ms. Turiel had been working for the City for almost two months.

III. APPROVAL OF MINUTES –July 9, 2008

Commissioner Fleisher asked for the deletion of a statement attributed to him on page 6 about security at Jackson School because he was not sure that was actually stated.

Commissioner Eyre recalled hearing that statement made about problems with juveniles in the open space.

Mr. Cooper 6:34:06 responded that Staff would listen to the audio record and ensure the reference was correct.

Commissioner Roberts 6:34:20 stated that he would abstain from the vote, since his copy of the minutes was missing all of its even-numbered pages.

Vice-President Brewer moved to approve the July 9, 2008 Planning Commission meeting minutes as edited upon verification by Staff as discussed on Page 6. Commissioner Mathews seconded the motion, which passed by a 5 to 0 to 1 vote with Commissioner Roberts abstaining.

IV. PUBLIC HEARINGS:

A. SNRP 1-08: Elementary School #27:

Applicant: Hillsboro School District represented by Cornerstone Management Group.

Location: West Side of 229th Avenue, approximately 1,700 feet south of its intersection with SE Alexander Street.

Legal: Tax Lots 300 and 600 on Washington County Assessor's Tax Map 1S2-10DC.

Request: Request for approval of a Type 2 Significant Natural Resources Permit (SNRP) for the future site of Elementary School No. 27, on approximately 9 acres of property zoned R-7 Single Family Residential, and designed PF, Public Facility, on the Comprehensive Plan map. Resolution No. ____ was available. (Bond)

Ms. Bond read the conduct of hearing format into the record and reviewed the Staff report dated August 20, 2008.

President Coulter asked if any Commissioners had anything to declare before the Applicant's presentation.

Commissioner Roberts 6:38:19 declared that he needed to abstain from voting on this particular agenda item because the Hillsboro School District was a client of his office. While he believed that he could vote impartially, he saw no reason to risk the issues.

President Coulter also noted for the record, that if Mr. Callaway arrived during the presentation that he would also be recusing himself, since he was an employee of the school district.

President Coulter called for the Applicant's testimony.

Rick Rainone, Cornerstone Management Group, 5331 SW McAdam, Portland, OR 97239, stated that his company had the opportunity to work with Staff for quite some time. The Applicant was comfortable with the conditions and sought approval.

President Coulter asked if there were any questions of the Applicant or Staff.

Commissioner Fleisher:

- Saw this as a relatively straightforward matter, but he was interested whether Cornerstone needed to provide qualitative, as well as quantitative, mitigation.
  - **Mr. Rainone** answered that the company had already presented a full landscape plan with the conditional use and development review application. The plan described the new trees being planted, and the new landscaping being added with the site. He believed all conditions had been met on both points.
- Clarified that in referring to qualitative mitigation, he meant habitat. Did the landscaping support the wildlife that was there before the trees were removed.
  - **Mr. Rainone** answered that the newly planted trees would at least grow in some time to be ones that area wildlife could use.

There were no further questions of the Applicant.

President Coulter called for testimony favoring, opposing, or neutral to the application. Seeing none, and there being no further questions from the Commission or Staff, he closed the public hearing at 6:41 p.m.

Ms. Bond apologized that Staff had not provided a resolution tonight in anticipation of testimony. The issue would have to return, unless the Commission could approve by minute order.

President Coulter replied that, in that case, the Commission could grant tentative approval.

Vice-President Brewer moved for tentative approval of SNRP 1-08. Commissioner Mathews seconded the motion, which passed 5 to 0 to 1 with Commissioner Roberts abstaining.

B. SUB 3-08: Ireland Woods II

Applicant: Hensley Construction represented by SFA Design Group, LLC.

Location: North of NW Camp Ireland Street, west of NW 4th Avenue, and south of NW Milne Street.

Legal: Tax Lot 1200 of Washington County Assessor's Tax Map 1N3-25AB.

Request: Request for approval of a preliminary plat for the Ireland Woods subdivision, a four-lot single family detached residential subdivision on a property approximately 1.72 acres in size. The subject site is zoned R-7 Single Family Residential and designated RL Low Density Residential and FP Flood Plain on the Comprehensive Plan map. (Wells)

Ms. Wells read the conduct of hearing format into the record, and reviewed the Staff report dated September 2, 2008. She noted the only changes with the Preliminary Plat Application were new open space requirements resulting from the Development Design and Density Open Space (DDOS) revisions made in August 2007.

President Coulter clarified that the application mirrored what the Commission originally approved on the Preliminary Plat approval in the previous SNRP and called for the Applicant's testimony.

Matt Sprague, SFA Design Group, Portland, OR, offered the following additional comments:

- As stated, the Application was previously approved but had expired prior to the recordation of the plat. Meanwhile, a number of changes had occurred to the Development Code in August 2007 and now the application was back before the Commission for reapproval.

- He assured that all of those criteria had been met. The one exception was the request for an exemption from usable open space requirements, based on a couple of reasons:
  - First, the lots were so much larger than might be expected in an R-7 subdivision. The developer was easily able to provide probably much more than 800 sq. ft. of usable space per lot in the rear or side yards.
  - Secondly, a substantial amount of open space was already planned as passive open space as part of the Significant Natural Resource Permit.

Vice-President Brewer noted that CWS's letter to the Applicant indicated the need for a new service provider letter for the sensitive area and asked if Mr. Sprague anticipated any problems.

- **Mr. Sprague** answered no, because the criteria had not changed, and nothing had occurred on the land to change CWS's assessment.

Commissioner Mathews:

- Noted the presence of a leach pipe on Lots 3 and 4 and asked about their purpose and use as he was not familiar with the term.
  - **Mr. Sprague** clarified that the pipes were shown on the Street Plan, then answered that he did not know what they were for; noting the pipes already existed conditions.
  - **Matt Hensley, Hensley Construction,** explained the area was the old septic drain field, which would be closed off. He believed the map was merely showing its location.

Commissioner Fleisher:

- Noted previous developers satisfied usable open space requirements by providing access to open space and viewing areas, such as with benches, kiosks, etc. and asked whether the City could require a simple walkway so the public could enjoy the usable open space.
  - He suggested the northern end of Lot 2 from a development standpoint because he could not imagine much of a house going in that particular panhandle shape.
- Believed that to satisfy the usable open space requirement, the public should have an opportunity for access.
  - **Ms. Wells** responded that when the Commission previously heard the application, prior to the open space requirement, there was considerable discussion about what should or should not be allowed in that open space tract. Additional discussion followed about who would assume ownership and maintenance responsibilities for the open space tract, which was pretty good-sized at 2/3 of an acre.
  - If the Applicant desired, the SNRP process permitted the addition of a nature trail or passive viewing space, such as a viewing bench; however, a special review would still be required for its placement, which could not be done outright without a subdivision permit and that was tied up with who would ultimately own, maintain and have access to the area.
    - There was discussion about potential interest from the Boy Scout camp located at the end of the road, right behind the tract to the west. The

Swallowtail School also had a site in the area that they were looking to develop into a school and environmental education was a large part of the school's curriculum.

  - The Commission had discussed possibilities for shared usage of the open space tract, but deferred the issue to the future, allowing the developer to figure out who would be interested in ownership and maintenance responsibilities, who would have access to the area and whether benches or nature trails would be developed as part of that access, which must occur under the provisions of a SNRP Review by the Planning Department.
- Confirmed that the situation was addressed within the existing conditions of approval.

President Coulter asked if there were any other questions. Hearing none, he called for testimony favoring, opposing or neutral to the application.

Dan Bloom did not want anyone to forget that one of the main reasons for open space was its use as a common ground, so people could get to know each other. There were plenty of examples of large lots in suburbia where no one knew each other and an unfortunate cultural result of having no common ground. If this was an example where the passive was not really accessible, then it did not supply that need.

There was no further testimony from the audience.

President Coulter called for the Applicant's rebuttal.

Mr. Sprague responded that the issue was not a matter of making the common space inaccessible, but to what degree and to whom it would be accessible.

- Having the Boy Scouts or Swallowtail School use the area was being discussed, even perhaps as a shared use, which would be a public benefit.
- The developer was trying to develop some kind of usability and access to the open space, but this had to be done with a future permitting process if any approvals were to be made.

Commissioner Lankford:

- Noted the present plans showed no additional parking for vans or carpools to utilize the site without necessarily parking in front of the other lots. He asked if the permitting could go in after the fact, or if it had to be accommodated at this point.
  - **Mr. Sprague** responded that the degree of use for that space required the submission of a permit for the impact to that particular resource and impact area, in accordance with the SNRP standards. Currently, there would be no way of judging what that impact would be or where any future user might access the area.
    - For example, the area was contiguous to other Boy Scout properties and no other parking would likely be needed to accommodate access to the open space, since it was already on site.
    - If the school was already utilizing the property, any environmental studies would only mean walking over to the open space before returning to the classroom.

- Clarified that, in visual terms, parents arriving to pick up children after a field trip would do so at the school as opposed to the site itself.
  - **Mr. Sprague** agreed, adding the experience would not be like an actual field trip, but like walking out to the playground, only a little bit farther.
- Asked if the Applicant would be amenable to the notion of an easement, which had the desirable characteristic of everyone knowing upfront there would be some traffic and then the potential impact could be determined.
  - **Mr. Sprague** replied they did not necessarily know that any traffic would be back there, to what degree traffic might occur, or how that area would be utilized. The type of access would depend on the end user's wants.
    - For example, field trips would not require any path improvements whatsoever, because students would be going in to study the environment. However, if the Boy Scouts wanted to continue their path system, that might be a different story.
  - He noted a 26-ft. width along Camp Ireland Street, where the actual impact area came into, probably offered the most appropriate location to access the property because it would mean coming off the main street, instead of walking up a side street between homes to access the space.

President Coulter asked if the Commissioners had any questions of Staff. Hearing none, he closed the public hearing at 7:03 p.m.

Vice-President Brewer moved for tentative approval of SUB 03-08 with the conditions proposed in the September 2, 2008 Staff report, directing Staff to prepare a resolution, and the Applicant to prepare findings for the September 24, 2008 meeting. Commissioner Mathews seconded the resolution, which carried unanimously.

President Coulter announced that Commissioner Callaway had arrived and that City Attorney, Pam Beery had joined the Commission at the dais.

C. CDP 1-06 (MOD 1): Orenco Woods Crossing

Applicant: Venture Properties represented by WRG Design, Inc.

Location: North of NW Quatama Road, south of Street 2, west of NW Cornelius Pass Road and east of Street B.

Legal: Tax Lot 3400 of Washington County Assessor's Tax Map 1N2-35.

Request: Request for approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing; a phased residential development on a site approximately 55 acres in size zoned SCR-V Station Community Residential – Village, with multiple Comprehensive Plan Designations of RL Low Density Residential, RM Medium Density Residential, OS Open Space and FP Flood Plain. (Klein)

Ms. Klein read the conduct of hearing format into the record and reviewed the Staff report dated September 4, 2008, noting the Commission had also received a

Supplemental Staff report with testimony bundled behind it and a stand alone sheet of faxed testimony that Staff received after issuing the first Staff report.

President Coulter explained the hearing process to the audience and emphasized that the Commission would only hear testimony related to the modifications, which were the only thing on record. If someone asked questions not germane to the modification request, he would ask that they move on to something more germane or stop their testimony.

President Coulter called for the Applicant's testimony.

Mimi Doukas, WRG Design, Venture Properties, stated that tonight's application requested a modification to the Orenco Woods Crossing. WRG Design came before the Commission many years ago for the residential community, ultimately, submitting a Concept Development Plan (CDP), Detailed Development Plan (DDP), Subdivision Natural Resource Permit (SNRP) and Floodplain Alteration application for Orenco Woods Crossing, and all were approved by City Council on July 18, 2006.

- Venture Properties was now requesting to modify its application, as discussed previously with the Commission, because market conditions had changed and feedback received through the course of Orenco Woods discussed the creation of a true village and the introduction of complementary non-residential land uses to create a mixed-use community.
    - Venture still felt Orenco Woods Crossing was, in fact, a village, but had revisited the concept and now wanted to introduce alternate land uses into the southeast corner, which was the property's most intense portion.
- Venture proposed changing the southeast corner to include 1.94 acres of neighborhood commercial, and 1.04 acres of other employment uses, such as office uses or a daycare facility. Also proposed were 64 condominium units, a slightly more vertical type of housing than the townhouses originally approved.
- She indicated the proposed modification on an original site plan, noting the site would remain the same except for the limited modification to the site's southeast corner, the furthest from the old historic neighborhood of Orenco at the Cornelius Pass/Quatama intersection. This was the most active corner, in the company's view, and most appropriate place for the proposed type of use.
    - She emphasized that Venture Properties was only asking to modify the CDP at this time and not for a modification of the subdivision, or DDP yet. Venture needed to have the uses set before determining who the end users would be. If, acceptable, end users could then move forward, so it was important to get through this stage by itself.
- Aside from the overview of the project, which was somewhat vague, the Application was limited to land uses, what the impacts were and how mitigation would work.
- The site plan was very conceptual, outlining that the condominiums would be on the district's north end, with other employment uses buffering to the south before transitioning into the neighborhood commercial node.

Ms. Doukas responded to public testimony submitted within the last 48 hours not yet addressed by the Applicant as follows:

- The set of conditions of approval that applied were those of City Resolution No. 2172, which were sent and upheld by the Land Use Board of Appeals (LUBA). These conditions were also appealed to both the Court of Appeals and Oregon Supreme Court, but were not necessarily heard. The Applicant used for these conditions for citations in the subject presentation.
- The bulk of testimony received was comprised of a series of submittals from Dr. James Lubisher regarding the following issues:
  - Request for a continuance. Venture wanted to get through the bulk of public testimony at tonight's hearing, with written testimony due by September 24th, matching the deadline in Dr. Lubisher's letter. The company further requested written rebuttals be received by October 1, followed by a full public hearing for Applicant's final rebuttal on October 8, 2008.
  - Questions of Venture's compliance. Dr. Lubisher referenced Condition 64 concerning the good faith effort of recording the historic McDonald House on the National List of Historic Places. She countered by quoting Condition 2, "The Applicant needs to *substantially* conform with these Conditions of Approval," noting that 'substantially' was a key word.
    - Venture agreed that all appeals ended on March 1, 2008, however, the condition also stated, "Within 60 days, following the expiration of all appeals, the Applicant shall file for a listing fund, and pursue in good faith."
    - The Elks did pursue in good faith and did, in fact, submit a substantial application for the McDonald House on July 1, prior to the recordation of the final plat, and well before any development occurred there, since nothing had really happened, but did exceed 80 days since the expiration of all appeals. The Elks and were working through that process, so there was no harm done by that perceived way.
  - Conditions of Approval did not allow for transfer of the property without giving the City right of first refusal. Condition 64's final version had no language to that effect, and as co-applicants, a transfer between Venture and the Elks was presumed in the land use application.

President Coulter interjected that while these were important facts, they did not concern the modification request, which is what the Commission wanted to hear about.

Ms. Doukas continued her responses to Dr. Lubisher's concerns from his submittals as follows:

- Phasing. Venture had requested a modification to the phasing. The fundamental reason for controlling the phasing of how the development moved forward was to provide the ability for the future purchase of parkland.
  - The specific phasing plan would be provided in the CDP/DDP applications, which was the vehicle and what Venture was using to request a modification to it.
  - The proposed phasing plan was consistent with the conditions of approval. Phasing began in the southeast corner, transitioned around the site and ended in the northwest corner; again, allowing for the additional purchase of parkland should funds become available. Notice of construction for Phase 4 had already been mailed, which exceeded the 180-day timeline.

    - Venture wanted Phase 3 in the southeast corner only for the vertical element of the commercial; it was not dealing with the infrastructure. Residents needed to be present to shop in the neighborhood commercial area, which was key to the phasing change request.
- Traffic. Dr. Lubisher argued that the midday standard had not been met; however, the midday standard was not the driving peak hour. It was still the PM peak with the proposed modification. This issue was previously upheld by LUBA; it was not different from the previous analysis.
- Permanent access to Cornelius Pass Road. Washington County's Staff report continued to support that midpoint access and the access modification was consistent with its previous approval. She expected approval of the updated access modification shortly.
- Underestimation of commercial traffic in the Neighborhood Commercial District. Some examples provided by Dr. Lubisher were not even permitted in an SCRV Zone.
    - The proposal before the Commission, and how the traffic analysis was put together, was a reasonable development of the highest-intensity uses permitted in neighborhood commercial zones, which were intentionally limited by nature.
- Questions about Quatama Road Bridge's safety. A 20-ft. width at the bridge crossing was deemed safe for vehicular traffic and was consistent with Washington County's September 8, 2008 Staff report, which did not identify any additional safety improvements.
    - Similar to previous discussions, the pedestrian system, street network and internal sewer of Orenco Woods would actually pull pedestrian traffic off that bridge and would be a much more desirable route for pedestrians.
    - And in conformance to City and County transportation plans, she expected the bridge's traffic loads to be reduced, following completion of the Quatama Road extension to Baseline Road.
- Potential access blockage on Quatama by 2024. The site plan would not change anything from what was previously approved, nor did it worsen the long-term queuing condition.
    - A Cornelius Pass Road left turn lane onto NW Kane was warranted, but not constructed. This was identical to the previous application and Washington County had not identified any adverse impacts.
- Change in use. This was an interesting premise, since Dr. Lubisher took this application on appeal to the Oregon Supreme Court based on his interpretation that commercial uses were required.
    - LUBA and all subsequent appeal bodies upheld Venture's assertion that commercial use was not required, but was, in fact, permitted. Now, Dr. Lubisher was arguing against commercial uses, which seemed a bit odd. The Comprehensive Plan amendment did not speak to non-residential uses, but was silent on that issue.
    - She believed the residential density limitations were really a land use compatibility issue dealing with neighborhood against neighborhood, and lot size against lot size.

* Neither the development directions nor Conditions of Approval prohibited those non-residential uses. Different conditions of approval specifically controlled the transportation impacts to ensure that mitigations matched traffic impacts.
* Orenco Woods's physical design was identical to that originally proposed for 94% of the site in land area consideration. Commercial and other employment uses were expressly permitted in the SCRV zone, including the percentages proposed tonight.

Ms. Doukas concluded her remarks by addressing the following submitted written testimony:

- Ms. Koken's written testimony about the Historic Park and McDonald House was not applicable to the application.
- A letter from Mr. Chapman and several other residents spoke of whether a bigger conflict existed with this application. A response had been prepared from Garby Shuperbaer, 7:29:47 Attorney for Venture Properties. Ed Sullivan was the original attorney who argued the Baker case, and provided the analysis. Both documents would be given to Staff.

Vice-President Brewer:

- Inquired how legally bound the Commission was to the issues and confines in the modification, and whether the Commission could dive into the original application, which put the modification in context of the approved CDP. She noted that no specific modification process existed, though the Commission had established one in the City.
  * **Ms. Beery 7:31:34** answered that excellent question was certainly one that she and Staff had thought a lot about in context of this and other applications. It was correct that no specific process existed for modifying a Concept Development Plan in the Code. However, this very issue was addressed in the recent LUBA appeal of the Pacific University Building B application.
    - Consistent with well-established common law, the City argued that regardless of what a local code might say, any change to an approved application needed to go through the exact same level of process as conducted in the initial review. This helped ensure a bright light on the modification, that the public has the same opportunities to participate as they did originally.
  * The only elements in the Commission's jurisdiction were those in the application. The Commission certainly needed to consider whether the modification was appropriate under the Code and the Staff report addressed compliance of the modification with the Code, but the Commission should not be examining the rest of the project again, only the phasing plan and specific changes proposed this evening in uses.
  * She emphasized that unlike a lot of applications, this did not include a DDP application, so the Commission was not concerned tonight about building elevations, architectural materials, etc.
- Clarified that the bearing of the Commission's decision-making on the modification itself depended on facts that were supported, or were part of the record dealing with the rest of the Concept Development Plan. She understood that the Commission

could pursue those issues to the extent that they had some bearing on the modification.

* **Ms. Beery** agreed, adding that a fundamental legal principle in land use prevented what was commonly referred to as a collateral attack on prior approvals. While prior approvals were relevant to the extent that they informed the current review, they could be not reopened. For example, the approved zone change acknowledged by the LCD, but not appealed was a final change that could not be revisited. The Commission could certainly use prior approvals as information.

President Coulter further clarified that other pieces of the broader development, such as the McDonald House, open space, and five-acre park were not part of tonight's discussion because they were not part of the modification request.

Commissioner Fleisher:

- Wanted to understand the changes in traffic patterns, intensities, types and times of day caused by changing the land use from what was currently approved to what was proposed.
  * **Brian Dunn, Dunn Traffic Engineering**, noted the Trip Generation Table on page 24 of the August 2008 Traffic Study that broke out individual site trip generation for the development.
  * The amount of trips generated by the site would increase as a result of the new uses in the southeast corner of commercial and other employment. He focused on the total site trip generation summarized at the bottom. The table focused on traffic for three time periods: average daily, weekday AM peak hour, and weekday PM peak hour. The peak hour periods were the focus of the capacity analysis for the traffic study.
    - The site would generate 344 primary trips in the peak AM versus 437 trips in the peak PM hours and an estimated 4,672 average weekday trips.
  * The table assumed high-trip intensity uses for the commercial elements. For the purposes of this CDP application, a mixture of uses was assumed including pharmacy and shopping center, and daycare and general office for the other employment uses.
- Asked what the figures meant and how they combined with neighborhood traffic, as well as the Cornelius Pass/Quatama intersection.
  * **Mr. Dunn** answered that the analysis looked at total traffic conditions for the build-out year, assuming the entire development was fully built. With the proposed planned improvements, analysis of the studied intersections included where Wilkin Street is today, down Kane Lane, and for the proposed site access to Quatama at 76th, as well as the intersection at Dogwood/231st and revealed that those intersections would operate and meet both the Washington County operating standards and the City's level of service (LOS) standards, as specified in Section 137 of the Development Code.

Commissioner Roberts:

- Recalled a half a decade ago hearing then Vice-President Coulter ask a simple defining question that forced the traffic engineers to get out of their mumbo-jumbo, "I

drive Cornelius Pass every day. When your development is done, has my time through that segment, north to south and south to north, stayed the same, gotten better or worse?"

* **Mr. Dunn** replied that question was not answered in the traffic study, nor was the exact amount of delay that drivers would experience for particular movements. The focus was on meeting LOS standards specified in the City Code.
* **Ms. Doukas** added that she had learned over the years that traffic was a very dynamic factor, making it impossible to say that adding two trips would result in the system doing this. People drive in all sorts of different ways and it became even more complicated when a number of mixed uses were added.
* The developers were increasing the number of trips through the proposed modification. As part of this application, substantial mitigation improvements were required that would significantly change the entire dynamics of how both Cornelius Pass and Quatama functioned.
  - Since the original land use approval, the signal timing was changed at that intersection and the neighbors had already seen a substantial change, just with that one modification.
* Completion of the required improvements would change the area's dynamic drastically. Some movements would improve, while others would be more delayed. The ultimate result would be a functioning transportation system that met Code standards. Venture's analysis showed the project met the City's LOS and County standards.
  - Two different agencies had looked at the plan and a traffic engineer was stamping it.
  - Ultimately, the transportation met the standards that the community had set forth. The developers had met that burden of proof and provided the documentation, which Staff was reviewing. She asserted that was the true yardstick the Commission had to use.

- Replied that was not true, because Washington County and City of Hillsboro standards only measured intersections, not the road capacity between them.
  - The Commission worked to a different standard and had to answer to the community. Though the traffic report could come back saying it met this standard, the Commission still had the ability to say yes or no.
- Recalled that the Commission finally said "no" at that other hearing based on traffic.
  - At that time, both Washington County and Hillsboro representatives looked the Commission right in the eye, because they really did an analysis on the spot, and answered that the impact would be worse. Both municipalities' representatives stated that even after all the improvements including those to the intersections, the time through the segment would be slowed.
  - The Commission said no because the community would only be hurt by approving this traffic, so somebody still had to answer that question.

Ms. Doukas asked, with all due respect, what criteria that was.

President Coulter:

- Reminded Ms. Doukas that during the first hearings, the Commission and City Council had made certain commitments. One was to follow this process closely, so there would be no greater impacts to citizens living in that area. The Commission faced the same thing as the City and County when it came to Wal-Mart.
- Asserted that for him, the bottom line was if a greater impact was created, then the proposed modification was not be an improvement, but a negative to the community, which was not be something he would approve, personally.
- Asked what new planned improvements were in this modification that were not part of the original CDP that would make the Commission feel that the developers could handle such higher traffic volumes. He saw the traffic more than double or triple.
  - Commissioners lived in the area and had to deal with these roads, so they had to make sure that there was no greater impact. Everyone made that commitment as a Commission, as a Council, and as a community.
  - He understood what Ms. Doukas wanted to do, but did not consider it a workable timeline to move the process through.
- Wanted the City's traffic engineers to discern the information provided by Mr. Dunn, as well as the myriad of information gathered from opposers, put it all together and provide an analysis.
- Asserted the true test for him was whether it presented a greater negative impact. If it did, then he had a problem.

Commissioner Roberts agreed that was it, in a nutshell.

Vice-President Brewer:
- Asked what traffic impact Mr. Dunn anticipated by this modification of traffic actually going west through Old Orenco compared to the original application.
  - **Mr. Dunn** replied that more traffic would go west, as part this application, though residential trip generation would stay roughly the same.
  - The neighborhood commercial and other employment pieces would add traffic to Quatama and 227th going into Old Orenco and 231st. The study assumed much of this traffic would be local in nature because of the neighborhood commercial uses and that traffic would essentially bleed off into various intersecting neighborhoods, such as Danbury Park, which fronts Quatama's southern side; the Old Orenco neighborhood; and some residences along 231st.
    - That combination of customers for the commercial element would add traffic to the corridor in the west. The study showed 102 and 132 peak AM and PM. trips, respectively.
  - He confirmed he had traveled down those streets many times in the past four years.
- Reminded Mr. Dunn that, for the Applicant, the Commission was specifically committed to protecting and minimizing against the amount of traffic through those streets. The streets could not really be widened, because of the mature landscaping there.
- Queried how the project was a betterment of the original CDP if it increased the amount of traffic going through Old Orenco.

    - **Mr. Dunn** suggested the neighborhood commercial use, the biggest component of the trip generation for the southeast portion would serve residents in that area; those living in Danbury Park and the Old Orenco neighborhood.
- Questioned whether Mr. Dunn considered those trips internal, pass by, or primary trips, where people went a specific destination. She found the terminology confusing.
    - **Mr. Dunn** responded that the traffic study was conservative because all trips were treated as primary ones, and each counted as a new trip in the system.
    - In reality, however, a bulk of the area was already developed. People might already be in the system who were going to another shopping experience elsewhere that might come to the subject site. Rather than try to guesstimate what that figure might be, the Applicant chose to use the analysis that kept those as primary trips.
- Wanted to clarify if Mr. Dunn meant that when build-out occurred in 2011, the project would meet the criteria with the traffic improvements as intended, or would full build-out in 2011 meet the current traffic situation without improvements in 2011.
    - She could not find the specific language in the traffic report, she asked if Mr. Dunn meant that traffic would be supported by the new system coming in 2011 after the projects completion, or supported by the current traffic system already in place.
    - **Mr. Dunn** understood the question was whether the system would function adequately in 2011 upon full build-out with the physical improvements made.
- Answered no, she wanted to make sure traffic would be supported by improvements to the system once phased in by the County and others, or would citizens have to wait until that was done if the project was built ahead of time.
    - **Mr. Dunn** replied that all physical improvements and capacity enhancements would be made before any development occurred, including all frontage improvements to Quatama and Cornelius Pass Roads; all turn lane and signal improvements at the Cornelius Pass/Quatama intersection; as well as the establishment of proposed site access at the midpoint to the north along Cornelius Pass Road.
    - Projections for the next four years showed as the site filled out both the City and County standards would met.
- Confirmed that the standards would be met 100% of the time. She had not understood that the phase-in actually coincided with what Mr. Dunn stated, but would let the Applicant tell her if that was different.

President Coulter:

- Asked if they were relying on other jurisdictions to make improvements on Cornelius Pass Road, in order for what he called a "push out" effect not to occur. Something might look good in front of the Applicant's particular parcel, but if the end puzzle pieces were not done, a bottleneck would be created on either end.
    - **Mr. Dunn** thought that was a good question, and believed the focus was on what created delays along Cornelius Pass Road. He saw the pinch point coming from the traffic signal. If the signal was not there, there would not be any queuing or delays on Cornelius Pass, it would be free flowing.

    - The planned improvements included the widening of Quatama's legs on its east/west sides; the addition of a left-turn lane to service two lanes of traffic approaching from each side instead of the one lane present today.
      - This addition would preserve more "green time" on Cornelius Pass Road north/south to keep traffic moving.
    - In the 1 to 1½ years, the County had also installed some protected, permissive left-turn phasing to help movements along Cornelius Pass and reduce queues.
    - Also, the subject application would add a southbound, right-turn lane off Cornelius Pass onto Quatama, which was not accounted for in the previous study or CDP application.
      - Imagine the impact of all those right-turn movements whether from existing traffic today, new traffic from the proposed development, or background traffic over the next four years. The study identified 18 in-process developments that were ongoing, or partially and mostly complete. Pulling right turning traffic out of the through stream would allow the signal to service more north/southbound traffic during peak hours and was one of the new enhancements.
- Asked if any greater negative impacts could be expected after these improvements were made if no other improvements were made on Cornelius Pass Road.
    - **Mr. Dunn** replied he could not say until he looked at the details regarding the specific movements more closely.
- Responded that Mr. Dunn would have to look at the details more closely, because he was wrestling with that question and relied on him for an answer.
- Inquired what happened if Washington County said no to the spacing change on the access; how would that affect the traffic modeling? Until he saw something in writing, it would not happen.
    - **Ms. Doukas** expected a decision from Washington County before the Commission had to make a decision. She confirmed that Venture would have to return before the Commission, if the County said no.
- Questioned whether there would be a more negative ability to turn from Cornelius Pass onto Kian in a triple traffic count scenario during PM peak traffic.
    - **Mr. Dunn** did not believe so.
    - **Ms. Doukas** understood that regardless of what happened to this property, Washington County's plan called for removing that turn movement because it was too close to Quatama. She did not consider it related to Orenco Woods.
- Asserted that the turn was related, especially in light of the economic climate and the fact that when Washington County would remove the access was uncertain.
- Asked what would be done if Washington County still had not made the improvements after the almost triple traffic load increase was created, so people could turn left without getting rear-ended.
    - **Mr. Dunn** responded that the condition and volume was the same as before in terms of drivers turning left onto Kian. Traffic volume was low for that movement and no dedicated left turn lane currently existed there now.
    - He clarified that the assertion of a triple traffic volume was likely based on the average daily trips, emphasizing it was not triple during the peak hour.

- Remarked that whatever the variable, it was not easy to turn left during AM and PM peak hours. Adding the commercial use would add more cars during PM times, increasing the risk of getting rear-ended when trying to turn left.
  * **Mr. Dunn** responded that a lot of commercial traffic would turn left at the signal. The queuing analysis indicated that the area could handle the queues within the 100 ft. of storage distance present. The main benefactor of that would be the protected, permissive left-turn phasing that had been established.
  * There was no other way to turn onto Kian, which dead-ended into a small subdivision of townhomes.
  * He supported Ms. Doukas' judgment that the County would remove the access, or limit it to "right in, right out," because it was too close to Quatama Road.
  * Eventually, there might be opportunity for full access to Quatama, once the adjacent vacant parcel developed. County policy dictated taking access to lower-functioning roadways.
- Agreed with the idea, but did not know when that would happen. One life lost was still one life lost. He did not want to be that life, or be responsible for failing to do the right thing.
- Asked why the Applicant did not install a left-turn lane, so no one had to worry.
  * **Mr. Dunn** responded that would not be proportionate to the impacts for the development, adding the turn lane warrants were analyzed for that intersection.
- Replied that the Commission was being asked for a modification that would create a more negative impact.
  * **Mr. Dunn** stated the Applicant would be building something the County would not.
  * **Ms. Doukas** replied that the left turn movement was unsafe today, and allowing for it was increasing an unsafe condition, encouraging people to make an unsafe turn movement.
- Believed approving the modification right now would increase the risk to drivers, too.
  * **Ms. Doukas** argued that regardless, there should be a median today that would not exist without Orenco Woods.
- Asked what Ms. Doukas would do if she lived on Kian.
  * **Ms. Doukas** responded that she would be annoyed to no end. However, she felt a median was in her best interest and safety, and would want one in place if she had a teenage child. There was no median there now, but there should be.
- Did not disagree, but the Commission did not know when one would be installed. If the Commission increased the problem with the modification, it would just be enhancing the situation.

Vice-President Brewer:

- Reiterated that limiting the number of dwellings was very important in the last application in order to limit the impact on the surrounding neighborhood; recognizing Old Orenco was very fragile, and a land primed for development was hitting against more development to the east, south and north.
- Noticed the proposed modification kept the same number of dwellings and added that making some into condominiums did not bother her nor did the addition of non-residential properties.

- Had not resolved in her mind whether the proposed modification made things better or worse than the original application as far as the impact to the neighborhood to the west and the whole community.
  - The developers still complied with the limitation of dwellings, but had increased traffic. There had been quite a lot of dancing around and discussion to come up with that magic number of dwelling units
- Needed to hear from the Applicant that the additional traffic mitigation would result in a similar or improved position from the last application, not that it was tolerable, but that it was the same or improved.

Commissioner Callaway:

- Recalled Ms. Doukas stating that 94% of the land would remain the same, and asked if any space was being lost with this modification.
  - **Ms. Doukas** answered that all parks remained the same, including Three Sequoia Park, the notch cut out of the Hillsboro Elks Lodge, the open space, and Rock Creek Trail. The only thing that looked different from the original open space diagram was a courtyard feature for the town homes featured in that corner.
  - Hillsboro actually owned the park land on the creek's south side, which was why the tax lot exhibit was notched out as it was.
- Clarified that Three Sequoia Park was outside of this modification.
- Noted that one request was moving the development of this area from the third phase to the first. If this served the neighborhood, why did it generate so many more trips, and why did it need to be built third? If the area was being supported by all of the trips, the rooftops clearly would not generate the customer base, which seemed totally incongruous to him.
  - **Ms. Doukas** responded that it had more to do with the broader radius than Orenco Woods Crossing. The service radius depended on the end user's function.
    - A coffee shop would have a smaller radius, while a daycare would have a broader one; either way, it would be localized since the majority of people would want something convenient to their home or work.
  - The mixture of uses was geared only for this district, not a citywide or regional draw. It was part of a broader neighborhood, but the City could not ignore 249 rooftops, and the customer base that included, as well. To have a truly viable neighborhood commercial district, the City needed the combination of both uses, because the area did not just serve Orenco Woods Crossing.
- Questioned whether the service radius would allow the first phase to be built just fine.
  - **Ms. Doukas** answered that commercial was a finicky land use because it was tied to numbers of customers. Commercial retailers would want the rooftops in place.
- Asked if trips would be reduced if the coffee shop and pharmacy did not have drive-throughs.
  - **Mr. Dunn** answered yes, because the convenience of driving up would not be there.
  - **Ms. Doukas** responded that when the developers first began working on this application, they wanted a reasonable build-out scenario. Nobody wanted to return before the Commission, saying, "Oops! We were wrong about traffic."

    * She believed that a reasonably aggressive effort had been made on the assumptions built into the traffic study, though Dr. Lubisher claimed otherwise. The assumptions were not necessarily tied to what the developers wanted to build. She had no idea if anybody wanted a drive-through pharmacy because the developers would have to talk to retailers.
    * The developers could simplify the transportation analysis, or completely change the trip generation. She did not know if that was a fair conversation to have.
    * As a starting point, the developers wanted to say, "Here is what we think the end parameter will be; the most extreme version of what will be generated in this district." This accounted for the proposed uses being proposed tonight.
- Clarified that traffic could not be any worse than what was already being proposed.
    * **Ms. Doukas** answered that was part of the CDP process, which set the bookends for what could happen on the property. As part of the DDP process, an applicant must show compliance with the original transportation analysis, which was precisely why Venture tried to set parameters, or reasonable scenarios, of what might happen in this district.
- Observed there would be a reduction of two dwelling units, from 66 to 64 and saw this as a case of "having our cake and eating it, too," because the residences would have to be crammed into a much smaller area to make the commercial happen.
    * **Ms. Doukas** thought the developers had come up with a good design. There was a market for it, which was why the developers were revisiting it, but she felt it was something that the community would be proud of.

Commissioner Lankford:
- Noted that as a quasi-judicial proceeding, he would have to exercise his judgment of what had been laid out before him.
- Questioned whether the traffic study encompassed ~~its~~ ***South Hillsboro's*** anticipated volume, since ~~it~~ ***Cornelius Pass*** was one of three major arteries being used for north/south traffic.
    - As a South Hillsboro Task Force member, he noted the City's interest in that area stemmed from its status as the closest open residential opportunity to a lot of the employment corridor just north of this development.
- Commented that, ~~at~~ ***with*** 50% ***of the*** capacity, ~~South Hillsboro~~ ***Cornelius Pass*** bore an unseemly large amount of traffic and wondered if ~~that~~ ***South Hillsboro's*** density had been accounted for in the traffic study.
    * **Mr. Dunn** answered the short answer was no, because the developers did not look long-term with this study. The developers did submit a 20-year access spacing modification analysis to Washington County. However, it did not include the South Hillsboro land use.
    * He had asked Washington County's traffic engineer if the analysis should be included and the engineer responded that the analysis had to include whatever was in the County's adopted transportation model.
- Responded that was a perfect example of what he discussed, because the formula did not account for South Hillsboro.
- Expressed two reservations, as someone interested in green space issues.

- First, the concept of a vertical development would lead to greater visual obstructions for individuals traveling along that green space. In effect, they would only see a four-story mass against the skyline that was not there before.
- Also, a lot more roof could be seen, just from looking at this map and a monster parking lot was introduced into the middle of the project.

- Was concerned about the issue of impervious cover. . Having driven Cornelius Pass daily for 10 years, he could not recall ~~a time~~ ***two years in succession*** ~~when~~ ***that*** the old park benches on the golf course were not up to their second rungs in water. For this reason, adding a bunch of parking lot and massive roof structure to this region seemed imprudent.
  - If development had to take place, it should be individualized, with every roof having a little bit of green space around it to allow more absorption to take place, rather than shunting water into an already overburdened system.
- Stated the reaction to this proposal struck him the same as shooting a BB gun into a large wasp nest. He did not see a lot of compelling reasons to stir things up given the amount of fuss ***that had already been raised over this thing. He had no interest in agitating the situation.***
- Questioned Ms. Doukas's assertions to Commissioner Callaway of getting a lot of positive feedback from ~~this~~ ***the*** community and wondered if that was the feeling of this community, or a market study.
  - **Ms. Doukas** responded it was a little bit of both, and that single-story living was a very desirable thing. She had it heard it in people's feedback and in the marketplace, as well.
- Was concerned about having only one egress point for a region bounded on three sides, as well as dumping South Hillsboro into this egress point, when it had not been adequately factored in.
- Felt pretty confident which side he would come down on, if he had to exercise quasi-judicial judgment. At this time, he remained skeptical of the proposed development. At the end of the day, he felt like he was sending trips down to sleepy Orenco, especially if Cornelius Pass became overburdened.
- Commented that Ms. Doukas had the right to develop the area, but wanted to mitigate the effects of that development. Right now, however, his instinct was to let sleeping dogs lie.

Commissioner Mathews:

- Asked how many people would be in the space once the commercial area and condominiums were considered.
  - **Ms. Doukas** responded that she could develop a number for the condominiums, but was not sure if she could do the same for the proposed commercial area.
- Was equally concerned about the traffic issues, which his colleagues had already covered in greater detail. However, he wanted to know how many more cars this would add.
  - **Ms. Doukas** responded that could be calculated from a car standpoint.

Commissioner Fleisher:

- Felt very hard-pressed to see the proposed modification as anything with any sort of creative thought about satisfying the notion of a residential village, as expressed in the City's zoning ordinance.
- Commented that the modification looked like a fairly traditional zoning relationship, adding that Ms. Doukas's comments of the four-story stacked flat being a good transition struck him as 1950s-type language.
- Questioned how the illustrated land uses on the indicated parcels assured achievement of a residential village. He was not looking for an answer tonight, but would like to see one in the future.

President Coulter:

- Reiterated his desire not to create a greater negative commercial impact. In this particular instance, he thought it made sense to look at midday traffic counts, since the number of trips would increase from 2,000 to 4,600.
- Thought that this particular development looked less like a village and more like a shopping center with houses around it.
- Questioned the developer's assertions that people would not go outside of their own local area. Using himself as an example, he stated he went elsewhere all the time, because there was nothing on his side of town.
- Urged Ms. Doukas not to overlook the numbers of people who would be external to their development.
- Understood the desire to create rooftops to help support commercial, but leaving the condominium phase out of Phase 1 made no sense.
  - **Ms. Doukas** responded the condominiums provided greater flexibility, but not the critical timing factor that the commercial did.
- Asserted the condominiums really belonged in Phase 1 because they would enhance the developer's ability to sell commercial property more quickly. This would get tenants in there more quickly, which meant money.
  - **Ms. Doukas** answered that phasing was a struggle, since the developers were being asked to define it in a way that felt pretty concrete, while still trying to deal with market forces. From the long-term, developers knew this was a great mix, and would be a viable project.
  - The developers had a general sense for how this would flow, but the condominium piece was trickier, because it depended on who the end builder would be.
  - Phase 1 was easy, because it would start with residential, while 3C would be left as far to the tail end as possible, leaving Phases 3A and 3B, which were similar.
- Responded that he if was having commercial, he would like to have that condominium right next door, because there would be 64 dwelling units to use.
- Asked if the developers met with the neighbors about the modification, and what kind of feedback they had gotten.
  - **Ms. Doukas** responded that the neighbors were most concerned about not having a connection to Dogwood. At that time, the developers emphasized that the west side would not be touched. The other concern was traffic, which the developers tried to talk through as best as they could. Mr. Dunn did not attend those meetings.

    - She stated that application did not require neighborhood meetings. However, the developers wanted to have a conversation with the community throughout the process.
- Predicted that, in the future, neighborhood meetings would be required everywhere, because it made sense.

Commissioner Roberts:

- Suspected that the developers were wrestling with Phases 3A, 3B and 3C for the same reason that Commissioner Fleisher was weighing in on the village issue. He was not talking about architecture, but the issue of the phasing, and nice, neat slicing and dicing of the site. It looked nice to divide it up, but frankly, he thought the approach did not work.
- Commented that it came down to architecture. For a developer, it was easier to say, "I'm going to put this product here, and this product here," but creating a village was not about products. It was about architecture, and putting it together in the right mix until it worked.
- Believed the area was the right spot for what the developers were trying to do, but he did not see it working because the architecture did not work. The southeast corner seemed like the right spot for that kind of stuff.
    - There should be a closer proximity between housing and retail.
- Suspected that the lines between phasing, and housing and retail, needed to be blurred. This appeared to be horizontal mixed use, and in this case, what he was seeing did not appear to work.
    - **Ms. Doukas** asked if Commissioner Roberts understood the market was not fond of vertical mixed use.
- Reiterated that what he was seeing did not work; he was not looking at phasing from that perspective, but strictly from what the Applicant had told the Commission. The Commission was trying to create a community, and he would be happy to work with Ms. Doukas in getting there. He wanted to support what she was trying to do, but what he saw did not work yet.

Vice-President Brewer:

- Wanted to come a little bit to the Applicant's defense on phasing. The Applicant did state a need for the rooftops in order for commercial to happen and the order of the different types of rooftops also had its own market issues there.
- Did not see the same market for multi-dwellings and single homes. The market changes had caused developers to consider commercial development, and by the time they get to building, it might change again.
- Was not convinced that condominiums should be included in the first phase.
- Believed the Commission understood that the condominiums needed to come before commercial in the timeline. She understood this point as someone working in the real estate industry.
    - **Ms. Doukas** responded that the district needed to be considered in totality. When the developers returned with a DDP, or someone else did, that was the time to consider how the individual Phases (3A, 3B, 3C) worked as a district and the time to get into the village conversation.

- The plans presented to the Commission were schematics to show what the building massing looked like, relative to parking, and what the traffic generation physically looked like on the site.
- The developers were not architects, and none were involved in the site plan. They were simply designed to show the physicality of what the developers were talking about.
- She recognized that the design had to be taken to the next level, but did not see that happening without end users.
- Right now, the developers could not even talk to end users. Nobody was going to touch this thing, however, until the land use issues were sorted out, and construction permits were issued.

President Coulter:

- Restated his belief that the condominiums belonged in Phase I. To him, it did not matter if it was a condominium, single or multiple, because whatever the developers put in there might change.
  - **Ms. Doukas** responded that real estate was a little more complicated than that.
- Emphasized that the developers were asking for a modification on something that had already been approved.

Following a brief recess, the Commission reconvened at 9:12 p.m.

President Coulter read the rules of conduct into the record and reminded the audience to keep their comments to the modifications. He called for any testimony in favor of, opposed and neutral to the modifications.

Andre Meek, resident of Old Orenco, thanked Commissioners for listening to everyone's traffic concerns.

- He noted in the new project, the existence of a right turn only onto Cornelius Pass, and a right turn only into the project from Cornelius Pass.
- The only exit to a left turn would require going through to Quatama, and making a left turn out, to head on Cornelius Pass north.
- He raised the issue of the Cornelius Pass/Quatama area backing up at 3 pm, so where would that traffic go? Everybody would start going down the corner of Dogwood/227th, which already has traffic issues now with speeders.
- These problems would coincide with school getting out, and there is an elementary school in that neighborhood.
  - He disputed Mr. Dunn's analysis that everything was fine, as it was supposed to. However, cars consistently go over the line crossing.
- He noted that Ms. Doukas claimed to have no idea of the commercial uses in that area. However, Mr. Dunn stated that there would be a pharmacy, daycare center, etc.
- In her presentation, Ms. Doukas stated that drive throughs would not be allowed yet a drive-through pharmacy was considered. This left him wondering where they coming from, as far as the truth of their statements.

- Living right on Dogwood, he saw the impact of increased traffic, with the peripheral housing that had gone in, and the traffic cutting through his neighborhood because of increased congestion on Cornelius Pass.
- Quatama had become a regular thoroughfare now, and was only going to worse with this commercial project, as proposed.
- Unless the developers got Cornelius Pass straightened out first, this project would only put more and more traffic through Old Orenco.
- Old Orenco could not support more traffic. Despite a 25 mph posted speed limit, people were flying through the area, which was also a school zone.

Katherine Taylor 9:18:29, resident of Old Orenco, stated she was also concerned about the impact of traffic on Old Orenco, which already had cut through traffic.

- She chose Old Orenco as a true neighborhood where she could ride her bicycle, and saw children out all the time.
- Over the past eight years, she had seen changes, and did not like where they were going, as it was.
- This new proposal would lead to more problems, more cut through traffic, and somebody was going to get hurt. She did not want to see that happening near a school.
- She concluded with a brief slide? PowerPoint? (9:19:39) review of her neighborhood.

President Coulter asked if there were any questions.

Vice-President Brewer asked Ms. Taylor to submit a copy of her presentation to the Planning Department.

Lane Young 9:21:26 stated that through their questions, the Commissioners had pretty much presented a lot of her testimony.

- However, as Commissioner Roberts would remember, they were talking about parcel by parcel construction. By the questions that they were asking, she could hear Commissioners' concerns about regional conditions.
- This project would be placed within the context of South Hillsboro, etc., so she was not going to go over the testimony she had prepared for that.
- She wanted to remind Commissioners of the discussion about Statewide Goal 11 and 14, which focused on public facilities and services, and urbanization guidance.
- In the past, she had heard some frustration from the Commission about not being able to make decisions outside of the zoning requirements.
- In other words, if a project was meeting the zoning requirements, there was nothing to be done about it, even if it did not appear appropriate for the neighborhood, or by challenging the transportation conditions.
- In fact, Goals 11 and 14 would allow the Commission the power to require phasing, and stepping outside of the box to look at the limits in context.
- She wanted to fast forward through Commissioners' questions to talk about performance, and accessibility, which is what they were really talking about in transportation.

- She did not oppose the project's commercial and retail portion. In fact, she was psyched about being able to walk over to a commercial/retail area more quickly and easily than going to Orenco Station. Maybe she would do that, if the services were more comparable.
- Her real concern lay in the transportation numbers, specifically, Figures 11 and 12 on pages 25 and 26.
- She referred to a statement that approximately 22.5% of the residential traffic would shoot through Orenco, without considering some of the other challenges it was seeing, but not capturing in the process.
- She also drew attention to another statistic, which stated that 35% of the commercial traffic would travel Quatama through Orenco.
- When she looked at those figures, taking 22.5% of the total ADT being predicted, she came up with 1,101 trips. For the residential, she calculated 494 trips.
- Basically, she was seeing 1,593 trips through Quatama to Orenco, so she was not sure how the peak hour only could be the Commission's only concern.
- She saw a lot more problems with this, and they were engaging a professional to help with some of this.
- She asked for a continuance to look at bridge safety, points of access, and many other issues, because she felt this needed a lot more attention.

President Coulter cut off Ms. Young's testimony, due to the three-minute time limit.

Jeff McRitchie 9:25:28 stated that his wife was a teacher at Orenco Elementary and that they had moved to the Orenco neighborhood because they wanted to be part of a community.

- One of the choices he had to make every day was which way to drive to his job at Hillsboro Airport. To make the trip, he could either turn onto Quatama, and left onto Cornelius Pass, or go through Old Orenco.
- He preferred to go through Old Orenco. Turning left onto Cornelius Pass was not a viable option, because it took a very long time, and was a big problem to get there.
- As he traveled through Old Orenco every day, he saw a ton of kids on the side of the roads.
- Every week, he saw police officers with people pulled over, meaning that they were speeding. This left him convinced that this was not a safe area, and had gotten him to thinking, "How many people are going to go through there each day?"
- He recognized that he was part of the problem, because he was going in Old Orenco's direction, as well. But he could see that kids were going to be put in jeopardy.
- He recalled the question raised at the beginning of tonight's hearing, of whether this project would have a greater negative impact versus the original proposal.
- In his opinion, if only 10 more cars went that way during the 7:30 a.m. hour, when kids were standing by the road that would be a negative impact. If 1,000 more cars were going through Old Orenco every day that was a huge negative impact.
- The intersection of Cornelius Pass might be improved, but the problem would result from the traffic going in the other direction. This negative impact would be substantial on that community.

- He did not care if people drove by his house, but he was worried about those kids, and thought there was a safety concern that needs to be looked at very hard.

Commissioner 9:27:59 asked if Mr. McRitchie meant the time going to and from school, when children were present, or on beautiful nights like tonight and weekends.

  - **Mr. McRitchie** responded that he left for work at 7:30 am. Orenco was an early start school, so classes started at 7:45 or 7:50 am. While driving, he could see kids on the sides of the road, waiting for their buses. This situation was especially dangerous on Dogwood, because there was not a lot of room there, yet a lot of junior high students tended to wander across the road.

Commissioner 9:28:55 asked if Mr. McRitchie had shared his concerns about the bus stop safety issue.

  - **Mr. McRitchie** answered that he had not.

Harvey Kampelman, resident of Old Orenco, stated that he went to the CPO meeting where Venture spoke to people at the County Building.

- He wished that the map was still up, because there was a strip between the end of one of the streets, and Dogwood.
- However, the road was not shown as going through on Dogwood. He asked about that, because he lived right there, and was concerned about having that area opened up, with traffic coming into Old Orenco.
- He recalled the developers assuring him of no plans to develop that area, unless there was a problem getting any kind of an access onto Cornelius Pass Road. Then, the developers might have to consider opening up that space where he lived.
- If Commissioners looked at the map, they could see that the area as wide enough for a street to hook into Dogwood, right there into the neighborhood.
- He felt that the developers were untruthful about the situation, then and now, because the map showed that they did have a plan.
- He turned onto Cornelius Pass today, heading south from Quatama and had to sit through one signal, because the traffic was backed up from Baseline to Quatama. That was at 5:50 p.m. tonight, so that told him there was a problem.
- He questioned the developers' assertions that they not come into the neighborhood on Dogwood. If so, why was there a 60-ft.-wide strip at the end of the street onto Dogwood?
- The developers claimed that the 60-ft.-strip would be a walking path. He felt it was wider than the 10- or 20-ft. strip that would be maintained there.
- He bet that, in 18 months, the developers would be back before the Commission, asking to open up that street, and develop that out. The developers had originally said, "Oh, no, we're not going to develop that out," so he did not trust them.

Vice-President Brewer:

- Asked what the City's intent was in leaving that access road open.
  - **Ms. 9:32:20** did not remember, off the top of her head, but definitely as pedestrian access. The modification focus was on the southeast quadrant, so she would have to go back to the case files, and refresh herself.

- Wanted to revisit the discussion on that particular issue. Had that area been left open for emergency vehicles, or for potential future development? She did not recall.

Mr. Kampelman 9:33:06 asked why the area was so wide, if it was a pedestrian path.

President Coulter answered that had been noted and thanked him for his comments.

Dan Bloom stated he absolutely agreed with the Commission's opening statements and hoped the Commission was committed to those statements, as he thought everyone expected them to be.

- As the conversation went on, he hoped not to notice a little softening during the conversation about the commercial development. He was not against commercial, per se, if it was done right. If it was designed from the beginning, it would probably have been designed as a holistic project that may have worked as a village.
  - To plunk something down in the corner, because of market conditions, made him a little apprehensive about even people wanting to go to a business area, and how well it was going to work.
- He handed in a recent study done by the Police Department, because the Transportation Committee had been involved for a couple of years.
  - The study had been redone lately, because of ongoing problems on Dogwood. The study showed 7% of the traffic in the sampling was from Old Orenco, with the remainder being external.
  - About 60% of those cars were outside a ½-mile distance from these boundaries. This gave the Commission some unbiased statistics to look at.
  - In his view, however, as soon as traffic backed up, it would start going through Old Orenco. He would bet on that.
- Ninety-seven percent seemed like the definition of the word "egregious". The area is bordered on four sides by some of the most major thoroughfares in Hillsboro, so why was there a need to cut through the Conservation District to solve growth problems?
- The safety danger to children throughout should not be underestimated. If Dogwood started backing up, that would become a problem, and cars filter through the interior, making those streets more dangerous.
- People come externally to walk in Orenco. Even a City Councilor recently expressed, during a Transportation Committee meeting, that she did not feel safe walking her dog on Dogwood, in a pedestrian-friendly neighborhood.
- The developer made a case for more houses. Tom Waltz made a case for the fact of nearing 200% of the area's Concept Development Plan. He probably thought that the area was working on 300%.
- Lastly, he asked if the traffic study took into account the FP Building, Synopsis and Orenco Meadows. These were local-approved, but not occupied, and he would take that into consideration.

Lori Vizzini 9:36:37 thanked the Commissioners for their questions and concern for the community.

- Old Orenco was very special to her, even though she had only lived there for a year since she got married. The couple have been renovating their home, and making it

something nice to look at. They had received great comments from the community, and hoped to continue building up that community in that area.

- One of the things she has noticed since living there is the amount of traffic running through Dogwood.
- She had seen numerous children walk across streets, but cars would not slow down for them, even though they were walking on the abrupt edges. She had seen them going through her yard, which has no sidewalk, just to avoid the traffic.
- She was not sure if the Commission was aware of this, but most areas of Dogwood are about 18 ft. wide.
- This was not necessarily good for vehicles to go through at 25 mph. However, most of the cars going down Dogwood traveled closer to 35 and 55 mph.
- On September 4 and 9, she wrote down license plate numbers of cars that she saw speeding on Dogwood. She emailed them to Police Officer Mark Wells, and had a talk with him about the speeding there.
- Many cats have also died on Dogwood, due to excess speeders in the middle of the night.
- She was concerned about the community and asked Commissioners to do what they could to keep the character of this community together without increased traffic.

Commissioner Callaway was glad to see, first of all, that his license plate was not among those that Ms. Vizzini documented. He did not mean to challenge her estimates, but 55 mph seemed really fast. He asked how she gauged the speed of the cars.

- **Ms. Vizzini** answered that was a great question, and not something that she did personally. She communicated with Charles of Orenco Community Watch, who shared statistics from past meetings. Reports showed a percentage of the drivers going down Dogwood travel at 55 mph, which was where she got her information.

Vice President Brewer noted that Dogwood seemed to be a consistent strain. She thought that there was even a letter asking the City about a stop sign on Dogwood. She asked how much Dogwood was on the City's radar, from a police and safety compliance point of view, and whether it was actively paying attention to the issue.

- **Mr. Odermott** understood that was the case; as mentioned, it had been on the Transportation Committee's docket for a number of years. He believed some data collected and prepared by the Engineering Staff was included in the submittals. It had not yet come across his desk, but was something he needed to become familiar with.

- Noted the Commission had heard consistently about that street outside of the application several times, both in written and public testimony, and she wanted to ensure the City was, in fact, considering the street from a safety point of view.

Bonnie Koken, Orenco resident, stated that many of the items she wanted to discuss had been covered, but noted that no sidewalks existed on Cornelius Pass Road or on Quatama, making the area very dangerous, especially the bridge onto 227th.

- She noted the photo showing the school bus coming down the middle of the street and stated that when coming down Quatama from Cornelius Pass, one could not see

around that corner and many people shared their fears about getting in an accident there.

- Due to safety factors, people tended to drive rather than walk, adding to traffic congestion.
- She commented that having the McDonald House as a Historic Park would help cut down on traffic because some of the houses would be eliminated.
- The integrity of the community was being challenged by the traffic count and needed to be explored. She believed other solutions existed and needed to be considered.
- She confirmed the McDonald House would never be discussed, even in the DDP, because it was not part of the modification. She noted, however, that whatever happened in that corner affected the whole complex and area.

President Coulter clarified that the modification increased the trips and that traffic would impact her and could be discussed, but not the internal workings of the CDP.

Al Waible (9:44:15) was glad traffic was being discussed as it was the crux of the whole problem regarding the parcel.

- Regarding comments about the community requesting neighborhood commercial, he clarified that did not mean squeezing all the houses closer and putting in a strip mall, so that claim was a little disingenuous.
- As far as the traffic study, the bridge was critical. It was implied by the traffic engineer that a 20-ft wide bridge was fully adequate. But despite the best and continued efforts of multiple bumpers, the bridge still had not quite expanded to 20-ft wide.
    - A traffic study was needed on the bridge when school was in session, in the mornings and afternoons when school traffic was heaviest and during both decent and poor weather.
    - The bridge had been designated as a bike and pedestrian thoroughfare. He would not allow his grandkids to cross unassisted because it was too dangerous.
    - He noted that school bus drivers treated the bridge as a one-way bridge, and rightly so.
- The data regarding the number of traffic trips coming from the commercial area was interesting. Noting that numbers could be provided in any way convenient for the presenter, he stated that other shop mall owners had shared that projected traffic numbers had to be much higher than those given in order to obtain financing.
    - He believed the types of businesses needed to be considered, as well as the amount of traffic required just to keep the development afloat. To add some reality to the proposal
- He noted that making it easier for him to turn onto Cornelius Pass Road when traffic was at a dead stop, backed up from Baseline would not solve anything.

Jose Blanco stated he lived just north of the bridge being discussed. He enjoyed the tree-lined streets of Old Orenco, but was concerned about whether his kids could ride their bikes in the neighborhood with no sidewalks and the increased traffic.

- He had heard about equivalency percentage of coverage, but noted a lot of unused space in the overall plan so it seemed easy to adjust the numbers to make the fit seem the same. He did not believe they were getting the equivalent density.
- He was not opposed to the commercial, which would be nice for the neighborhood, but it had to be done correctly. If the traffic pattern equivalent could be maintained, basically exchanging the residential for the commercial, then a lot of the concerns would go away.
- He stated he had found out about the meeting from a neighborhood newsletter, and was not part of the community outreach program. He believed there needed to be more of an extension to the community that was directly affected.
- Comments were made earlier about the extension from Quatama to Baseline. He was concerned if the Applicant's traffic study was dependant on that extension because that improvement was not in place and he knew of no such plans to do so.
- In commuting each day on Cornelius Pass Road, he had queued for two red lights just to reach the left turn lane for Quatama. If this was the main access to that commercial area, they had to consider the logic of how get into the left turn to get into the commercial.
    - He added a heavy police contingent was present on Quatama, due to speeders.
- He believed the Commission needed to look at the bridge in conjunction with the corner, which was a very sharp right turn. He noted a lot of accidents occurred at that location, especially with snow on the ground.

Christine Armour also expressed concerns about traffic and believed a lot more traffic would be coming through their neighborhood than the numbers provided by Mr. Dunn.

- She supported having commercial on that corner, as long as enough homes were removed to create an equal number of trips, as currently accepted by the Commission.
- Having 130 more cars coming in the neighborhood was a huge increase and was not safe.
- Traffic was the main concern and she appreciated the questions by the Commission and their recognition that traffic was indeed a very critical piece.

Jim Lubisher stated he was glad the site might have some neighborhood commercial, however it would create too much of an impact on the area.

- The other CDP promised no greater impact than 2,080 trips, and now almost 5,000 daily trips were expected.
- He opposed the modification based on two situations:
    - The location of the neighborhood commercial was basically for the traffic on Cornelius Pass Road and did not fit the definition of SCRV-Commercial, which was to create a self-reliant neighborhood [Section 136.2(h)]
    - He noted that Ms. Doukas had stated the conditions of approval were to be followed for Resolution No. 2172, but the second half of Condition 64 was missing due to a Scribner's error. Staff had stated that could not be put back in, and that needed to be looked at.
- He wanted to ask the attorney why conditions of approval were used. He knew some were to get the property changed from open space to residential.
    - However the two conditions mentioned in his letter had been irrevocably violated.

    - The phasing was a condition put on by the zoning would be violated if the application was approved. In fact, the Applicant was asking to change a condition of approval with the modification and he did not know if that was legally possible.
- Regarding traffic, he asked the City Traffic Engineer if a midday, one-hour traffic study was standard and suggested that perhaps the City Traffic Engineer could create a worse case scenario for the neighborhood commercial, which would be helpful.
- He asked what the plans were for that cliff that people had to drive by at Quatama.
- He noted they reserved the right to close access to Cornelius Pass Road for safety concerns.
- He wondered why a second traffic report came up and learned the Applicant had submitted an access request to Washington County, who explained that with the numbers a right hand deceleration lane was needed there. Then new numbers were given and now traffic was not turning into the Cornelius Pass access, but went down to the intersection. He asked that be explained.
- The Applicant promised residential and a density of a maximum of 252 houses, but now proposed the equivalent of another 356 houses of traffic.
- He requested a continuance of the hearing.
- Lastly, he noted the skid marks on the bridge and stated this was serious business.

Vice-President Brewer:
- Was surprised to read from one of Mr. Lubisher's letters that at least two conditions had changed when they went to City Council and with no discussion at the Council meeting, if Mr. Lubisher's statements were correct.
- Asked how and why that would happen and why it occurred in this specific application. In her mind, these were two very meaningful deviations from what the Planning Commission's conditions were.
    - **Ms. Klein (9:57:04)** assured the changes were definitely not intentional, but simply due to the timeline and operator error. Staff had internal discussions about whether the conditions were still enforceable and it appeared that they were, though Staff would look into the matter further.
    - She explained that tentative approach was that the resolution approved by the Planning Commission had five applications on it, while the City Council approval upholding the appeal was only for the CDP, so the resolution at the Commission level still held for the other four applications.
    - Such an occurrence was rare, in this case due to the complexity of the project and management of the paper.
- Stated it would be good to learn what the city's position was about whether the deviations held or whether Resolution No. 2172 superceded the Planning Commission's conditions.

President Coulter suggested including those clarifications in the Staff report.

Shawn Edgar stated that he had been working on a feature-length, documentary film for the last 18 months about the Old Orenco area and the progress of the Orenco Woods Golf Course into the development.

- He offered the film, which would be complete in about one week, as a document for the Commission to consider before making its decision. He confirmed the film was relevant to the modification and to the reasons and possible connection of both Dogwood and Birch.
- He had interviewed City Councilor Ed Dennis and Mayor Hughes, who stated on video that as long as they were in control, those roads would not be put through. They implied that the makeup of the Council, just as the makeup of the Planning Commission, determined the outcome and there was no reason they could not be pushed through in the future.
  - At the public meeting, the Applicants stated the City required them to push the roads through, which seemed like a conflict from what was stated today and he wanted clarification about whether they were required, or chose to do that.
- Being home working on the film, he spent a lot of time at home, at the end of 227th, just before the bridge and the curve into Quatama. He noticed between 4 and 6 pm every day, 7 days a week, kids walking by, or on skateboards or bikes as well as adults jogging or walking their dogs. Strangely a lot of cars also crossed the bridge, traveling well over the speed limit, which he had on tape. Visually, it was difficult to judge the speed, but film enabled one to determine those speeds by going frame by frame, and speeds along the roads were 30 to 55 mph.
- The Applicant also stated that their traffic estimate was pushed out to the extreme for the benefit of the neighborhood, yet also stated future end users for their commercial development would be required to show no increase in traffic beyond that; so of course they would push it out to the extreme because it made it better for them.
- If the Applicant wanted to do something for the neighbors, they would decrease that estimate to the lowest point. He wanted the Commission to ask why the Applicant chose to do that.

Commissioner (10:02:44) responded to comments about the interview with Mayor Hughes and Councilor Dennis who commented that under a different administration or Planning Commission, "There is no reason that the connection could not be pushed through." He wanted to give more credit to future City Council or Planning Commission as he could still think of many reasons why the connection would not be put through.

President Coulter stated that all material regarding the application was available through the Planning Department.

Joan Cramer stated she was very pleased by all the questions being raised and that she was testifying tonight for different reasons than her prior testimony. She was raised in Orenco where one could walk the streets, but that was all different now.

- For the last ten years, she was the statewide Injury Prevention Program Coordinator for Children for the Oregon Health Division and she emphatically stated that the bridge was not safe.
- Kids were on the bridge all the time and came from everywhere to cross the bridge. While this was not the Commission's responsibility, it was their responsibility to see if this would be a safe route with more traffic and without the situation resolved.

Vice-President Brewer:

- Noted the bridge continued to come up anytime there was an Orenco issue, and recalled Mr. Blanco encouraging that the bridge be considered in the context with the corner.
- Asked Mr. Odermott to consider how much the modification and project might increase traffic on that corner and bridge, and how much of the cost of improvements burden would fall to this development.
  - **Mr. Odermott** replied the impacts would be reviewed, as well as the associated safety issues.

There was no further public testimony.

President Coulter called for the Applicant's rebuttal.

Ms. Doukas stated that the Applicant would save their rebuttal for the continued hearing in October.

Vice-President Brewer moved continuance of CDP 1-06 (MOD 1) Orenco Woods Crossing to the October 8, 2008 Planning Commission meeting. Commissioner Mathews seconded the motion, which passed unanimously.

There was a brief discussion regarding Staff's concern about Mr. Odermott not being able to get the traffic responses needed by October 8th due to upcoming personal leave and that public testimony be able to be received in response to any new information presented.

President Coulter assured that the public hearing had not been closed and that all the information was available. The challenge for Staff was how to get the requested data to the Commission. He was concerned about meeting the 120-day deadline as there could be other challenges to the application.

Mr. Odermott stated he would be available at the October 8th meeting, but would be reading the material about the same time as the Commission.

V. UNFINISHED BUSINESS-None

VI. NEW BUSINESS

President Coulter noted no resolution numbers had been assigned for the New Business items.

Ms. Raber assigned Resolution No. 1676-P to New Business Agenda Item A, regarding the Density, Design and Open Space Revisions, and Resolution No. 1677-P to Agenda Item B, SN 03-08 Brookwood Avenue.

A. Consider initiation of amendments to the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance regarding one year updates to the Density, Design and Open Space Revisions. Resolution No. ***1676-P*** was available. (Dias/Raber)

Mr. Dias reviewed the Staff report, noting one change had been proposed since the Planning Commission's July 23rd work session to help clarify the subdivision tentative and final plat processes.

- The change was proposed to the Hillsboro Subdivision Ordinance, Article 2, 11A and Article 3, Section 5. He read the proposed language sections found on page 5 of the DDOS One-Year Revision Table attached to the Staff report.

Commissioner Fleisher complimented Planning Staff and especially, Mr. Dias for putting the material together. It was an extremely complicated subject and he found the document extremely readable.

Vice-President Brewer moved approval of Resolution No. 1676-P. Commissioner Mathews seconded the motion, which passed unanimously.

B. SN 03-08: Brookwood Avenue to NE 47th Avenue: Consider a request that the public street segment of NW Brookwood Avenue as shown on the attached map, be officially renamed and recorded NE 47th Avenue and NW Ihly Way. Resolution No. ***1677-P*** was available. (Dias)

Mr. Dias reviewed the Staff report from September 3, 2008, which requested the proposed street name changes to alleviate confusion and enhance fire life safety.

Mr. Odermott explained that Bill Ihly had been a long-standing Washington County Project Manager, and had manned many of the MSTIP projects, including Brookwood Parkway. With Mr. Ihly nearing retirement, the City, in cahoots with County Staff, contemplated changing the road segment's name to Ihly Way as a surprise to him.

Commissioner Callaway observed that the request appeared to be going much more smoothly than Roy Rogers Road did.

Ms. Raber stated that was because this segment was a lot shorter.

President Coulter noted that Fisher Farms was not on Ihly Road.

Commissioner Callaway inquired if any road would be renamed Wink's Way.

Ms. Raber explained that actually, Century Boulevard was traditionally known as Wink's Way. Mr. Brooks was the one who recognized the need for a north-south collector through that area more than 20 years ago, and cajoled and coerced the right-of-way out of developers, even though it did not actually appear on the City's Transportation Plan until the third subdivision.

- She confirmed Mr. Brooks' full name is Winslow Cory Brooks and that Cory Road was named after his middle name. She joked that if the City had another subdivision, it could have streets named after each of the Commissioners.

Vice-President Brewer moved to approve Resolution No. 1677-P. Commissioner Mathews seconded the motion, which passed unanimously.

VII. CONSENT AGENDA – None

VIII. STAFF REPORTS AND INFORMATION

A. West Side Cities Economic Opportunities Analysis (Ribellia/Turiel)

Ms. Turiel reviewed the West Side Cities Economic Opportunities Analysis (EOA).

Commissioner Fleisher was delighted with the study as the inclusion of Hillsboro, North Plains, Banks and Forest Grove struck him as almost enlightened, instead of looking toward Beaverton, Aloha, and so forth. He believed that was the right thing to do.

- Citing the last paragraph of the first page, "the study will include the development of a matrix of land use and other needed requirements common to technology-related firms", he asked if the City was narrowing future industrial growth opportunities to only technology-related firms.
  - **Mr. Ribellia** answered no; the City would not be limited only to its high-tech technology sector but was looking at the issue holistically.
    - The City's 50-year EOA was acting, in a sense, as the flagship of the five studies being done. The City was focusing on emerging industries, as well as its long-standing creative sector, and those companies that had spun off into suppliers, etc.
    - The reason the City approached other local city governments, initially, grew from recognition that the West Side's traded sector industries were driven by technology, and now emerging solar and bio-pharma, and that the development of industry clusters needed to be considered.
    - While those industries were centered in Hillsboro, and the City had the good fortune to be responsible for nurturing their industrial development as a local government, a West Side industry multiplier effect, both for the market and jobs, did exist.
  - The City was broadly defining the uses and range of industrial and employment activities that would be studied.
    - As indicated earlier, the region was not going to address the need for 50-year Urban Reserves of employment and industrial lands. However, the City felt that approach could be hazardous or disadvantageous to the needs of its traded sectors, and felt a larger responsibility to step up to do that study to inform the Urban Reserve process because these clusters were centered in Hillsboro and were a larger part of the city's economic base.

B. Downtown Community Plan Progress Report (Turiel)

Ms. Turiel distributed an additional handout, and reported on the Downtown Community Plan with the following additional comments:

- One Advisory Committee member made a great comment about the downtown being for everybody in Hillsboro, even though Hillsboro had gotten larger and become a community of communities and that the neighborhoods surrounding downtown had a very unique niche within the city.
- Intensive citizen outreach marked the project's first phase, which was now drawing to a close; a third major workshop was scheduled here for September 17th.
  - Long Range Planning staff and their Economic Development counterparts really focused outreach into the surrounding downtown communities.
    - In particular, a concerted effort was made to reach the Latino community, and create a lot of opportunities for input and feedback from that community, which was starting to become very successful.
    - Three satellite offices were now open twice a month on a rotating basis.
    - Staff was out in the neighborhoods inviting people to come in and talk in small groups as well as at the big workshops.
  - Regular updates would be provided to the Commission as the Downtown Community Plan achieved various milestones.

Commissioner Fleisher:

- Stated he had sat in on the first public meeting for the southwestern neighborhoods because he believed it had a number of gross outstanding issues; for example, the area down 1st Street toward Clean Water Services had a very bizarre backwater of industrial uses.
- Hoped Staff would not avoid the hard issues. So far, the documents seemed to reflect a sugar-coated Southwestern District. He did not feel Staff recognized or was addressing that the city had a problem. While he believed solutions existed, they would take a good deal of effort.
- Recalled hearing from a small cluster of older residents who lived among transients and were really concerned about their neighborhood at the community meeting. However, that neighborhood only accounted for 25% of the land area. The rest of the southwest quadrant posed a whole different set of issues that were not identified in the documents.
  - **Ms. Turiel** questioned if Commissioner Fleisher meant by how small industrial uses integrate with downtown revitalization, or other issues that might be related.
- Explained that a mix of issues existed within each of the neighborhoods, including some commercial, residential, industrial, transportation, etc. When he saw the draft, he expected the real issues to be identified and addressed those issues, to bring them to a level where they complemented the commercial area, for instance.

Mr. Ribellia stated that the City had an open house out in the southwestern neighborhood and found that although it was a marginal industrial area, in truth, it was flourishing. There were many smaller businesses on the day Staff drove around, though many were clearly on the margin. He did not see a lot of vacant space, though he suspected there was a lot of turnover.

- He agreed with Commissioner Fleisher about the issues, especially regarding the infrastructure, crime, incompatible mix uses, etc. but he believed it was also a vibrant area from an economic standpoint.

- The Framework Plan would have to address how the City could make the improvement without really shooting itself in the foot, because there was some economic vibrancy of importance to the City.

Commissioner Eyre:
- Concurred with Commissioner Fleisher's concerns.
- Believed the southwestern neighborhood, either in its goals or details, seemed to lack any type of commercial attention.
  - She technically lived in the southeastern neighborhood and noted that the area was built from the old days, so roads just happened around it; the railroad tracks; mobile homes adjacent to businesses, etc.
- Agreed the businesses were there, but this was originally couched as a revitalization. She felt the City should make sure, in each element of the three areas, that it was paying sufficient attention to the community's economic vibrancy, including the Sign Code.

C. Permits and Development Trends Update (Turiel)

Ms. Turiel reviewed the six-month Permits and Development Trends update included in last month's packet, noting that that commercial and industrial uses were holding pretty steady, in terms of development permitting and the City was just starting to see some stability in residential permitting.
- She identified the major multi-family spike of one graph as Arbor Pass at Creekside, the condominiums under construction on NW Cornelius Pass Road.
- She reminded that while entitlements were still occurring, that did not mean the developments would come on line any time soon as the residential market had cooled.
- She explained that the table on the last page presented the review load; the number of decisions that were made via the various review bodies.
- From an economic type of perspective, she noted that businesses were holding onto their cash right now, creating a cash surplus. When the economy starts to turning around, the City might see an influx similar to what was observed several years ago as lenders might start lending again. This influx would mostly affect industrial, but could include some residential.

D. Development Review Monthly Report (Cooper)

Mr. Cooper reported that a few projects had been approved since the report was prepared last week, including:
- Quantum Resource Recovery, a 105,000-sq.-ft. metal, plastics and cardboard recovery firm, to locate north of Highway 26 on Century Boulevard.
- Popeye's application, so everybody could look forward to eating there soon.

Commissioner Callaway noted that a proposed ballot measure would not require permits for any remodeling projects under $35,000. He wondered if there was any formal opposition from other local bodies, such as planning commissions, or school boards across the state who were concerned about the effects on the quality of education, etc.

Mr. Ribellia answered that Building Official Jerry McKee had brought the measure to his attention, and his building organization was organizing was gearing up to oppose the measure. He believed the League of Oregon Cities was also actively gearing up to oppose the ballot measure. He believed Hillsboro would join the effort to oppose the ballot measure as well.

IX. ADJOURNMENT

There being no further business, President Coulter adjourned the meeting at approximately 10:51 p.m.

_____
President

ATTEST: _____
Secretary

Respectfully Submitted by,

Paula Pinyerd, ABC Transcription for
Vickie Ward, Administrative Services Coordinator

CITY OF HILLSBORO

PLANNING COMMISSION
INTERESTED PARTIES SIGN IN

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DATE OF PUBLIC HEARING: September 10, 2008

PUBLIC HEARING: CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

PLEASE PRINT CLEARLY

NAME	ADDRESS, CITY AND ZIP CODE
LAURIE VIZZINI	22980 NW DOGWOOD ST HILLSBORO, OR 97124
Kevin & Sharon Keene	22965 NW Birch st Hillsboro OR 97124
Emily Keene	22965 NW Birch St. Hillsboro OR 97124
Charlie Keene	22965 NW Birch St. Hillsboro OR 97124
ANDRE' MEEK	22885 NW DOGWOOD ST 97124
Jeremiah Northcott	22880 NW Dogwood St 97124
Mike Kilgore	1250 N.W. 231 ST Hills, OR 97124
Abigail Dunagan	22663 NW Birch st. Hillsboro, OR 97124
Tara & Jeff McRitchie	7281 NE Rockridge Place Hillsboro, OR 97124
Catherine Taylor	22885 NW Dogwood Hillsboro OR 97124
HARVEY KEMPEMA	22454 NW DOGWOOD 97124
MATT HENSLEY	495 NW LENOX ST Hills 97124
Pam Bulmann	821 NW 227th 97124
David Fox	6504 NW Birch st Hillsboro, OR 97124
Lorie Azauney	POB 966 Beaverton 97075
Lon BRADLEY	8560 NW 227TH AVE 97124
Christine Armer	1255 NW 228th Ave 97124
GEORGE Andersen	152 NE AUTUMNWOOD TER
Diane Andersen	152 NE Autumnwood Terr 97124
JOSE BLANCO	625 NW 227th AVE, HILLSBORO OR 97124
Dean Bloom	815 NW 229th Ave Hillsboro OR 97124
Bonnie Kooken	700 NW 228 Hillsboro 97124-6530
Ken Kaufman	614 E MAIN ST. HILLSBORO, OR. 97123
Sue Lind	22685 NW. Birch St. Hillsboro, OR 97124

OVER

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PLEASE PRINT YOUR NAME AND ADDRESS CLEARLY IF YOU WISH TO RECEIVE NOTICE OF DECISION ON THIS ISSUE

DATE OF PUBLIC HEARING: September 10, 2008

PUBLIC HEARING: SUB 3-08: IRELAND WOODS II / Orence Woods

PLEASE PRINT CLEARLY

NAME	ADDRESS, CITY AND ZIP CODE
K Shawn Edgar	630 NW 22nd Ave. Orenco, OR
~~Kathy Peck~~	~~833 NW 22nd Hillsboro, Orenco OR~~
~~Bob Peck~~	"
Minh Tran	198 NE 74th Ave; Hillsboro or
JIM LUBISCHER	22720 NW QUATAMA, HILLSBORO, OR 97124
Jil Wrzibel	22495 NW Quatama Rd. Hillsboro 97124

FAX

RE/MAX equity group, inc.
1300 NE 48th Ave
Suite 500
Hillsboro, OR 97124

CASE NO. CDP 1-06 (MOD 1)
OFFERED BY Staff
DATE 9-10-08
EXHIBIT NO. 1

Date 9/10/08
Number of pages including cover sheet ___

To:
RUTH KLEIN
HILLSBORO PLANNING COMMISSION

Phone
Fax Phone 503-681-6245
CC:

From:
BILL METZKER

Phone 503-681-9446
Fax Phone 503-681-9551

REMARKS:

☐ Urgent ☐ For your review ☐ Reply ASAP ☐ Please comment

HI, RUTH,

I'D LIKE TO SUBMIT A COPY OF MY RECENT BLOG-POST IN SUPPORT OF THE OREGCO WOODS CROSSING APPLICATION.

THANKS!

BILL METZKER

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Sign up for our Email Newsletter

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Logged in as Neighbor

William Metzker

LOGOUT

News

Posted: Wed September 3, 2008, 4:53 pm by Bill Metzker

A bit of good news arrived in my mail box for Orenco Station area home (and other property) owners. I receive planning updates from the City of Hillsboro when someone is up to something needing the Planning Commission. There hasn't been much of that, lately. Not even some guy splitting his lot.

But on Sept. 10 at 6:30 p.m., the Hillsboro Planning Commission will consider a modification to the Concept Development Plan for Orenco Woods Crossing residential community. Remember that? Its the development at the former Elks Club golf course in "Old Orenco." It's located north of Quatama, east of 225th and west or Cornelius Pass Rd.

The approved plan called for 147 detached lots, 105 attached lots, private/public space, streets, etc. with preservation of a non-profit transitional housing facility (McDonald House). The modification requests a portion of the development to contain a mixture of commercial and residential uses.

I think this is good news for a couple of reasons. The first is that this development's being back on track makes a positive statement about the future of real estate in our area.

The second reason is the type of development--a mixed use of commercial and various residential types of homes. It's very forward-thinking, in my view, and continues the Orenco Station area model of suburban development.

Factoid: I had heard from someone in a position to know that China is planning its suburbs across the country to be like Orenco Station, with residential and commercial uses existing in proximity to one another. No freeway culture for them. Over the Labor Day weekend, coincidentally, my wife looked out our Orenco Station rowhome window to see a crowd of Chinese people taking pictures of the neighborhood before getting back on the bus and departing.

That's some kind of planning commission, I'd say!

Post a Comment :: (0 comments)

ask bill
Archives

◆ Opinions, Ruminations, Commentary...

Freddie and Fannie	Mon September 8, 2008 2:09 pm	Bill Metzker
Freddie and Fannie. Fannie and Freddie. Almost sounds like a Coen Brothers movie, doesn't it? Or...		
News	Wed September 3, 2008, 4:53 pm	Bill Metzker
A bit of good news arrived in my mail box for Orenco Station area home (and other property) owners. I receive...		
Real Estate Trivia	Thu August 28, 2008, 10:51 am	Bill Metzker
One of the things I struggle with when talking about real estate data and trends is the reliability of the...		
Book Review	Thu August 28, 2008, 10:27 am	Bill Metzker
My New Year's Resolution, to be made either tomorrow or next Tuesday, is to post every day. First, a slight...		
Helpful Property Searches	Thu August 21, 2008, 3:10 pm	Bill Metzker
An article on property searches in real estate trade journal Inman News caught my attention this...		

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GARVEY SCHUBERT BARER

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Please reply to EDWARD J. SULLIVAN
esullivan@gsblaw.com TEL EXT *3106*

September 10, 2008

CASE NO. CDP 1-06 (MOD 1)
OFFERED BY WRG
DATE 9-10-08
EXHIBIT NO. 2

VIA E-MAIL AND HAND DELIVERY

City of Hillsboro Planning Commission
c/o Ms. Ruth Klein
150 E Main Street, 4th Floor
Hillsboro, OR 97123

Re: Orenco Woods Crossing - CDP 1-06 (MOD 1)

Dear Planning Commission:

This firm represents Venture Properties, the applicant seeking modification of the previously granted CDP approval. We have been asked to respond to the opponents' claim that allowing neighborhood commercial uses within the Station Community Residential-Village (SCR-V) zone would be inconsistent with the Medium Density Residential and Low Density Residential Comprehensive Plan designations currently in place on the property. Without any further explanation, the opponents assert that allowing this modification is contrary to the Oregon Supreme Court's decision in *Baker v. City of Milwaukie,* 271 Or 500, 533 P.2d 772 (1975), which holds that the comprehensive plan is a constitution governing zoning and land use decisions. Opponents are incorrect because allowing a small amount of neighborhood commercial development is consistent with the City's Comprehensive Plan.

In *Baker v. City of Milwaukee,* the city adopted a zoning ordinance designating an area, including a site adjacent to the plaintiff, to allow 39 residential or office units per acre. Subsequently, it adopted a comprehensive plan for the city which designated this area as high density residential allowing 17 units per acre. A few years later the city planning commission authorized construction of a 102-unit apartment on property adjacent to the plaintiff's property resulting in 26 units per acre -- less than that allowed by zoning but more than called out in the comprehensive plan. The court granted a writ of mandamus requested by the plaintiff to compel the city to conform its zoning code to its comprehensive plan finding that "a comprehensive plan is the controlling land use planning instrument for a city." As such, "zoning must effectuate the plan and conform prior conflicting zoning ordinances to it." *Id.* at 514.

Given that introduction, there are a number of things about the law, as well as the facts of the present case, that make *Baker* inapplicable. First, in 1977, two years after *Baker* was decided, the Oregon Legislature adopted a review system known as acknowledgment to ensure that amendments to comprehensive plans and land use regulations are consistent with the statewide land use goals. ORS 197.251. Statewide Land Use Goal 2, adopted a few months before *Baker* was decided, carries out the holding in *Baker* in requiring that all city "actions related to land use shall be consistent with the comprehensive plans" of those cities. Acknowledgment requires that the Department of Land Conservation and Development review all amendments to a comprehensive plan or land use regulations to determine whether the amendments are consistent with the goals. Once review is complete, the Department issues an order granting acknowledgment blessing the amendment as consistent with the goals, including as Goal 2 requires, finding that the new regulations are consistent with the existing plan. Similarly, Oregon statutory law sets out the hierarchy of goals, plans, regulations and actions. ORS 197.175(1).

Unlike the situation in *Baker*, the comprehensive plan designation did not follow the zoning in the present case. Rather, in October 2005, the City Council adopted Ordinance 5571 amending the Comprehensive Plan Land Use Maps to re-designate the Orenco Woods Crossing property to RM Medium Density Residential, RL Low Density Residential, OS Open Space and FP Floodplain. The RM area is the portion that is subject to this modification request. The findings attached to that plan amendment decision addressed the implementing zoning and provided in relevant part:

> In order to change the zoning for the property, the Hearings Board and Council will need to find that he "request must conform with the Hillsboro Comprehensive Plan and this Ordinance" and that "where more than one designation is available the particular zoning being sought and show that it is best suited for the specific site, based upon specific policies of the Hillsboro Comprehensive Plan." Hillsboro Zoning Ordinance, section 114(2).
>
> ***
>
> In this case, the potential zoning districts that could be applied to the site include those particular to the station community planning areas (Station Community Residential – Medium Density, Station Community Residential – Low Density, Station Community Residential – Village and Station Community Residential – Orenco Townsite Conservation). The Planning Commission preferred that the SCR-V zoning district be applied to the property and may seek to initiate that zone change. See findings to the DLCD order attached as Ex. A, pgs 5-6.

Coupled with the rest of the findings, including analysis of how the amendment implemented the Goals, particularly Goal 2, the Council found that a station community planning area designation would be consistent with the proposed plan amendments. DLCD agreed with the council's analysis granting acknowledgment of this decision on November 18, 2005.

Although Opponent Lubischer did argue that the City was applying an incorrect plan decision based on inappropriate zoning, Mr. Lubischer did not further appeal the plan decision, or the acknowledgment thereof. On November 30, 2005, the Planning Commission adopted Resolution 1533-P rezoning the Orenco Woods Crossing property to Station Community Residential - Village and consistent with the terms of Ordinance 5571 and its findings. See Resolution attached as Exhibit B. Again, the opponents did not appeal this decision. Unlike the legal landscape at issue in *Baker,* the acknowledgment review statute gives finality to challenges raising Goal 2 and any consistency requirements as they relate to the plan and zone. The failure to pursue an appeal puts the appropriateness of the plan designation, the findings, as well as the zoning determination beyond challenge. In other words, the opponents' cannot complain about a modification request to allow non-residential uses that are expressly permitted by the underlying SCR-V zone when that issue was not raised as part of the plan and zoning proceedings.[1]

Further, the SCR-V designation permitting a commercial component is consistent with the Medium Density Residential plan designation in place on the property. Comprehensive Plan Section 10. Economy, (IV) Implementation Measure (2) provides, in relevant part:

> The City shall develop detailed standards for the location of Neighborhood Commercial development. Neighborhood Commercial developments should not attract regional or City-wide shopping trips. Major industrial, high density and medium density developed areas should contain adequate Neighborhood Commercial activities to meet some of the needs of the major developed uses."

The SCR-V zone encourages including neighborhood commercial development and as such, the SCR-V zoning implements the plan.

The Comprehensive Plan does not classify which planning designations implement particular zoning categories, nor does it specify, except for the Economy policy quoted above, specific uses allowed in each plan area. "Station Community Planning Areas" is a specific plan map designation which includes areas: "to promote medium to high density transit-oriented and pedestrian-sensitive mixed use developments in areas within reasonably close proximity of light rail transit stations." Plan p. 18. Although the plan goes on to say that SCPA plan areas are implemented by the Station Community Planning Area zoning district, nothing in the plan language limits application of SCR-V zoning to only those areas designated SCPA in the plan. What is unique about SCPA is not that non-residential uses are allowed (non-residential uses are conditionally permitted in a medium density residential zone outside of SCPA) but, rather, the proximity of the land to light rail stations dictates a different allocation of those non-residential uses. Given that the Plan and zone change requirements require finding that the proposed zones represents the highest and best use, the City had an obligation to impose SCR-V zoning on the property to allow more intensive uses than what would result from applying a non-SCPA zone. Like the zoning and plan designations on Orenco Woods, in 2000, DLCD acknowledged the

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[1] This hypocrisy is only heightened by the fact that in appealing the DDP determination all of the way to the Oregon Supreme Court, Opponent Lubischer argued the SCR-V zoning classification requires a commercial component and may not be entirely residential.

city's plan amendments creating the SCPA plan and implementing zoning that would allow the application of an SCPA zone on property planed for Medium Density Residential. Again, this decision, and its acknowledgment was not challenged and is final.

In conclusion, the *Baker* decision does not apply to this case because the City along with DLCD found that the plan and zoning designations at issue were consistent in that they complied with Goal 2. Applying the SCP-V designation on the subject property effectuates the underlying Medium Density Residential plan designation and does not provide a basis to deny this modification request.

Sincerely,

GARVEY SCHUBERT BARER

By
Edward J. Sullivan

Enclosures

cc: Kelly Ritz
Mimi Doukas

PDX_DOCS:418442.1 [35264-01000]
09/10/08

Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2524
Phone: (503) 373-0050
First Floor/Costal Fax: (503) 378-6033
Second Floor/Director's Office: (503) 378-5518
Web Address: http://www.oregon.gov/LCD

NOTICE OF ADOPTED AMENDMENT

November 4, 2005

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment
DLCD File Number 007-04

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: November 18, 2005

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

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

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

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Meg Fernekees, DLCD Regional Representative
Eric Jacobson, DLCD Transportation Planner
Brett Estes, City of Hillsboro

<paa> ya

EXHIBIT A

FORM 2

DLCD NOTICE OF ADOPTION

This form must be mailed to DLCD within 5 working days after the final decision per ORS 197.610, OAR Chapter 660 – Division 18.

DEPT OF OCT 31 2005 LAND CONSERVATION AND DEVELOPMENT

Jursidiction: HILLSBORO Local File No.: HCP 4-04

Date of Adoption: 10/18/05 Date Mailed: 10/28/05

Date the Notice of Proposed Amendment was mailed to DLCD: 10/15/04

____ Comprehensive Plan Text Amendment

_X_ Comprehensive Plan Map Amendment

____ Land Use Regulation Amendment

____ Zoning Map Amendment

____ New Land Use Regulation

____ Other: _____

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

A MINOR COMPREHENSIVE PLAN LAND USE MAP CHANGE. EXISTING DESIGNATION IS OPEN SPACE, PLAN CHANGE WAS REQUESTED TO ALLOW REDEVELOPMENT OF THE SITE FOR RESIDENTIAL USES.

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

THE INTITIAL REQUEST WAS FOR A PLAN CHANGE FROM OPEN SPACE, FLOODPLAIN, AND LOW-DENSITY RESIDENTIAL TO STATION COMMUNITY RESIDENTIAL, FLOODPLAIN, AND LOW-DENSITY RESIDENTIAL. THE PLANNING COMMISSION MODIFIED THE PLAN DESIGNATIONS TO INCLUDE MEDIUM-DENISTY RESIDENTIAL, LOW-DENSITY RESIDENTIAL, AND FLOODPLAIN ON THE SITE. AFTER APPEAL, THE CITY COUNCIL FURTHER MODIFIED THE PLAN DESIGNATIONS ON THE SITE TO INCLUDE MEDIUM-DENSITY RESIDENTIAL, LOW-DENSITY RESIDENTIAL, FLOODPLAIN, AND OPEN SPACE.

Plan Map Changed from: OPEN SPACE, FLOODPLAIN, AND LOW-DENSITY RESIDENTIAL

To: LOW-DENSITY RESIDENTIAL, MEDIUM-DENSITY RESIDENTIAL, OPEN SPACE, AND FLOODPLAIN.

Zone Map Changed from: N/A to N/A

Location: WEST OF CORNELIUS PASS RD, NORTH OF QUATAMA RD Acres Involved: 55 ACRES

Specified Density: Previous: N/A New: N/A

Applicable Statewide Planning Goals: HOUSING, URBANIZATION, TRANSPORTATION

Was an Exception Proposed? Yes:_____ No: X

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment **FORTY FIVE (45) days prior to the first evidentiary hearing?** Yes X No _____

If no, do the Statewide Planning Goals apply? Yes _____ No _____

If no, did the Emergency Circumstances Require immediate adoption? Yes _____ No _____

Affected State or Federal Agencies, Local Governments or Special Districts: WASHINGTON COUNTY, CLEAN WATER SERVICES

Local Contact: BRETT ESTES Phone: 503-681-6230

Address: 150 E MAIN STREET City: HILLSBORO Zip Code + 4: 97123-4028

DLCD No. 007-04 (13950)

ORDINANCE NO. 5571

HCP 4-04: ORENCO WOODS CROSSING

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN, ORDINANCE NO. 2793, AS AMENDED, SECTION 14 COMPREHENSIVE PLAN MAPS, APPROVING A MINOR AMENDMENT TO THE COMPREHENSIVE PLAN LAND USE MAP, TO REDESIGNATE CERTAIN TRACTS OF LAND FROM OS OPEN SPACE, RL LOW DENSITY RESIDENTIAL, AND FP FLOOD PLAIN TO RM MEDIUM DENSITY RESIDENTIAL, RL LOW DENSITY RESIDENTIAL, OS OPEN SPACE, AND FP FLOODPLAIN.

WHEREAS, the owner of certain properties, described herein, submitted an application for a Minor Comprehensive Plan Land Use Map change from OS Open Space, RL Low Density Residential, and FP Floodplain to SCPA Station Community Planning Area, RL Low Density Residential, and FP Floodplain for the approximately 55 acre Orenco Woods Golf Course site, and

WHEREAS, the Planning Commission held a public hearing regarding the subject Plan Change on November 29, 2004, January 12, 2005, and January 26, 2005, and received testimony in favor of and in opposition to the proposed change, and

WHEREAS, on February 9, 2005, the Planning Commission voted to re-open the public hearing on the proposed change in order to discuss alternative Comprehensive Plan designations, which might include the RL Low Density Residential and/or RM Medium Density designations, and

WHEREAS, on March 30, 2005, the Planning Commission re-opened the public hearing and received additional testimony in favor and in opposition to the change to the alternative Plan designations RM Medium Density Residential, RL Low Density Residential and FP Floodplain, and

WHEREAS, on March 30, 2005, the Planning Commission closed the public hearing for receipt of new oral testimony and set a schedule for receipt of new written testimony and subsequent rebuttal, which was completed on April 27, 2005, and

WHEREAS, on April 27, 2005, the Planning Commission deliberated on the application materials, evidence, and testimony received in favor of and in opposition to the alternative proposal, and voted to recommend to the City Council that the Council approve the proposed alternative Plan designations, and

WHEREAS, the Planning Commission's recommendation was appealed by two Orenco residents and the Orenco Neighborhood Organization, and

WHEREAS, on June 21, 2005 the City Council received the appeal and scheduled an "on the record" public hearing on this matter, and

WHEREAS, on August 22, 2005, City Council opened the "on the record" public hearing regarding the appeal, received testimony from all parties, and set a deadline for the applicant to provide final written rebuttal, and

WHEREAS, on September 6, 2005 the City Council acknowledged receipt of the applicant's final written rebuttal, closed the public hearing, and after deliberation directed City staff to suggest alternative Comprehensive Plan configurations, and

WHEREAS, on October 4, 2005, the City Council received from City staff four alternative Plan configurations and voted to tentatively approve the "Staff Recommendation / Compromise Option", and directed the applicant's attorney, the City attorney and the City staff to prepare findings in support of that alterative, and

WHEREAS, on October 18, 2005 the City Council reviewed and adopted the findings, which are attached hereto as Attachment "A", as their own with regard to this matter.

NOW, THEREFORE, THE CITY OF HILLSBORO DOES ORDAIN AS FOLLOWS:

Section 1. Comprehensive Plan Ordinance No. 2793, as amended, Section 14 Comprehensive Plan Maps, is further amended as described in subsections 2, 3, 4, 5, and 6 of this ordinance, designating portions of the subject properties described below as RM Medium Density Residential, RL Low Density Residential, OS Open Space, and FP Floodplain:

Tax Lots 3400 and 6600 on Washington County Tax Assessor's Map 1N2-35, Section 35, Township 1 North, Range 2 West, Willamette Meridian, a copy of which is attached hereto and thereby made a part of this Ordinance.

Section 2. That portion of the subject properties described on Exhibit "A-1", and as shown on Exhibit "B-1", as attached hereto, is hereby designated RL Low Density Residential, excepting therefrom that portion located below the elevation of the 100-year floodplain, which portion shall remain designated FP Floodplain.

Section 3. That portion of the subject properties described on Exhibit "A-2", and as shown on Exhibit "B-2", as attached hereto, is hereby designated RM Medium Density Residential.

Section 4. That portion of the subject properties described on Exhibit "A-3", and as shown on Exhibit "B-3", as attached hereto, is hereby designated OS Open Space, excepting therefrom that portion located below the elevation of the 100-year floodplain, which portion shall remain designated FP Floodplain.

Section 5. That portion of the subject properties described on Exhibit "A-4", and as shown on Exhibit "B-4", as attached hereto, is hereby designated RM Medium Density Residential.

Section 6. That portion of the subject properties described on Exhibit "A-5", and as shown on Exhibit "B-5", as attached hereto, is hereby designated RM Medium Density Residential.

Section 7. That portion of the subject properties described on Exhibit "A-6", and as shown on Exhibit "B-6", as attached hereto, is hereby designated RL Low Density Residential.

Section 8. The City Planning Director is hereby instructed to cause the official Comprehensive Plan Map, a part of Ordinance No. 2793, to be amended to include the minor Plan Land Use Map changes set forth in Sections 1, 2, 3, 4, 5, 6, and 7 hereof.

Section 9. Except as therein amended, Comprehensive Plan Ordinance No. 2793, as amended, shall remain in full force and effect.

Passed by the Council this 18th Day of October, 2005.

Approved by the Mayor this 18th Day of October, 2005.

Tom Hughes
Mayor

ATTEST: Paul Waibel
City Recorder

ATTACHMENT "A"
BEFORE THE HILLSBORO CITY COUNCIL

IN THE MATTER OF AN AMENDMENT TO THE COMPREHENSIVE PLAN, ORDINANCE NO. 2793, AS AMENDED, SECTION 14 COMPREHENSIVE PLAN MAPS, APPROVING A MINOR COMPREHENSIVE PLAN LAND USE MAP CHANGE FROM OPEN SPACE, LOW DENSITY RESIDENTIAL AND FLOODPLAIN TO MEDIUM DENSITY RESIDENTIAL, LOW DENSITY RESIDENTIAL, AND FLOODPLAIN ON TWO TAX LOTS TOTALING APPROXIMATELY 55 ACRES.	**FINDINGS IN SUPPORT OF HILLSBORO COMPREHENSIVE PLAN AMENDMENT (HCP 4-04 ORENCO WOODS CROSSING)**

I. Introduction.

A. Procedural History.

Hillsboro Elks Lodge No. 1862, Inc. and Venture Properties, Inc. ("Applicants") seek an amendment to the Hillsboro Comprehensive Plan map from Open Space, Low Density Residential, and Floodplain to Medium Density Residential, Low Density Residential and Floodplain for two tax lots that are approximately 55 acres in size. On May 25, 2005, the Hillsboro Planning Commission adopted Resolution No. 1496-P, recommending approval of this amendment. An appeal of this recommendation was filed on June 20, 2005 by Dan Bloom, Bonnie Kooken and the Orenco Neighborhood Organization ("ONO") (collectively, the "Appellants"). At its July 5, 2005 meeting, the City Council determined that the appeal hearing would be an "on the record" proceeding. The City Council held a public hearing on the appeal on August 22-23, 2005. The Applicants submitted their final written argument on August 30, 2005. The City Council deliberated on the requested plan amendment on September 6, 2005 and tentatively adopted a modified amendment at its October 4, 2005 meeting.

These findings support adoption of City of Hillsboro Ordinance No. 5571, adopting a modification of the plan amendment requested by the Applicants.

B. Incorporated Findings.

The factual assertions set out in October 15, 2004 application and the staff reports dated November 22, 2004, November 26, 2004, January 4, 2005, January 11, 2005, January 12, 2005, January 21, 2005, January 25, 2005, February 4, 2005, February 22, 2005, March 23, 2005, April 8, 2005, April 14, 2005, June 16, 2005, July 1, 2005, August 8, 2005, August 16, 2005, August 18, 2005, August 22, 2005, August 30, 2005, September 27, 2005 and October 3, 2005 are hereby incorporated by reference in their entirety including any attachments or exhibits.

The Council further incorporates by reference Attachment B to Hillsboro Planning Commission Resolution No. 1496-P (Findings in Support, HCP 4-04 Orenco Woods Crossing). The Council further adopts by reference the August 18, 2005 Council Hearing Memorandum submitted by the Applicants. At the same time, the Council modifies some of the incorporated findings. To the extent there are any conflicts between any of the incorporated documents or findings, and these findings, these findings control.

C. Procedural Issues.

The Appellants raised some procedural issues during the course of the Council proceedings:

1. *Type of Appeal Hearing.*

Hillsboro Resolution No. 1620 adopts Rules for Conduct of Land Use Hearings. The Rules "as a matter of policy" limit the evidence to be considered by the Council in appeals from Planning Commission recommendations to "that evidence made a matter of record during the public hearing before the Planning Commission." Rule 5(1). Rule 5(2) gives the Council authority, "in its discretion," to permit a "partial de novo hearing, in which evidence and testimony shall be limited to one or more specific issues defined by the Council."

The Appellants sought a partial *de novo* appeal hearing. (June 27, 2005 letter from Gary P. Shepherd.) They contended that the record was incomplete and should include all relevant facts. Appellants wanted to present evidence of development actions in the vicinity of the Orenco Woods property, additional evidence on traffic issues, housing, school impacts, parks, the McDonald House, and golf course profitability, and a transcript of a June 2, 2005 work session of the Planning Commission. This request was denied by the Council at its July 5, 2005 meeting.

Rule 5(2) requires the Council to explain its reasons for allowing a *de novo* or partial *de novo* hearing. The Rule does not require an explanation of the reasons for denying a request for a partial *de novo* hearing. Nonetheless, there were a number of reasons why the Council denied the request to allow additional evidence. The Planning Commission conducted a number of public hearings and meetings on the proposal, even noticing the plan amendment twice as the proposal evolved. Most of the evidence sought to be introduced was available at the time of the Planning Commission hearings. Conducting an evidentiary hearing would add unneeded complexity to the process and consume more time of the Council. Some of the desired evidence was irrelevant.

2. *Classification of the Amendment as Major or Minor.*

The Appellants assert that the proposed amendment should have been processed as a "major plan amendment" as that term is defined by section 1(II)(G) of the Hillsboro Comprehensive Plan ("any significant change to the Comprehensive Plan text or map initiated by the City Council or Planning Commission" and "significant change" as "one that amends or refines both the Plan text and map, has operative effect over a large geographic area and is likely

to have significant environmental, energy, economic and social consequences"). (June 20, 2005 Appeal Statement from Gary P. Shepherd.) A major plan amendment is processed using an adopted citizen involvement program of particular content.

The proposed amendment is not a major plan amendment because it proposes no change to the plan text. The area of the plan amendment is not a "large geographic area" as that term is used in the Plan. A "large geographic area" would be an entire neighborhood or community that is planned under a separate and incorporated community plan.

Finally, Appellants have shown no prejudice by any procedural error in the processing of this plan amendment. The use of a major or minor plan amendment process is not jurisdictional in character.

3. *Notice of the Plan Amendment.*

The Appellants claim the required DLCD notice was not given. (June 20, 2005 Appeal Statement from Gary P. Shepherd.) The notice to DLCD was provided to DLCD by City staff on October 15, 2004. *See* Exhibit 30 of the record before the Council.

4. *Modification of Plan Amendment Proposal.*

Jim Lubischer argues that the Planning Commission erred in modifying the application under Hillsboro Comprehensive Plan, section 1(IV)(C)(3). That section gives the Planning Commission the authority after a minor plan amendment hearing to "deny or forward a recommendation of approval or approval with modifications to the City Council." According to Mr. Lubischer, the shift before the Planning Commission was a complete change in the application, not a modification. ("Things Change" August 16, 2005 submission from Jim Lubischer.)

The original proposed map amendment was a combination of Station Community Planning Area, Low Density Residential and Floodplain. In the first round of public hearings, concerns were raised that the Station Community Planning Area designation might allow a greater number and density of residential units than desirable. The Planning Commission requested and the Applicants agreed to modify the application to substitute Medium Density Residential designation for the SCPA areas. The reconfigured map amendment was re-noticed with published notices in the *Hillsboro Argus* and mailed notice to nearby property owners and interested persons.

The City Council interprets Hillsboro Comprehensive Plan, section 1(IV)(C)(3) to give the Commission the discretion to modify a requested plan map amendment by changing the requested land use designations. A change from a SCPA designation to a residential designation for desired residential uses is a modification and not a complete change in the application. The modification was to allow the same type, and intensity of development as originally sought. Even if the change were more than a modification, the hearings on the amended proposal were re-noticed and there was a full and fair opportunity to testify and present evidence on the

amended request. No contention has been made that any participant was prejudiced by the failure to afford any different process on the request.

The City Council also construes Hillsboro Comprehensive Plan, section 1(IV)(C)(5) to allow it the discretion to modify the plan map amendment request after the public hearing closes. That provision states that "[a]fter consideration of a proposal or an appeal, the City Council may adopt or deny the minor plan amendment or uphold, reject or modify the recommendation of the Planning Commission." Because this section expressly allows discretion to "modify" the recommendation of the Commission, the changes in the map designations adopted by the Council are within its authority. The modification at the Council level included the designation of low density for the western part of the property, reducing the number of potential dwelling units.

5. *Administrative Notice.*

The Appellants asked the Council to take official notice of summaries of allowed land use applications prepared by the Appellants. (August 17, 2005 Council Submission.) This request was denied under the adopted Rules for Conduct of Land Use Hearings.

Rule 7 allows the Council to take official notice of facts which are judicially noticeable and the Charter, ordinances, resolutions, rules, regulations, and written official policies of the City of Hillsboro. The Council interprets this rule to allow official notice of adjudicative facts only when the proceeding is an evidentiary hearing. The subject proceeding is an "on the record" proceeding and official notice of the land use application summary prepared by Appellants would be inconsistent with Rule 5(1).

A law or policy can be officially noticed under Rule 7, similar to the judicial notice of laws allowed under Oregon Rule of Evidence 202. Although determinations of land use applications are done by ordinance in many cases, the Council does not read Rule 7 to allow official notice of facts in those proceedings in a subsequent and collateral "on the record" appeal. In this case, the Council takes official notice of the Hillsboro Comprehensive Plan, the Parks Master Plan, the Metro Code, Regional Framework Plan and Urban Growth Management Functional Plan.

6. *Written Rebuttal.*

Mr. Shepherd objects to allowance of a written rebuttal argument to the Applicants, contending that it is not required by ORS 197.763, and that it contains new evidence. (Shepherd September 6, 2005 letter.) The issue of whether the written rebuttal is required by the statute is beside the point. The practice of the Council in appellate hearings is to allow rebuttal argument to the proponent of the land use change, following the same order of testimony as set out for evidentiary hearings under Rule 6. It is within the discretion of the presiding officer at a land use hearing to allow written rather than oral rebuttal, as well as a continuance of the hearing for rebuttal, whether written or oral in nature.

The Council announced its practice in connection with the receipt of new evidence. Its practice in "on the record" hearings is to consider, but not rule on, objections that evidence was not presented to the Planning Commission or Hearings Board. Instead, the Council disregards any evidence that was not presented in the evidentiary proceedings. It causes too much delay to have to sort through the record on evidentiary objections or to require those objections in order to preserve an alleged error. The findings adopted in this case are based solely on the evidentiary record created before the Planning Commission.

D. Preliminary Determinations.

1. *Generality of Plan Amendment Proceedings.*

This land use request seeks a change in the plan map, shifting an "open space" designation to low or medium density residential designations. The Applicants have set out a detailed development plan to state their intent and to show how the plan change might be implemented. The specifics of that plan, however, are not before the City for approval. Instead, the issues are whether the plan amendment criteria are met and whether the uses allowed by the plan change, limited by future development approval standards and processes, will create a goal violation or cause the Hillsboro Comprehensive Plan to become internally inconsistent. Many of the contentions in this case, about the effects or legitimacy of the suggested development plan are premature.

2. *Future Processes for Determination of Specific Land Uses and Application of the Hillsboro Comprehensive Plan Policies.*

Instead, the application of standards to particular development approval on this site will occur through the rezoning and site review processes. The rezoning will occur at the recommendation of the Planning and Zoning Hearings Board and through adoption of an ordinance by the City Council. In order to change the zoning for the property, the Hearings Board and Council will need to find that the "request must conform with the Hillsboro Comprehensive Plan and this Ordinance" and that "where more than one designation is available to implement the Comprehensive Plan designation (e.g., R-7 vs. R-10), the applicant must justify the particular zoning being sought and show that it is best suited for the specific site, based upon specific policies of the Hillsboro Comprehensive Plan." Hillsboro Zoning Ordinance, section 114(2).

That same section of the zoning ordinance gives discretion to attach conditions to a rezoning. Those conditions include provisions for limiting access to the site, street improvements for the project and the abutting area, improvement agreements for necessary infrastructure, and other matters. It is at the rezoning step that particular plan policies limiting or allowing development will be applied. The development directions in these findings provide advance guidance from the Council on how plan policies can be applied in the future proceedings.

In this case, the potential zoning districts that could be applied to the site include those particular to the station community planning areas (Station Community Residential – Medium

Density, Station Community Residential – Low Density, Station Community Residential – Village and Station Community Residential – Orenco Townsite Conservation). The Planning Commission preferred that the SCR-V zoning district be applied to the property and may seek to initiate that zone change. As noted below, the SCR-OTC zoning district would appear to not apply to this site since it was not within the original 1908 and 1911 Orenco Plats. If a SCPA zoning district is applied, as appears more likely, development review will occur under HZO § 136. This will require review and approval of a concept development plan and a detailed development plan if the SCR-V zone were applied to the site. If a non-SCPA zoning district is applied to the property, development review will occur through HZO § 133 for the multi-family lots and through the planned unit development process. Potential conflicts caused by development, including, for example, potential conflicts with acknowledged Goal 5 resources, can only be adjudicated through either type of development review. *See, e.g.*, HZO 133(IV)(J).

3. *"Open Space Under the Hillsboro Comprehensive Plan.*

These preliminary observations lead the Council to state the relevance of various parts of the Hillsboro Comprehensive Plan cited in this proceeding. The plan map amendment changes the "open space" designation for a portion of the property. The "open space" plan designation has no implementing zoning district. Nor is the designated property on an acknowledged Goal 5 inventory for open space. The City has an adopted map of significant Goal 5 natural resources that show floodplains, natural habitats, wildlife areas, natural vegetation areas and other open spaces. It has adopted a Natural Resources Management Program Ordinance, HZO § 131A. The "open space" portion of the subject property is not protected by the Goal 5 map or HZO § 131A. The designation of a portion of the property as "open space" on the Plan map is not because of a qualitative evaluation of the property by the City, but solely because of its past use as a golf course.

In this regard, the subject plan amendment does not inventory or amend a list of protected open space within the City under OAR 660-023-0220(2). Nor has the City adopted a list of significant open space resources as part of an open space acquisition program under OAR 660-023-0220(3). It has no protective regulations for land identified as significant open space.

Instead, the Hillsboro Comprehensive Plan treats "open space" largely as land to be protected during the development process. The Plan policies on open space speak about assuring open space "at the time of development" and encouraging (as opposed to mandating) its creation and maintenance elsewhere. HCP, section 6(III)(A)(1) – (4).

4. *Plan Amendment Approval Criteria.*

The key criteria for assessing the proposed plan amendment are those for a minor plan amendment map change stated in HCP § 2(IV)(B), which states that:

> "An applicant for such a Map amendment shall show: 1) that the property is better suited for uses proposed than for the uses for which the property is currently designated by the Plan; and, 2) that a need exists for the proposed Plan Map

designation that is not already met by existing Plan Map designations in the general area."

The Council interprets these standards as follows:

a. The issue in the first criterion is whether there are characteristics of the property itself that make it better suited for other uses than the ones currently designated. The relevant characteristics of the property include its size, location, proximity to protected natural resource areas, existing development, development constraints, availability of public facilities and services, and other factors that affect the type and degree of land use.

b. The establishment of a new land use designation under these standards is guided by the goals stated in HCP, section 2(I) (accommodate long-range population growth, control the economic, environmental and energy consequences of growth, retain agricultural land, orderly and efficient extension of public facilities and services, efficient development of land consistent and compatible with community needs and resources, decent housing, employment opportunities, high degree of liveability, consistency with regional urban growth boundary).

c. The suitability of property for open space is partly determined by whether the property meets and will continue to meet the definition of "open space" set out in HCP, section 6(II)(B).

d. The suitability of property for residential uses depends, in part, upon the ability of the property to meet the residential housing policies set out in section 3(III) of the Plan.

e. In the context of a proposed change to a residential plan diagram designation, the "Plan Map designations in the general area" means the Hillsboro Planning Area as defined in HCP section 2(II)(A). The Plan policies on housing speak to the planning area as the relevant geographic area in assessing housing needs. *See*, Hillsboro Comprehensive Plan, section 3(III)(A)(B)(C)(D)(F)(G)(H)(M)(N)(S).

5. *Relevance of Plan Text.*

In determining whether the Hillsboro Comprehensive Plan will remain "coordinated" and "interrelated" under ORS 197.015(5) and Goal 2 because of the allowed plan map amendment and whether the amendment is consistent with plan policies, the Council finds as follows:

a. The Plan states a number of "goals" which are largely aspirational and not intended to state land use decisional criteria. These goals are relevant in interpreting and applying the stated policies of the Plan. The policies are the most relevant textual provisions in assessing whether the Plan is internally consistent because of a diagram amendment. The implementation measures are usually directed to administrative and legislative actions of the City, but sometimes may state a policy for making a land use decision.

b. Many of the Plan policies are intended to apply at the time of zoning and are not as relevant to a plan change. A zoning decision requires a showing of conformance with the

Plan and a justification of any choice between competing zoning districts based on Plan policies. HZO § 114(2). In particular, the implementation measures in the Urbanization section of the Plan speak about encouraging development at the time that urban facilities and services are available. Hillsboro Comprehensive Plan, section 2(IV)(A). These measures generally do not apply to plan amendments. Instead, they are relevant to zoning actions and conditions, and other land use decisions. It is not the intent of the Hillsboro Comprehensive Plan to designate future land uses only if present facilities and services are available to the property. Instead, the converse is true. The land uses designated in the Plan drive the planning for future public facilities and services.

II. Application of Hillsboro Comprehensive Plan, Section 1(V)(B) ("Better Suited" Criterion).

The June 20, 2005 appeals statement and the written and oral testimony in opposition to the plan amendment claim that the proposed change violates Hillsboro Comprehensive Plan, section 1(V)(B) in that the property is not better suited for the proposed residential uses than for the open space uses for which the property is currently designated. The Appellants argue that "better suited" is not determined by a showing of a housing shortage. They state that the financial condition of the Elks is immaterial to the application of this criterion. Instead, "better suited" involves issues of compatibility to adjacent property. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

The written and oral opposition testimony addresses the existing density of development in Hillsboro, the need for additional parks and open space, the failure to attain benchmarks for the amount of parkland in the city, the irrelevance of the Elks financial condition or the City's ability to purchase the property to the plan change criterion, and the immateriality of the detailed development plan to assessing this standard. Jim Lubischer contends that placing development directions in the decisional document supports the conclusion that the property is not "better suited" for residential use; the "better suited" analysis has to look at the disparate impacts of residential versus open space uses in a number of ways: traffic generation, demands for public facilities and services (including schools), and the effects on the policies implemented by the OTC zoning); the historic use and designation for the property was open space when it was purchased by the Elks; and, the change will lessen preservation of the area around the McDonald House. ("Things Change" August 16, 2005 submission from Jim Lubischer.)

The Urban Greenspaces Institute argues that the site should be considered for a regionally significant park because of the historic McDonald House and the Rock Creek corridor trail. The Audubon Society of Portland testifies that the evidence shows that the site has unique value for open space as one of the last undeveloped properties along Rock Creek. ONO asserts that the property is better suited for a combination of open space in the west and central parts, with residential in the southeast part of the site, and that funding could be found for the parkland. (August 22, 2005 Council letter.) Al Waibel also notes that the imposition of development directives to attain compliance with the approval standards is insufficient. (Waibel August 22, 2005 letter.) Shaun Starr and Kimberly Culbertson contend that this site is Hillsboro's last chance to have a major park along the light rail.

In assessing these contentions, and applying this criterion, the Council finds as follows:

1. The Appellants are correct that "better suited" is not determined by showing that there is a housing shortage. This criterion is not a "need" criterion. By the same token, the need for parkland is also immaterial to application of this criterion. Instead, this factor goes to whether the characteristics of the property itself or its setting makes it "better suited" for residential uses than for open space uses.

2. The core reason why the property is better suited for residential uses than open space uses is because it is close to two light rail stations. The light rail system is more likely to be used by the residents of this property than if those persons resided somewhere else further from the light rail station. The City and the region have a great number of policies supporting increased densities near light rail stations in order to maximize the use of and investment in the light rail system. *See, e.g.*, Hillsboro Comprehensive Plan, section 13(III)(C)(3) (higher densities near transit service to reduce trip generation for motor vehicles) and section 15(V)(A) (target densities in Orenco SCPA); Metro Code 3.07.610 *et seq.* (Title 6 of Urban Growth Management Functional Plan on Central City, Regional Centers, Town Centers and Station Communities). These policies are better implemented by the use of part of the property for residential uses.

3. The Appellants argue that more demands will be placed on the street system and other public facilities and services if the property is used for residential development than if it were used for passive uses. It is likely that residential development of the property will place more demands on roads, schools, utilities and other public facilities and services than if the property were developed for passive, open space uses. From a comprehensive planning perspective, however, the issue is not whether those demands will be created within the City. They will be created whether the residential development is located on Orenco Woods Crossing or somewhere else. Instead, the issue is whether this property has characteristics that make it harder or more expensive to serve with public facilities and services, so that it is comparatively less valuable for residential uses than for open space uses. The evidence does not show any particular characteristics of this property that makes it difficult or more expensive to serve. Indeed, it is generally more efficient to infill property than to develop land on the urban fringe. Thus, the immediate availability of urban facilities and services makes the property better suited for residential development than for passive or undeveloped uses that do not need those services. The relevant inquiry is whether this property has better qualities for potential residential uses, compared with other properties, than it has for potential open space uses, compared with other open space property.

4. The Appellants raise a good argument that the property's location next to the Old Orenco neighborhood makes it less suited for residential development than other property not so situated. City policy favors preservation of land use patterns within the Old Orenco neighborhood. More intense and adjacent residential development may force some changes in the development pattern or create demands on neighborhood streets. The Council has considered this argument in the balance of considerations relevant to this criterion, but does not consider it to be decisive. The other factors favoring the comparative value of this property for residential uses (proximity to light rail, available public facilities and services) predominate.

5. The size of the property makes it better suited for residential development. Residential development of this size can spend more on public improvements and more easily afford dedications of land for public uses. Here, the size of the development allows potential construction of the Rock Creek Bridge and dedication of substantial acreage for parkland and open space uses. By contrast, the size of the property works against its acquisition and use for parkland or other public uses because it is more expensive than smaller tracts and less affordable.

6. The Plan's policies on housing can be implemented by residential uses of portions of the property. Hillsboro Comprehensive Plan, section 3. The property is buildable. It can accommodate a variety of housing units. Residential development can be provided with the appropriate level of public facilities and services and the development will allow the retention of significant areas for open space and recreation. Residential development at the western part of the property can be designed to be reasonably compatible with the Old Orenco neighborhood. As an example of how the property can be planned and developed consistent with plan policies, the Council adopts development directions later in these findings.

7. Similarly, the property can be developed consistent with the goals set out in section 2(I) of the Plan. There is nothing about the characteristics of the property that would prevent it from accommodating population growth, developing with appropriate environmental safeguards, efficiently using public facilities and services and developing consistent with community needs, providing decent housing and allowing an environment with a high degree of liveability.

8. By contrast, these qualities of the property make it less suited for "open space" designation on the plan diagram. It gains little in its value for recreational or parkland uses because of its proximity to a light rail station. The property is not aided functionally in its use for passive, recreational uses by the full availability of public facilities and services.

9. Except for its past use as a golf course, the characteristics of the relevant part of the property do not fit the definition of "open space" set out in Hillsboro Comprehensive Plan, section 6(II)(B). Certainly, the parts of the property retained in floodplain designation or constrained by resource overlays are legitimate open space uses and the residential plan designation does not include those areas. There is no evidence that the upland portions of the property are needed to be used for open space in order to conserve or retain the wetlands or floodplain areas. The water quality of the creek can be protected from the effects of residential development. If the property were retained as a golf course, it would continue to be used for open space and recreational opportunities. But the record does not suggest anything about the property itself that makes it particularly valuable or functional as a golf course compared with other properties. Classification of the relevant part of the property as open space is not necessary to protect bird rookeries, spawning beds and wildlife habitat areas.

10. There are two characteristics of the relevant part of property that promote its retention in open space and floodplain designations. First, it does have open space value because of its proximity to the Rock Creek wetlands, floodplain and wildlife habitat areas. Goal 5 recognizes that property can have value because it enhances "the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries or other open space." Second, the part of the property near the McDonald House may have some open space

value because it enhances or better preserves the historic structure, or allows preservation of an historic setting. This latter issue is addressed below. These qualities have been considered by the Council. The associative value of the property because of proximity to the floodplains or an historic structure is less valuable than its value for residential purposes.

11. Residential designation of a portion of the property provides more flexibility in use than retention of the existing plan designations. The residential designation does not preclude use of the residentially designated property for open space uses in part. It is expected that the residential development of the property will allow dedication of land for parks and development of the Rock Creek trail. A significant part of the property will continue to be designated for floodplain and open space uses. On the other hand, retention of the open space and floodplain designations for the entire property would require exclusive open space uses.

12. Thus, while the property has some value for open space uses, on balance, it is better suited for residential uses. More intense uses capitalize on the location near light rail and availability of public facilities and services. Residential designation allows a variety of uses, including open space. The uses allowed by an open space designation are not clear.

III. Application of Hillsboro Comprehensive Plan, Section 1(V)(B) (Residential Land Need Criterion)

This criterion requires that a need exists for the proposed Plan Map designation that is not already met by existing Plan Map designations in the general area. The Appellants contend that the proposed amendment violates Hillsboro Comprehensive Plan, section 1(V)(B) because any need for residential land is already met by the existing residentially designated land in the general area. They argue that "general area" should be construed to be land within a few miles of the site, or, at best, the area within the city limits. Even still, the City complies with residential dwelling targets in the Metro Urban Growth Management Functional Plan. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

The written and oral testimony of the opponents was directed to the supply of housing in the immediate Orenco area. Mr. Shepherd argues that the Orenco area already contributed one-third of the City's new housing and that the City already complies with its Metro commitments for housing. Jim Lubischer asserts that "general area" should be interpreted to mean the immediate vicinity of the plan amendment, and not areas outside of the city limits. Mr. Lubischer also states that the effects of redevelopment were not considered in the housing needs analysis relied upon (the 2005 planning staff analysis), that the housing needs analyses did not look at the "general area" and several did not use a constrained population forecast. ("Things Change" August 16, 2005 submission from Jim Lubischer.)

ONO contends that the Orenco area contributed 38% of the City's housing need, while occupying 12% of its area. (August 22, 2005 Council letter.) Shaun Starr and Kimberly Culbertson argue that the increasing infilling of residential dwellings is not reflected in the housing need calculations. Nor is mixed use development, accessory units, county islands and urban growth boundary expansion taken into account. (August 22, 2005 Council letter.)

At page 2 of the Appeal Statement, Appellants recognize that there is a need for additional housing within Hillsboro, "There is and may always be a housing need in our growing metropolitan region, including Hillsboro." This conclusion is supported by the following studies and analyses:

1. 1995 Major Periodic Review: Summary: Changed Circumstances; Unanticipated Developments; Cumulative Effects of City Actions, completed by the City of Hillsboro;

2. 1998 Metro Functional Plan Compliance Report, completed by the City of Hillsboro;

3. 2000 City of Hillsboro Housing Need Study, completed by Johnson Gardner and City of Hillsboro;

4. 2004 Housing Needs Report, completed by Ferrarini & Associates; and

5. 2005 City of Hillsboro Staff Analysis.

However, at page 4 of their appeal, Appellants discount Applicants' Housing Analyses (completed by Ferrarini & Associates) because they do not match the City Housing Analysis. Each report utilized slightly different assumptions and slightly different study areas. But all five reports, including those prepared by the City of Hillsboro, show a shortage of residential land in the Hillsboro Planning Area.

In evaluating arguments under this criterion, the Council concludes as follows:

1. The relevant "general area" for purposes of this criterion will depend upon the type of land under consideration and how the Plan addresses that category of land. The land use types needed for citywide need are more likely to be evaluated based on the Hillsboro Planning Area. The land use categories used for more specific and local needs (open space, floodplain, and public facilities) can be assessed against a more local inventory of plan designations. Here, the relevant general area is the Hillsboro Planning Area. This is the area addressed in the plan policies on housing.

2. The criterion goes to the need for residential land during the relevant planning period, not just to any immediate or short-term need for residentially designated land. The relevant planning period is the 20-year buildable land supply addressed in ORS 197.299 (stating Metro's obligations to ensure accommodation of this supply of land). As implemented, that period extends to 2022. Thus, the relevant planning period for this criterion extends to at least 2022 and could extend to 2025 (a twenty year period from the time of the plan change).

3. There is a large amount of credible information in the record about housing need. The five reports, cited above, studied the need for more residential land in Hillsboro. All five find that the City does not have sufficient residential land to meet its obligation under Goal 10. Of the five reports, the 2005 Hillsboro Staff Analysis provides the most compelling evidence on

housing need. This report concludes that the City's housing inventory in the Hillsboro Planning Area is 1,109 units below what is needed over the next 20 years. This report did not consider infill and redevelopment potential. However, since 2000, some infill parcels of residential land have been developed. The two largest parcels that were available for infill in 2000 (totaling 19.3 acres, almost half of what was available for infill or redevelopment in 2000) have since been built-out or plans have been approved by the Planning Department, i.e. Stonewater. Therefore, the infill and redevelopment potential that was cited in the 2000 Housing Needs Report has been substantially reduced. The Council concludes that there is an unmet need for additional residential land in the Hillsboro Planning Area during the relevant period. In fact, the 2005 Hillsboro Staff Analysis may underestimate the need because it is based on a constrained forecast that assumes the City's population will grow at an average annual rate of 1.5% over the next twenty years, a rate that is far below the 20-year historic growth rate of 5% cited in the Housing Needs Report.

Even if "general area" is interpreted to mean the immediate area, there is still a need for residential land in the planning period. Appellants note the generally higher residential densities near the site, stating that this portion of the City should not bear the burden of additional homes. Within a mile radius of Orenco Woods, there will be approximately 19,603 new residents by 2007. *See* December 29, 2004 Letter from WRG (Exhibit 23). This figure equates to a gross density of 9.75 residents (or 4.1 dwelling units) per acre,[1] well below the Orenco SCPA goal of 45 dwelling units per acre in Section 15 of the Hillsboro Comprehensive Plan.[2] In Section 15 of the Hillsboro Comprehensive Plan, the City decided to concentrate housing and jobs around the light rail stations to support transit use:

> (D) Zoning districts which implement the Station Community Planning Area designation shall include the following:
>
> > (1) Development and design standards for buildings, streets and public spaces that are oriented toward the pedestrian while not excluding the automobile;
> >
> > (2) Concentration of housing and/or jobs in centers that encourage transit users to live and work near transit stations;
> >
> > (3) Provision for public and private amenities, including parks, plazas and other facilities to support the higher densities and mixed use developments;
> >
> > (4) A multi-modal circulation system that links uses of bus, bicycle, carpool/vanpool, shuttle service, auto and light rail with pedestrians: and

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1 This result is reached by using the multiplier from the January 3, 2005 staff report for the Housing Need Study in Exhibit 23.

2 "The Orenco SCPA is designated as a 'station community' in the Region 2040 Growth Concept. Overall density targets of 45 persons per net acre are anticipated under this regional designation. The City will map specific zoning districts which allow the overall density targets to be achieved. Given the amount of vacant land available for intensive mixed use development to the north of the Orenco light rail station and strong high tech employment growth in the immediate vicinity, the Region 2040 density targets are achievable."

(5) Provisions that reduce off-street parking requirements within Station Community Planning Areas

In this more immediate 'general area' it is certainly appropriate to concentrate housing. This Plan provision requires open space, not as a primary land use in this area, but as a use "to support the higher densities and mixed uses developments." The Orenco Woods development and Plan amendment will not result in high density housing. Almost half the property will be publicly accessible parks and open space. The Council modified the plan amendment to reduce the density. Approval of this proposal will allow single family detached homes adjacent to the Orenco district, subject to buffering standards of the SCPA regulations.

Appellants state that Hillsboro was able to comply with Metro's Title 1 target capacity of 14,812 dwelling units for 2017. This Metro target is focused on the efficient use of existing zoning within the city limits, and is not based on population projections or employment capacity. In the January 3, 2005 Staff Report on Housing Need (Exhibit 23), Ms. Antonini utilized the same 1998 Hillsboro Functional Plan Compliance Report to point out that Hillsboro has capacity for 58,247 additional jobs in 2017, and at a ratio of 1.5 jobs per housing unit, Hillsboro would need to add about 38,831 dwelling units by 2017. The City only has capacity for 14,896 units, leaving a housing deficit of 24,000 homes. This demonstrates that compliance with Metro's Title 1 does not insure that there will be a sufficient housing supply for a city, only that the land currently designated as residential is used efficiently, such as an average density of 10 dwelling units per acre.

The Council concludes that there is a need for additionally designated low and medium density residential land on the Plan map that is not met by designations within the Hillsboro Planning Area or within the immediate vicinity of the plan amendment area.

IV. Application of Goal 11 and Hillsboro Comprehensive Plan Provisions on Public Facilities and Services.

The Appellants assert that the proposed amendment violates Statewide Planning Goal 11. They claim that the allowed development will exceed the available public facilities and services, particularly schools. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

In the same vein, Appellants argue that the proposed amendment violates Hillsboro Comprehensive Plan, section 2(III)(A) which states a policy that "[u]rbanization within the planning area shall be consistent with the goals and policies of this Plan. Development shall occur according to the availability of urban services and within the context of the Urban Planning Area Agreement." (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

Similarly, the proposed amendment is claimed to violate Hillsboro Comprehensive Plan, section 2(IV)(A) stating an implementation measure that "[u]rban development shall occur where urban services exist or are available. It is the intent of this Plan to encourage development in those areas where such services are currently available or can be readily provided in a logical manner." (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

The Appellants further claim that the proposed amendment violates Hillsboro Comprehensive Plan, section 2(IV)(A)(4) (implementation measure on the availability of "school districts" within five years of a development approval), as well as section 12(I)(B) (goal to use availability of public facilities and services as a guide for urbanization), section 12(I)(D) (goal that existing land uses be supported by needed public facilities and services), section 12(I)(E) (goal that future development be guided by timely, orderly and efficient provision of public facilities and services), section 12(III)(D)(policy to supply public services and facilities at a sufficient level), section 12(III)(E) (policy of ability of residents to pay for public facilities and services as "prime consideration" in determining appropriate densities and uses in planning area), section 12(III)(G) (policy of location of schools as a tool in directing future growth), section 12(III)(J) (policy to work with school districts on facilities plan), and section 12(V)(J) (implementation measure on schools and public facilities planning and consideration of school capacities, population and assessed value "during the development approval process"). (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

The Appellants suggest that the schools are already in excess of capacity, particularly in light of planned and additional development. They claim that other proposed development must be considered in connection with these standards and the opponents criticize the Applicants for failing to produce evidence on the effects of other development on school capacity. The opponents claim that schools lacked capacity to serve any newly designated residential areas and would not be available within five years. The proposed amendment is also claimed to violate ORS 195.100. (June 20, 2005 Appeal Statement from Gary P. Shepherd.) There was testimony on the enrollment at the local elementary school. Al Waibel asserts that it is wrong to assume that schools will expand to meet future needs. (Waibel August 22, 2005 letter.)

Applicants have provided two Service Availability Forms from the Hillsboro School District that show that there is sufficient immediate capacity to accommodate the proposed Orenco Woods development. (November 15, 2004 Service Availability Form from Hillsboro School District, HCP 4-04 Exhibit 25) and (December 15, 2004 Service Availability Statement from Hillsboro School District, HCP 4-04 Exhibit 23). The key data include:

School	**Level**	**Capacity**	**Enrollment 10/1/04**
Orenco Elementary	Elementary School	672	567
Poynter	Middle School	800	770
Liberty	High School	1800	1171

Expected Impact from Orenco Woods:

School	**Level**	**Students**
Orenco Elementary	Elementary School	78.3
Poynter	Middle School	32.4
Liberty	High School	29.7

HCP Section 12 describes Public Facilities, and outlines several goals and policies for public facility planning. It clarifies that the City should actively plan for future public facilities

to accommodate the future population growth of Hillsboro. As noted above, the issue at the plan amendment stage is whether there are constraints that would preclude the provision of public facilities and services to the site during the planning period. The more immediate availability of public facilities and services becomes more probative under the policies at the time of "development". No issue has been raised with respect to the current or future availability of public facilities and services, other than school and roads.

More specifically, section 2(III)(A) of the Plan largely affects the transition of rural or urbanizable land to urban land. The current site is urban land and not within the scope of that policy. Section 2(IV)(A) of the Plan is partly relevant. The parts of this implementation measure discussing "development," however, apply during rezoning and other development processes and not at the time of plan amendment. Section 2(IV)(A)(5) encourages infilling and the plan amendment allows the filling in of underdeveloped land with urban uses. Section 2(IV)(A)(5) emphasizes the importance of density around light rail transit stations and supports the approval of the plan amendment.

Section 12(I)(B) states a goal to use the availability of urban facilities and services as a tool for guiding urbanization. This goal goes to the timing of development and not plan diagram designations, but is implemented by the plan amendment since urban facilities and services are available to the site, and generally can be provided. Section 12(I)(D) discusses provision of services to existing land uses and is not relevant to a plan change for different land uses. Section 12(I)(E) states a goal for the provision of facilities and services to future development. This applies at the time of zoning and development review. The same thing is true for section 12(III)(D), requiring a sufficient level of public facilities and services to support housing. The development allowed by this plan amendment can occur consistent with the provision of adequate public facilities and services. Section 12(III)(E) suggests that development occur at a sufficient density to allow for the economical provision of public facilities and services. This supports medium density residential plan designations and sufficient density on the site to allow financing of the road improvements and parkland by the developer. Section 12(III)(G) supports the plan amendment, since the parcel is adjacent to an elementary school site and is preferred for residential development over parcels not so close to schools. Section 12(V)(J)(2)(d) applies during the development approval process and not at the time of a plan amendment.

Based on the service availability statements from the Hillsboro School District, testimony of the Applicants, and the other evidence in the record, the Council finds and concludes that Goal 11 and that these portions of Hillsboro's Comprehensive Plan Sections 2 and 12 have been met with respect to school facilities. Accordingly, Assistant Superintendent for the Hillsboro School District, Betsy Miller stated that the official Strategic Planning effort began in spring of 2005 to address population growth and school capacity. A new middle school for this area is on the top of the priority list.

The Council further finds and concludes that, based on the discussion in Part V of these findings below, that transportation facilities will be available at the time of development. The Commission was aware that some transportation facilities to serve the area were planned, but not yet in place, so recommended phasing of the project, if necessary, to assure concurrency of these services. The Council agrees with that recommendation and commits itself to implementing it

during the rezoning and development processes as per the development directions below. Goal 11 and the applicable standards in the Hillsboro Comprehensive Plan with respect to transportation services are satisfied.

V. Application of Goal 12, the Transportation Planning Rule and Hillsboro Comprehensive Plan Policies on Transportation.

The opponents of the plan change contend that the proposed amendment violates Statewide Planning Goal 12, largely for the reasons asserted with respect to contentions about section 13 of the Hillsboro Comprehensive Plan. (June 20, 2005 Appeal Statement from Gary P. Shepherd.) Jim Lubischer argues that the traffic generated from residential use of the property will change the character of the Old Orenco streets. ("Things Change" August 16, 2005 submission from Jim Lubischer.) Gary Shepherd argues that the unamended Goal 12 Rule applies to the plan amendment and the limitations stated in *Jaqua v. City of Springfield,* 193 Or 573 (2004). Mr. Shepherd suggests that Cornelius Pass Road will fail after 2006 with the impacts from residential development of the site and that the Cornelius Pass Road improvements are not even scheduled in the 2007-2012 STIP projects. The decision failed, in his view, to take appropriate mitigation measures under the Transportation Planning Rule.

The opponents charge that the proposed amendment violates Hillsboro Comprehensive Plan, section 13(III)(A)(1), (D)(1), (F)(2), (G)(3), (VII)(A) and (VII)(O). Section 13(III)(A)(1) requires the City to "build, maintain and/or support a well-defined and safe transportation system within the City." Section 13(III)(D)(1) requires that the City "maintain a level of service consistent with regional goals and reduce traffic congestion." Section 13(III)(F)(2) promises to "relate the design of street capacity and improvements to their intended use." Section 13(III)(G)(3) requires constructed transportation facilities to "comply with applicable City landscape and design standards." Section 13(VII)(A) requires evaluation of land use actions that would create substantially higher traffic volumes than assumed in the development of the City's transportation maps and precludes land use actions that would exceed the street capacities of the transportation maps. Section 13(VII)(O) states street design standards. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

The Appellants also contend that the plan change will exacerbate existing capacity problems on Cornelius Pass Road and create noncompliance over the planning horizon. They point to the intersection of Cornelius Pass Road and Quatama Road and to the bridge at 227th Avenue and Cornelius Pass Road. The Appellants state that residential development will change the character of the streets in Old Orenco. (June 20, 2005 Appeal Statement from Gary P. Shepherd.) Jim Lubischer claims that actual capacity of the Old Orenco streets has to be considered in evaluating traffic impacts, not their functional classification as collector or neighborhood streets. Mr. Lubischer also suggests that these standards require concurrency and "no negative impact" on Cornelius Pass Road, and that the Planning Commission concern about this was not incorporated into their findings. He notes that connection of the development to the Old Orenco streets will violate these plan standards and failure to connect will violate the Transportation Planning Rule (TPR) or Metro standards, and that this is not excused by Metro Regional Transportation Plan section 6.4.5(2)(d) that limits uses of cul-de-sacs to "situations

where barriers prevent full street extensions." ("Things Change" August 16, 2005 submission from Jim Lubischer.)

Mr. Shepherd adds that limiting connection to Old Orenco will violate the Transportation Planning Rule, and Policy 6.4.5 of the Metro Regional Transportation Plan. (August 17, 2005 Council letter.) Mr. Shepherd notes that access to Cornelius Road would be precluded under a Washington County code provision restricting access to arterial streets, WCC 501-8.5(B)(4), and traffic would be forced to go to Quatama. According to Mr. Shepherd, the applicant's traffic analysis understates this traffic effect on the intersections of Quatama with Cornelius Pass and 76th Avenue. (August 22, 2005 Council letter.) Al Waibel echoes concerns about the additional traffic load onto Cornelius Pass Road or the Quatama/227th Avenue Bridge. He also states that the traffic study assumption that no traffic will turn west on Quatama Road and cross the bridge is not correct. (Waibel August 22, 2005 letter.)

The Council finds that the September 2004 transportation impact analysis report prepared by Kittelson & Associates, Inc. (KAI), and subsequent letters dated December 22, 2004, January 24, 2005, March 30, 2005 and April 6, 2005, demonstrated that the proposed comprehensive plan amendment will comply with the Transportation Planning Rule, which implements Statewide Planning Goal 12. The Council finds that the travel demand forecasts prepared for the Washington County and City of Hillsboro transportation system plans were based on the underlying plan and zoning designation of Washington County, i.e., Institutional. When Washington County and the City of Hillsboro adopted their transportation system plans in the years 2002 and 1999, respectively, the Orenco Woods Crossing site was in unincorporated Washington County, where the Institutional designation applied. Because the TPR requires the underlying designation be used as the basis for comparison to a proposed new designation, the Washington County Institutional designation was used. This fact, in view of the TPR, is independent of the action taken by the Applicants to have the Orenco Woods Crossing site annexed into the city limits of Hillsboro in 2004, where the City of Hillsboro Open Space plan designation now applies.

The Council accepts the Applicants' September 2004 transportation impact study and subsequent analyses. It shows that, under reasonable worst-case conditions, the site trip generation potential is much higher under the Washington County Institutional designation than for the designation originally proposed by the Applicants' of Station Community Planning Area, which had a maximum housing count of 400 units. The proposed plan change has been modified to a lower density designation on the site, consisting primarily of Medium Density Residential with a small portion of Low Density Residential, yielding a likely housing count of approximately 240 units (plus or minus five percent). The final density under the modified plan map land allocations will generate less traffic than the land uses allowed under the relevant transportation system plans. Thus, there is no need to preclude this type of use under Goal 12, the TPR and the applicable Hillsboro Comprehensive Plan provisions.

Based on a review of the information contained in the September 2004 transportation impact study, the subsequent transportation impact analyses provided by KAI, and subsequent transportation impact analyses prepared by staff from Washington County , and the analysis of the independent traffic engineering consultant representing the City of Hillsboro, the proposed

comprehensive plan change will not significantly affect the surrounding transportation facilities and is in compliance with the Transportation Planning Rule. The Council believes this testimony and evidence.

Access to Quatama Road and Cornelius Pass Road

All transportation impact analyses prepared by KAI and submitted to the City of Hillsboro and Washington County conclude that under year 2006 build-out conditions, and under planned conditions for the forecast year 2020 condition, the abutting streets of Quatama Road and Cornelius Pass Road will function at levels which meet the operating standards enforced by Washington County, which has jurisdictional authority over both roadways. The Council so finds.

The analyses of build-out year 2006 conditions were prepared in a conservative fashion to generate worst-case results. Originally, the Planning Commission required KAI to prepare and provide a supplemental traffic impact analysis that incorporated not only a background traffic growth rate of two percent and additional traffic from approved, or in-process developments in the area, but also traffic from developments that were still in review, and not yet approved by the City. This request exceeds the minimum development review criteria of Washington County.

The supplemental traffic impact analysis prepared at that time also accounted for a higher housing density than now being proposed. With a maximum housing count of 400 units, the supplemental analyses prepared by KAI (in letters dated December 22, 2004 and January 24, 2005) concluded that the proposed development would not adversely affect the adjacent streets of Cornelius Pass Road and Quatama Road, with or without western street connections to the Old Orenco neighborhood.

Brent Ahrend, PE of Group Mackenzie reviewed the initial traffic impact analysis as well as the supplemental analysis for the City. In this review letter dated January 6, 2005, Mr. Ahrend stated that the analyses completed by KAI complied with standard traffic engineering procedures and the findings and recommendations were consistent with the developmental assumptions. The Council accepts and relies upon this testimony.

The actual density under the new designation consisting primarily of Medium and Low Density Residential now limits the development to much less than 298 housing units, thus further reducing the trip generation potential of the site by more than 25 percent. Again, the number of housing units under the Council modification will be reduced. Nevertheless, the additional analyses prepared by KAI (March 30, 2005 and April 6, 2005 letters) show that the proposed development, at a housing count of 298 dwelling units, would not adversely affect the adjacent streets of Cornelius Pass Road and Quatama Road, with or without the western street connections to the Old Orenco neighborhood.

Lastly, the Applicants agreed to phase in development of the Orenco Woods Crossing site and make appropriate off-site improvements during each development phase in order to comply

with the directions recommended by the Hillsboro Planning Commission and adopted by this Council.

Access to Old Orenco Neighborhood Streets

The plan amendment does not presage a particular local street pattern. The issue of whether or how the local streets connect to old Orenco is premature. To whatever extent relevant, the supplemental traffic impact analysis information provided to the Planning Commission illustrates how the existing east-west street sections of Alder, Birch (east of 228th Avenue), Dogwood, and Elm Streets in the old Orenco Neighborhood are sufficiently wide enough to accommodate the additional traffic load from the Orenco Woods Crossing site. Evidence supporting this position includes the following:

That exhibits were prepared showing that the street widths and pavement conditions of the above roadway sections are sufficient to maintain safe two-way vehicular travel;

That total daily traffic levels (existing + site-generated) on these street sections will be consistent with City standards for each roadway's classification; and

That total peak hour traffic levels (existing + site) on these roadways will range between less than one car per minute to just over three cars per minute, with traffic levels being less during all other periods of the day.

The development directions suggested in the findings preclude any public street connections between the neighborhood and the western boundary of the Orenco Woods Crossing site. These directions will be tested in future zoning and development processes against any state, regional or city connectivity standards. The Council concludes there is no violation of Goal 12, the TPR, and the City transportation planning criteria by approval of this plan amendment, as modified.

Hillsboro Comprehensive Plan

The Council concludes that Hillsboro Comprehensive Plan, sections 2(IV)(A) and 13(III)(A)(1), (D)(1), (F)(2), (G)(3), (VII)(A) and (O) can be applied if the plan amendment is allowed for the following reasons:

A. Section 2(IV)(A) – These are implementation measures to carry out plan policies, which are not alleged to be violated by this decision. In particular, this measure states that urban development shall occur only where urban services exist or are available and states that its intent is to encourage development where such services "can be readily provided in a logical manner." As noted above, these measures apply to "development" decisions not to plan amendments. The only implementation measure specific to streets (section 2(iv)(A)(3)) requires development of streets consistent with section 13 of the Plan.

The Applicants showed that this measure can be met in these future processes. They reviewed transportation facilities with city and county transportation staffs and stated the nature

of additional transportation services that could be required. The Applicants presented expert testimony. Appellants presented nothing in response, except for observations on the present state of the local transportation system. The Applicants demonstrated that the improvements they propose are feasible and can be provided as part of development review and in phases if needed.

B. Policy 13(III)(A)(1) This policy provides that the City will "build, maintain and/or support a well-defined and safe transportation system within the City for pedestrian, bicycle, transit, motor vehicles, air and rail travel." The action to implement this policy deals with City design standards, allocation of expenditures, minimizing conflicts among modes of travel, establishing city standards for safe pedestrian roadway crossings and public involvement. These implementation standards do not apply to private plan amendment applications. This policy does not apply to this case.

C. Policy 13(III)(D)(1) This policy speaks to maintaining a level of service consistent with regional goals and reduction of traffic congestion. Its implementing measure "recommends" a Level of Service D, suggests monitoring of Metro and County (transportation) work programs, and a policy of managing traffic to prevent cut-through traffic through neighborhoods. As above, most of this policy deals with matters not before the Council in this case. To the extent relevant, the evidence shows that the property can be developed in ways that are consistent with this policy.

D. Policy 13(III)(F)(2) This policy states simply "relate the design of street capacity and improvements to their intended use." The implementing measure requires the City to develop a functional roadway classification system and that "appropriate design standards *should be* coordinated and developed by the responsible jurisdiction." The direction in this policy is to the City to undertake a work plan. It is not a plan amendment criterion for plan changes to residential use.

E. Policy 13(III)(G)(3) This policy requires the City to design the local street network to "*facilitate* street connectivity and limit out-of-direction travel." This policy is applied at the time of zoning. To whatever extent relevant, the plan amendment will not preclude street connections. Even the suggested development directions do not foreclose forever the street connections between the existing Orenco community and this development. The implementing measures are limited to street spacing measures and standards for cul-de-sac length and size, which are not plan amendment criteria.

F. Implementation Measure 13 (VII)(A) – This measure prohibits land use actions creating substantially higher traffic volumes "which would exceed the street capacities of the Transportation Maps shall not be allowed" unless those maps and other applicable ordinances are amended. As indicated above, the volumes projected by this proposal are within those limits, so this implementing measure is met.

G. Implementation Measure 13 (VII)(O) – This measure states construction standards for streets of various classifications. It does not state standards for evaluating a plan diagram amendment.

Other Transportation Issues

In the last three paragraphs on p. 7 and remaining discussion of transportation issues on p. 8 of their appeal, Appellants speak of their perceptions of the inadequacy of the current local transportation system. They attack the sufficiency of the transportation estimates, even though all public agency transportation staff have accepted these estimates and Appellants presented no expert testimony of their own. Appellants express concern about funding new improvements (such as a replacement or substitute for the existing Quatama Bridge), without conceding that this development cannot be realized (whether the City or some other public or private agency undertakes these transportation improvements) without such funding. This testimony has been considered in the evaluation of the approval criteria.

Appellants also suggest that the City has an obligation for connectivity, but cannot realize that duty through *their* neighborhood, because that would bring in "incompatible" development. When any connectivity policy is considered during development review, it is the Council's opinion that that policy should yield as necessary to competing plan policies protecting the character of the Old Orenco neighborhood. This issue, however, is not yet ripe.

VI. Application of Goal 5 and Hillsboro Comprehensive Plan Provisions on Resource Protections.

The opponents assert that the proposed amendment violates Statewide Planning Goal 5 and its implementing rules. They claim that removal of open space plan designations requires full application of the Goal 5 inventorying and conflicting use examination process. They also assert that the proposed medium density residential uses will conflict with the McDonald House without justification under Goal 5. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

Mr. Shepherd later cites particular portions of the Goal 5 Rule, including OAR 660-023-0200 relating to historic resources, as being violated. He criticizes the ESEE analysis performed by the Applicants as failing to include the economic value of preserving the setting for the McDonald House and the social qualities of this resource. (August 17, 2005 City Council submission.)

Mr. Shepherd also claims that other Goal 5 resources were not inventoried for the site as part of the plan change apart from open space, Rock Creek and the McDonald House. Jim Lubischer argues that loss of open space designation will impair the historic context or setting of the McDonald House, relying upon the Planning Commission testimony of Kay Demlow to this effect. This will occur, he suggests, if only a one-half acre is preserved around the structure. ("Things Change" August 16, 2005 submission from Jim Lubischer.) The Portland Audubon Society criticized the sufficiency of the City's Goal 5 program to adequately protect the channel migration zone for Rock Creek.

Relatedly, the Appellants claim that the proposed amendment violates Hillsboro Comprehensive Plan, section 6(I)(A) and (III)(A)(1). These portions of the plan state a goal to "preserve, protect and maintain . . . open space, historic sites and structures" and a plan policy to "assure at the time of development the preservation of open space at a level which maintains a

balance of land uses within the planning area and shall encourage the creation and maintenance of open space in the urban area." The Appellants contend that these parts of the plan support retention of the property for open space. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

The Appellants also suggest that the proposed amendment violates Hillsboro Comprehensive Plan, section 6(I)(A) (goal to preserve, protect and maintain open space and historic sites and structures) in a different way and section 6(III)(C) (policy to identify and encourage preservation of cultural resources sites and require policies in station community planning areas to "preserve and enhance the character of historic neighborhoods such as . . . the original Orenco community"). The claim is that open space designation will allow a better historical context for the McDonald House and better preserve it. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

Appellants raise three principal issues:

1. The proposed plan amendment "fails to protect a natural area and conserve scenic and historic resources and open spaces as mandated by Goal 5." Appellants then state that the current Hillsboro Comprehensive Plan designates the entire site as open space under Goal 5. This is not true. The Council finds that only the Rock Creek floodplain and on-site drainageways and wetland areas are inventoried as significant resources under Goal 5. These areas remain protected and are unaffected by this plan amendment.

2. Appellants assert the Planning Commission improperly analyzed conflicts with the McDonald House under low density residential development, stating that the evaluation should have been done under medium density development. The McDonald House and the area around it was always proposed to be designated medium density, and the evaluation was done with this assumption. Appellants have not challenged that analysis, except to quibble with the difference between low and medium density residential use.

3. Finally, Appellants quarrel with the use of development directions. This issue is addressed in section VII of these findings.

Appellants state that the application violates Hillsboro Comprehensive Plan section 6 for proper historical context for the McDonald House. HCP section 6 implements Statewide Planning Goal 5 for historic resources. The plan amendment does not change the Goal 5 status of the McDonald House. The program adopted to carry out Goal 5 involves application of section 6 of the Plan and implementation of the Cultural Resources Management Ordinance. Hillsboro Zoning Ordinance, § 132. These measures have been acknowledged as the City's cultural resources Goal 5 program. The plan amendment does not preclude implementation of these plan policies and code provisions to protect the McDonald House under Goal 5.

In particular, section 6(I)(A) of the Plan states a goal to preserve, protect and maintain open space and historic sites and structures. The Council concludes that this goal does not require the retention of open space when another plan designation is more suitable. Moreover, the open space uses allowed by the plan amendment (preservation of stream corridor open space

and floodplain; additional parkland) implement this goal. The protection of the McDonald House and the Old Orenco neighborhood can occur in the implementation of this plan amendment. Section 6(III)(A)(1) states a plan policy to preserve open space "at the time of development" in ways that "maintain a balance of land uses in the planning area." The residential designation will allow the appropriate balance of open space and other uses on this property and contribute toward that balance in the planning area.

Section 6(III)(C) of the Plan states policies on identification of cultural resource sites and the need for policies applicable to station community planning areas to preserve the character of historic neighborhoods. This policy is not an adjudicative standard for evaluating a plan diagram change.

The city is not obligated to perform an ESEE process in order to protect historic resources in general. OAR 660-023-0200(7). It has no Goal 5 obligation to do an ESEE evaluation of any conflicting uses for the McDonald House or Orenco Neighborhood as a result of this proposed plan amendment. To whatever extent relevant, the evidence shows that both the McDonald House and the Orenco Neighborhood can be protected from any conflicting residential uses alluded by this plan amendment through application of existing plan and ordinance requirements.

The particular program to protect the McDonald House will be determined during development review. The Council has development directions that will be relevant at that time. The area of open space around the house will be determined at that time. The Applicants' proposal with respect to McDonald House relied on the expertise of the State Historic Preservation Officer. Roger Roper, the Preservation Programs Manager visited the McDonald house on February 17, 2005. The Applicants provided two site plan alternatives for his review that created an individual parcel for the McDonald house approximately 38,000 square feet in size. On February 22, 2005, Mr. Roper provided a letter (HCP 4-04 Exhibit 8) to the Elks and to Venture that states that the McDonald House would be eligible for listing on the National Register of Historic Places. His letter also states that "...the proposed lot for this house appears to be of a sufficient size and configuration to provide an acceptable backdrop for the historic house." The ownership of the house will be retained by the Elks, and the sale of the Orenco Woods property will provide a funding mechanism for its long term care and maintenance. Again, the relevant parts of the City's Goal 5 program can be applied during rezoning and development review. The plan amendment does not prevent the application of that program.

The Council finds no violation of Goal 5 or applicable implementing administrative rules in this case.

VII. Application of Goal 8 and Hillsboro Comprehensive Plan Provisions on Parks.

The Appellants claim that the proposed amendment violates Statewide Planning Goal 8. They state that there are insufficient findings and evidence to show protection of open space as required by the goal. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

More particularly, the Appellants assert that the proposed amendment violates Hillsboro Comprehensive Plan, section 9(III)(1). This implementation measure requires the City to adopt a Parks Master Plan to establish park standards and define the need for park land and objectives for attaining this need. The Appellants state that the plan change violates policies in the Parks Master Plan for achieving a target of 10 acres of parkland for each 1,000 residents of the City. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

Jim Lubischer states that the evidence shows that the City will need an additional 676 acres of parkland to reach the 10 acres/1,000 persons standard by 2020, and that the 220 acre shortfall noted by staff and the Planning Commission is incorrect. He asserts that the record shows that the subject site is the only site available for a community park in northeast Hillsboro and criticizes the Applicants' calculation of available parkland within one mile of the subject site. ("Things Change" August 16, 2005 submission from Jim Lubischer.)

Goal 8 states:

> 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.

The Council concludes that Goal 8 provides little direction and has no "implementing regulations" relevant to this case. Appellants' sole suggestion of error is that the Goal protects open space and requires a demonstration that changing the open space designation is consistent with the Goal.

Goal 8 does not provide for open space designations, much less their removal. It is rather concerned with recreational facilities and, aside from a weak encouragement for local governments to undertake recreational planning, is concentrated on the interaction of state recreational providers and their coordination with local governments and with destination resorts. There is nothing in the text of this Goal, or its relevant administrative rules that provides any comfort to Appellants in this case.

Appellants contend the City has not achieved its goal of 10 acres of parks and open space for ever 1,000 residents in this "general area." In the December 29, 2004 letter from WRG on behalf of the Applicants, Exhibit 23, a parks analysis was completed for the "general area." Within a one-mile radius of the subject site, there is an expected population of 19,603 residents, including the assumed residential units from the Orenco Woods proposal. Within this same land area, there currently exist 241 acres of parks and open space. With the proposed Orenco Woods development, that ratio could *increase* to 13.37 acres per 1,000 residents.

The City-wide goal of 10 acres of parks and open space land per 1,000 residents is a long term goal for the City and progress is being made to achieve it. As noted by Kevin Smith at the January 3, 2005 Planning Commission hearing, at the time the goal was established in 1985, that ratio was 1.79 acres per 1,000 residents. As of the 2003 Parks and Recreation Master Plan, that ratio had climbed to 6.64 acres per 1,000 residents. He pointed out that the City's Parks and Recreation Commission had been careful in its expenditures for park and open space land

acquisition and had established specific service areas and facility needs identified in that Master Plan and compared every proposed project with these goals and established priorities. Finally, he pointed out that the Master Plan does not identify the need for a 55-acre community park in this area, although it does show the need for a neighborhood park, which is likely to be provided in the development process for this site.

The Council concludes there is no Goal 8 violation in this case.

Nor is Hillsboro's Comprehensive Plan Section 9 (III)(1) of any greater assistance to Appellants. The City has adopted a Parks Master Plan and the Council adopts the analyses and conclusions of its Parks and Recreation staff that no community park (or larger park, for that matter) is required in this area of the City. The Applicants with be required to dedicate a five acre park as part of their subsequent development under the development directions found in these findings, which completely fulfills their parkland obligations. The Council concludes that both Goal 8 and Hillsboro Comprehensive Plan Section 9(III)(1) are met.

VIII. Application of Hillsboro Comprehensive Plan Provisions on Compatibility.

At p. 5 of their appeal, Appellants contend that the proposed amendment violates Hillsboro Comprehensive Plan, section 15(V)(B) which requires that the Orenco Township Conservation zoning district be applied to "property within or near the originally platted Orenco Townsite." The Appellants assert that the subject property is required to be zoned OTC under this policy and that a medium density residential plan designation is inconsistent with this prospective zoning. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

The Appellants further claim that the proposed amendment violates Hillsboro Comprehensive Plan, section 2(IV)(A)(5). That section states an implementation measure that encourages infill of vacant, bypassed lands between areas of development and requires that "appropriate measures shall be taken to insure that new development in infill areas is compatible with existing developed areas." The opponents claim that the traffic generated from residential use of Orenco Woods will be incompatible with the historic conservation district and that the connections to the Old Orenco streets are required by state and regional law. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

Al Waibel argues that if traffic later is routed through Old Orenco that the costs of street upgrades will be placed on the property owners there, rather than with the developer or owners of Orenco Woods. (Waibel August 22, 2005 letter.) Antonius Dirriwachter contends that this plan provision is ignored in the adopted findings and that alternative plan designations were not considered. He suggests a plan amendment with RL in the western portion of the site, open space in the middle and RM in the southeast. (Dirriwachter August 22, 2005 letter.)

The request to apply OTC zoning is premature. The Council finds that the Orenco Townsite Conservation District (SCR-OTC) matches the original 1908 and 1911 Orenco Plats. Orenco Woods is not included in this plat, was not part of the townsite, and is not appropriate for inclusion in the SCR-OTC district. More importantly, a specific zone change application is not before the Council. This decision is about plan designations.

Section 2(IV)(A)(5) of the Plan applies during rezoning and development review and is not relevant. To whatever extent relevant, compatibility with the old Orenco neighborhood can occur during zoning and development review.

If the Orenco Woods development site is zoned SCR-V, it will be subject to the SCPA regulations on buffering, HZO Section 138, which provides among other things:

> 12. Except where a proposed residential or mixed use project is part of a phased or on-going development under the same or related ownership, residential development within a SCR-HD, SCR-MD, SCRLD or SCR-V District located adjacent to a neighborhood of single family detached houses located in a subdivision or development platted before the effective date of the Station Area Interim Protection Ordinance, shall transition the type and density of the abutting new housing to be compatible with the single family character of the previously established neighborhood. Development within 100 feet, including road right-of-way, of an existing single family neighborhood shall not exceed a density of 7 dwelling units per net acre unless the existing neighborhood is zoned at a density exceeding 7 units per net acre in which case the new development shall match the density of the existing neighborhood.

If a non-SCPA zone is used, HCP Section 15 II(G) will be applied to impose rezoning conditions. It requires that: "residential development in medium density residential districts located next to single family neighborhoods established prior to the adoption of the Station Area Interim Protection Ordinance ("SAIPO") shall transition the type and density of new housing to be compatible with the established single family neighborhood."

Protections will be provided to the McDonald House through the development process, as discussed in Section VI of these findings. Appellants' concerns regarding transportation compatibility are addressed above. The Council concludes that this proposal does not violate Hillsboro Comprehensive Plan compatibility provisions.

IX. Application of Goal 2.

The Appellants claim that the proposed amendment violates Statewide Planning Goal 2 (Land Use Planning). That goal requires that comprehensive plans be coordinated with affected governmental entities. The Appellants state that residential uses will crowd county roads and that the decision is ineffectively coordinated with Washington County. (June 20, 2005 Appeal Statement from Gary P. Shepherd.)

The Council finds that both the Applicants and City staff coordinated with a Washington County Department of Land Use and Transportation ("DLUT") staff during the application and hearings processes regarding land use planning and transportation matters.

The Council interprets the coordination obligation under Goal 2 to obligate it to consider the needs of Washington County and to accommodate those needs as much as possible in the

plan amendment under consideration. That obligation requires an exchange of information and use of that information in making the planning decision. Finally, the decision must respond to legitimate concerns in the adoption of findings. *See D.S. Parklane Dev., Inc. v. City of Lake Oswego*, 165 Or App 1, 25 – 26 (1999).

The record in this case shows the notices were sent. Exhibit 30, Notice to Department of Land Conservation and Development, October 20, 2004. The record also particularly shows the discussions between the Applicants and city staff on the one hand, and Washington County Land Use and Transportation personnel on the other. Review Notice dated October 29, 2004, Exhibit 29 and Comments from Washington County Department of Land Use and Transportation dated November 17, 2004, Exhibit 27, and comments from same source dated March 23, 2005, Exhibit 9.

Washington County staff recommended in its November 17, 2004 letter that the proposed amendment be conditioned to require zoning to be SCR-V with a maximum development of no more than 400 residential dwelling units. In its March 23, 2005 letter, Greg Leion of the County staff commented upon the revised application, that the County had "no objection to the proposed alternative plan designation of RM, FP, and RL." The County discouraged the elimination of local street connectivity and requested a 2020 intersection analysis from the Applicants, which it received. There was no shortage of communication on transportation issues to accommodate the transportation needs of both entities "as much as possible." There is no violation of Goal 2.

X. Application of Other Statewide Planning Goals.

The Planning Commission findings adequately address the statewide planning goals. Additional findings on Goals 2, 5, 8, 11 and 12 are set out above. Goals 1, 3 and 4 do not apply. Goals 6, 7, 9 and 13 are marginally applicable to the residential map change for the reasons stated by the Planning Commission. The property is urban land under Goal 14.

The key goal implemented by the plan amendment is Goal 10 (Housing), although the goals have been given equal weight in this decision. Goal 10 requires planning jurisdictions to "provide for the housing needs of citizens of the state." It requires comprehensive plans to "encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density."

The designation of additional residential land of approximately 36.17 acres in single ownership allows for flexibility in the housing densities and types in this location. It helps to meet the City's obligation to designate land for an adequate number of housing units. The location of the housing in proximity to employment land and to light rail stations is particularly valuable and part of the implementation of Goal 10.

XI. Application of Metro Urban Growth Management Functional Plan

Metro's Urban Growth Management Functional Plan in particular, and Regional Framework Plan, in general, do not set out policies to be applied in quasi-judicial comprehensive

plan amendments. Instead, the functional plan proscribes standards for the adoption of policy within comprehensive plans. The allowed plan amendment is consistent with the City's implementation of Title 1 (Requirements for Housing and Employment Accommodation) and Title 3 (Water Quality, Flood Management and Wildlife Conservation).

XII. Relevance of Development Directions.

The Applicants chose to suggest a detailed development plan that was the focus of considerable testimony. The evidence suggested that some types of development allowed by the plan change may not be consistent with relevant plan policies. These plan policies will be applied when more specific land use actions are taken. It is premature to state the precise content of potentially problematic development. It is not necessary to do so in order to decide this plan amendment request.

However, in fairness to the Applicants and other participants in this proceeding, it is useful to state the Council's views on the nature of implementing zoning and development conditions, and, to a lesser extent, to describe acceptable development under the current approval criteria. These development directions are not intended to bind the Council, Planning Commission, the Planning and Zoning Hearings Board or the Applicants. However, they are intended to use testimony and evidence in the record to forecast likely Council actions in adopting future zoning and other developmental controls for this property. This forecast may make future land use proceedings more efficient and focused. These directions are relevant to the permitted plan amendment only to the extent that they show how the plan amendment could be implemented consistent with plan policies and how the amendment does not render the Plan internally inconsistent.

- The Planning Commission has expressed its intention to initiate a zone change to SCR-V on the subject site as authorized by HZO Section 112. Should the SCR-V zone be applied to the site, the applicant shall apply for and receive Concept Development Plan (CDP) / Detailed Development Plan (DDP) approval as a part of the development / site review for the subject properties.

- Retention of the protections of the Historic McDonald House as provided for under the HZO. Funding by the landowners of an application for federal National Historic Register status for the McDonald House, and following the advice given by the State Historic Preservation Office in filing such an application. Retention of an open space / landscaped area around the McDonald House to provide context to the House, with specific design to be addressed in the CDP/DDP or other applicable development / site review application(s). Continuing coordination between the Elks, who will retain ownership of the McDonald House, and the existing charitable use, to assure that the maintenance of that House is continued. Consideration of the context of the McDonald House during development approval(s) of the remainder of the subject site.

- The owners of the subject site shall cooperate with the City so that at least five acres located north of Rock Creek, outside the OS Plan designated area, and outside the City of Hillsboro Goal 5 Significant Natural Resource Overlay (SNRO) are available to be

acquired by the City for development of a neighborhood park. The location of the park would be addressed in the CDP/DDP or other applicable development / site review application(s). If appropriate arrangements can be made, those lands designated as OS may also be acquired for public use. If the OS/SNRO lands cannot be acquired by the City for open space use, maintenance of these lands for open space use shall be required during the development review process and may include a required homeowners association, the Elks, or equivalent maintenance mechanism.

- The developer shall construct a half-street improvement along the site's frontage with Cornelius Pass Road to the standards required in the transportation system plans for the City of Hillsboro and Washington County.

- Construction of a bridge which crosses Rock Creek thereby providing a vehicular connection between the southern and northern sides of the site.

- The maximum number of residential dwelling units for the subject site shall be in the range of 240 dwelling units (plus or minus five percent). The actual density shall be determined as part of rezoning and application of the plan designations for the property and as part of development / site review for the project.

- The western portion of the subject site shall not be connected with the street system of the Old Orenco neighborhood, except for pedestrian, bicycle, and emergency purposes; provided, however, that the landowners shall provide for future rights of way for connection to Old Orenco should the City determine, following a public hearing, that such connections should be provided for safety, convenience or other transportation reasons.

- Each project phase shall be developed upon a determination by the City that the capacity of the streets and intersections providing automobile access to the site meet the standards of the Oregon Transportation Planning Rule (OAR 660, Div. 012). Phased development shall be coordinated with street improvements to assure that capacity is available on the street system servicing the site to serve site generated traffic for each phase.

- Construction shall be phased so that the first development phase is located at the southeastern side of the site. Subsequent phases shall be constructed from the southeastern side transitioning to the northwest side with the final phase being located at the northwestern corner in order to provide the ability for future purchase of parkland above the five acres proscribed, should funds become available.

- Larger lots in the range of 7,500 square feet or more in area shall be provided along 225th Avenue in order to transition lot sizes in Old Orenco to those on the subject development site. Enhanced landscaping in the yards and planter strips along 225th Avenue shall also be provided.

XIII. Conclusions.

The plan amendment is justified for the reasons set out in these findings. The diagram change is consistent with the plan amendment criteria set out in Hillsboro Comprehensive Plan, section 2(IV)(B) and the statewide planning goals. Adoption of the diagram change is consistent with relevant textual policies and requirements in the Hillsboro Comprehensive Plan and will not make the plan internally inconsistent.

Based on the evidence before the Planning Commission, and having considered the arguments of the parties and participants, the Council determines that the property is better suited for residential development than for open space uses and that there is sufficient need for additional residential uses during the planning period to justify the plan change now as opposed to later. These conclusions are reached based on the detailed findings set out earlier. Without regard to the correctness or not of any particular finding, the property is better suited for residential development because of its location adjacent to the light rail system and close to two light rail stations.

The region and community investment in the light rail corridor and system, and the City's adoption of special zoning around light rail stations, are premised upon increasing residential and employment densities around light rail stations. This property, some of which is within one-half mile of one of two light rail stations, is an obvious choice for residential development for this reason. This conclusion is rooted in Goal 2 (as an extension of the participatory processes used in siting and developing the light rail corridor), Goal 10 (in promoting housing within walking distance of light rail stations) and Goal 12 (in capitalizing upon the investment made in the light rail system). In balancing the requirements of the statewide planning goals, and giving each goal equal weight, the core rationale for the decision is its implementation of Goals 2, 10 and 12 in this manner. Within Hillsboro, there is no other tract of land of this size and proximity to light rail that could be used for residential development.

The second core conclusion is that all of this property is not suited for open space uses. It is simply too large for that wholesale designation. The Council does not view the parts of the property that are outside the wetlands, floodplains and wildlife habitat already protected under City ordinance, as significant under Goal 5 or the Hillsboro Comprehensive Plan. It is not any functionally different than any other property adjacent to the floodplain of a river or creek in the City. Use of the residentially-designated property for open space is not necessary to the functioning of the nearby wetlands or floodplains. The use of the residentially designated land for parkland can occur even if it is designated and zoned for residential uses. Indeed, the evidence here is that parts of the property are more likely to be developed or maintained for open space or recreational uses if the property is developed, than if it is left in open space designation on the plan.

Finally, the record does not show long-term development constraints that would interfere with the ultimate uses of this property for floodplain, open space and residential uses. At the plan amendment level, the issue is whether immutable circumstances would prevent development of the property. Once the property is proposed for development through rezonings or development review, the sufficiency of public facilities and services and other factors becomes more probative. There is no development constraint here that would prevent the use of the property for residential uses at some point in the planning period for the Plan.

For these reasons, and for the reasons set out above, the record supports allowing the plan amendment as modified.

The findings stated in this decision are severable. Where a conclusion is justified by a number of findings, it should be assumed that the findings provide alternative justifications for the conclusion. The inadequacy of any particular finding does not affect the ultimate conclusions drawn by the Council. Any finding not necessary to the justification required by state and local law may be disregarded.

K:\28483\00300\TJS\TJS_O2246

PLANNING COMMISSION

RESOLUTION NO. [redacted]

A RESOLUTION INITIATING A [redacted] ON CERTAIN PROPERTIES RECENTLY ANNEXED TO THE CITY OF HILLSBORO.

WHEREAS, the owners of certain properties, described herein, which are contiguous to the City of Hillsboro, filed with the City of Hillsboro a written consent and request that the real properties be annexed to the City, and

WHEREAS, the Hillsboro City Council reviewed the matter and on July 20, 2004 and August 17, 2004, on the basis of their findings, did approve the annexation of the properties as Ordinance Nos. 5395 and 5413 respectively, and

WHEREAS, subsequent to the annexation, the owners of certain properties, described herein, submitted an application for a Minor Comprehensive Plan Land Use Map change from OS Open Space, RL Low Density Residential, and FP Floodplain to SCPA Station Community Planning Area, RL Low Density Residential, and FP Floodplain for the approximately 55 acre Orenco Woods Golf Course site, and

WHEREAS, the Planning Commission held a public hearing regarding the subject Plan Change on November 29, 2004, January 12, 2005 and January 26, 2005 regarding the requested Plan Change, and

WHEREAS, the Planning Commission reopened the public hearing in order to discuss alternative Comprehensive Plan designations of the site and subsequently held a public hearing on March 30, 2005 regarding a Plan change from OS Open Space, RL Low Density Residential, and FP Floodplain to RM Medium Density Residential, RL Low Density Residential, and FP Floodplain on the site, and

WHEREAS, the Planning Commission, at their May 25, 2005 meeting, adopted Resolution No. 1496-P thereby recommending to the City Council that the Council approve a Plan change from OS Open Space, RL Low Density Residential and FP Floodplain to RM Medium Density Residential, RL Low Density Residential, and FP Floodplain, and

WHEREAS, the City Council, at their June 21, 2005 meeting, received an appeal of the Planning Commission's recommendation of approval of the subject Plan change and subsequently scheduled an "on the record" hearing on this matter, and

WHEREAS, the City Council opened the "on the record" public hearing regarding the appeal at their August 22, 2005 meeting and subsequently closed the hearing at their September 6, 2005 meeting at which time the Council directed staff to suggest alternative Comprehensive Plan configurations on the site, and

WHEREAS, the City Council subsequently adopted Ordinance No. 5571 thereby approving a Plan change from OS Open Space, RL Low Density Residential, and FP Flood Plain to RM Medium Density Residential, RL Low Density Residential, OS Open Space, and FP Floodplain on the subject site, and

EXHIBIT B

WHEREAS, as outlined during the Planning Commission hearing for the Orenco Woods Crossing Comprehensive Plan Change, Casefile HCP 4-04, and as indicated in the City Council findings regarding the subject Plan change, the Planning Commission expressed its intention to initiate a zone change for the Orenco Woods Golf Course site from County Institutional to City SCR-V Station Community Residential – Village, and

WHEREAS, the City supports the rezoning of properties within the City to allow their highest and best use under the Comprehensive Plan, and

WHEREAS, Section 112 of Zoning Ordinance No. 1945 delegates to the Planning Commission the authority to initiate zone changes, and

WHEREAS, rezoning of annexed tracts prevents interim problems resulting from the City attempting to enforce the zoning codes of Washington County, and

WHEREAS, the Planning Commission has determined that the zone that most appropriately implements the Plan designations on these properties is SCR-V Station Community Residential – Village.

NOW, THEREFORE, BE IT RESOLVED by the City of Hillsboro Planning Commission that the Commission initiate the rezoning of the tracts of land described below from County Institutional to City SCR-V Station Community Residential - Village as defined in the City of Hillsboro Zoning Ordinance No. 1945:

Tax Lots 3400 and 6600 on
Washington County Tax Assessor's Map 1N2-35,
Section 35, Township 1 North, Range 2 West, Willamette Meridian

BE IT FURTHER RESOLVED that a public hearing be held before the Planning and Zoning Hearings Board, at a time the Board deems appropriate, upon the question of rezoning the above described properties to SCR-V Station Community Residential – Village.

BE IT FURTHER RESOLVED that the Planning Commission recommends that that the Planning and Zoning Hearings Board consider that the following conditions be applied to the approval of a zone change to SCR-V Station Community Residential – Village on the above described properties:

1) The applicant shall apply for and receive Concept Development Plan (CDP) / Detailed Development Plan (DDP) approval as a part of the development / site review for the subject properties.

2) Within the Concept Development Plan / Detailed Development Plan application submittals, the applicant shall provide:

   - Information on how the Historic McDonald House has been provided protection as a cultural resource under the HZO Section 132;

   - Information verifying that funding has been designated to be applied towards an application to place the McDonald House on the National Register of Historic Places and the status of such application. The

landowners shall follow the advice given by the State Historic Preservation Office and shall make a good-faith effort in filing such an application;

- A landscape and improvement plan for an open space / landscaped area around the McDonald House which will provide context to the House; and

- Information on how consideration of the context of the McDonald House was addressed in the plans included in the CDP/DDP applications.

There shall be continued coordination between the Elks, and the existing charitable use, to assure that the maintenance of that House is continued.

3) The owners of the subject site shall cooperate with the City so that at least five acres located north of Rock Creek, outside the OS Plan designated area, and outside the City of Hillsboro Goal 5 Significant Natural Resource Overlay (SNRO) are available to be acquired by the City for development of a neighborhood park. The location of the park shall be addressed in the CDP/DDP applications. If appropriate arrangements can be made, those lands designated as OS may also be acquired for public use. If the OS/SNRO lands cannot be acquired by the City for open space use, maintenance of these lands for open space use shall be specified during the CDP/DDP process and may include a required homeowners association, the Elks, or equivalent maintenance mechanism.

4) The applicant shall dedicate right-of-way and construct a half-street improvement along the site's frontage with NW Cornelius Pass Road and Quatama Road to the standards required in the transportation system plans for the City of Hillsboro and Washington County.

5) The applicant shall construct a bridge which crosses Rock Creek thereby providing a vehicular connection between the southern and northern sides of the site. The specific location and capacity of the bridge connection shall be identified on the CDP/DDP applications.

~~6) The maximum number of residential dwelling units for the subject site shall be in the range of 240 dwelling units (plus or minus five percent). The actual density shall be determined as a part of the CDP/DDP application review.~~

7) The western portion of the subject site shall not be connected with the street system of the Old Orenco neighborhood, except for pedestrian, bicycle, and emergency purposes; provided, however, that the landowners shall provide for future rights of way for connection to Old Orenco should the City determine, following a public hearing, that such connections should be provided for safety, convenience or other transportation reasons.

8) ~~As a part of subsequent development applications the applicant shall demonstrate that each project phase will meet the standards of the Oregon Transportation Planning Rule (OAR 660-012-0060) regarding the capacity of streets and intersections providing automobile access to the site.~~ The City of Hillsboro shall make a determination that the standards of the Transportation Planning Rule are met regarding this matter prior to approval of the applications. Phased development shall be coordinated with street improvements to assure that capacity is available on the street system servicing the site to serve site generated traffic for each phase.

9) Construction shall be phased so that the first development phase is located at the southeastern side of the site. Subsequent phases shall be constructed from the southeastern side transitioning to the northwest side with the final phase being located at the northwestern corner in order to provide the ability for future purchase of parkland above the five acres proscribed, should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications.

10) Larger lots in the range of 7,500 square feet or more in area shall be provided along NW 225th Avenue in order to transition lot sizes in Old Orenco to those on the subject development site. Enhanced landscaping in the yards and planter strips along NW 225th Avenue shall also be provided. The specific lotting pattern as well as a plan identifying the enhanced landscaping shall be identified in the CDP/DDP applications.

11) If granted by Washington County, the development shall include a minimum of one access onto NW Cornelius Pass Road. All access points shall be constructed to the standards required by the City of Hillsboro and Washington County.

12) Construction vehicles used during site development shall access the site only from NW Cornelius Pass Road and/or NW Quatama Road.

Introduced and passed this 30th day of November, 2005.

President

ATTEST:
Secretary

Introduction

Concept Development Plan, Detailed Development Plan, Subdivision, Significant Natural Resource Permit, Floodplain Alteration for Orenco Woods Crossing were all approved by the Hillsboro City Council on July 18, 2006.

Venture Properties requests a Modification to the Concept Development Plan to alter the uses in the Southeast corner to allow:

- 1.94 acres of Neighborhood Commercial
- 1.04 acres of 'Other Employment Uses' such as office or daycare
- 64 condominium units

Proposed Modifications

SITE STATISTICS:

RESIDENTIAL

	APPROVED PLAN	REVISED PLAN (THIS PLAN)
SINGLE-FAMILY DETACHED	143 UNITS	120 UNITS
TOWNHOUSE UNITS	108 UNITS	65 UNITS
CONDOMINIUM (FLATS)	N/A	64 UNITS
TOTAL:	251	249*

NON-RESIDENTIAL	PROPOSED LAND AREA	PROPOSED BUILDING AREA	REQUIRED MINIMUM BUILDING AREA (FAR0.40)
NEIGHBORHOOD COMMERCIAL	1.94 AC	35,777 SF	33,802 SF
EMPLOYMENT AREA	3.08 AC	17,650 SF	18,817 SF
TOTALS	**5.02 AC**	**53,427 SF**	**52,619 SF**

* LOTS 60, 64, AND 273 ARE NOT INCLUDED TO AVOID NEIGHBORING APPROVED PLAN

NOTES

(1) EACH CONDOMINIUM BUILDING INCLUDES EIGHT DWELLING UNITS

(2) NEIGHBORHOOD COMMERCIAL PERMITTED TO OCCUPY 10% OF TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4

(3) EMPLOYMENT USES ARE PERMITTED TO OCCUPY 20% OF THE TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4

(4) NON-RESIDENTIAL USES SHALL ACHIEVE A MINIMUM OF .40 FLOOR TO AREA RATIO

Proposed Modificatio

SITE STATISTICS:

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TOTALS:	**3.02 AC**	**53,427 SF**	**52,619 SF**

* – LOTS 65, 66, AND 223 ARE NOT INCLUDED TO AVOID RENUMBERING APPROVED PLAN.

NOTES:

(1) EACH CONDOMINIUM BUILDING INCLUDES EIGHT DWELLING UNITS

(2) NEIGHBORHOOD COMMERCIAL PERMITTED TO OCCUPY 10% OF TOTAL PROJECT NET ACREAGE. TOTAL NET SITE ACREAGE IS 19.4.

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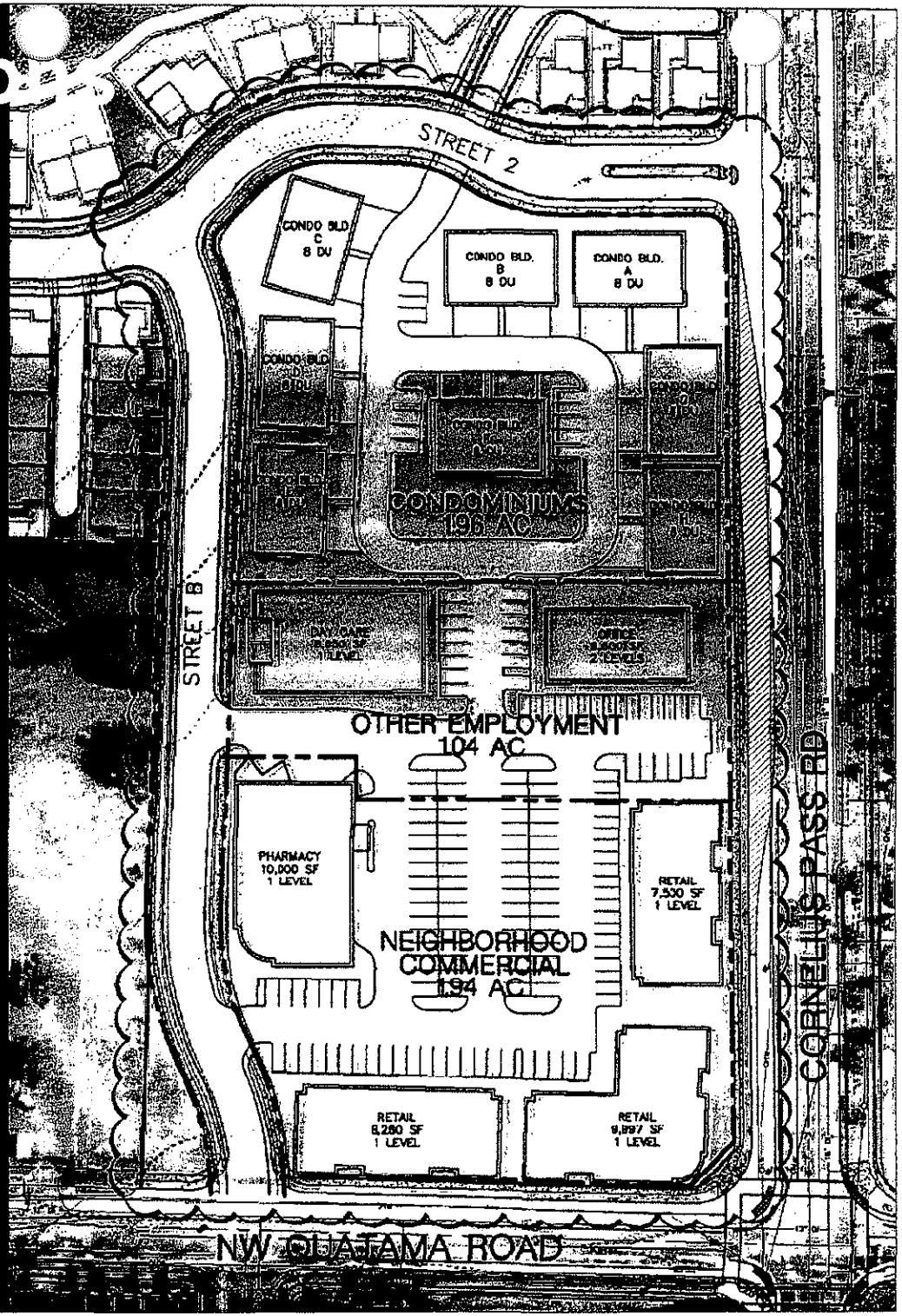


Dr. Lubischer's Written Testimony – General Information

One set of Conditions of Approval hold:

- City Council Resolution No. 2172 was the final adopted decision by the City of Hillsboro, as upheld by LUBA.

Dr. Lubischer's Written Testimony – *'Continuance Letter'*

Venture's proposal:

- Full public testimony, September 10, 2008
- Written testimony only, due Sept ember 24, 2008
- Written Rebuttal to testimony due October 1, 2008
- Public hearing for applicant's final rebuttal on October 8, 2008

Dr. Lubischer's Written Testimony – *'COA Letter'*

Condition #2 – *Development and construction on the site shall conform* ***substantially*** *to the development plans and conditions approved by the Planning Commission and shall conform specifically to final construction plans reviewed and approved by the Planning Director, the City Engineer, the Building Official, the Fire Marshal, and Washington County. All plans shall comply with the applicable building, planning, and fire protection codes of the City of Hillsboro.* (emphasis added)

Dr. Lubischer's Written Testimony – *'COA Letter'*

Condition #64 - *Prior to final plat approval and within 60 days following the expiration of all appeals, applicant, Hillsboro Elks Lodge Number 1862, shall fund, file, and* ***pursue in good faith*** *an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director.* (emphasis added)

Lubischer states that the end of all appeals was 3/1/2008.

- In compliance with Condition 64, the Elks did fund and "pursue in good faith" to submit an application to list the McDonald House on the national Register of Historic Places.
- Submittal of the SHPO application was made on July 1, 2008, prior to recording of the final plat, but greater than 60 days of the expiration of all appeals.
- No harm was done by the perceived delay.

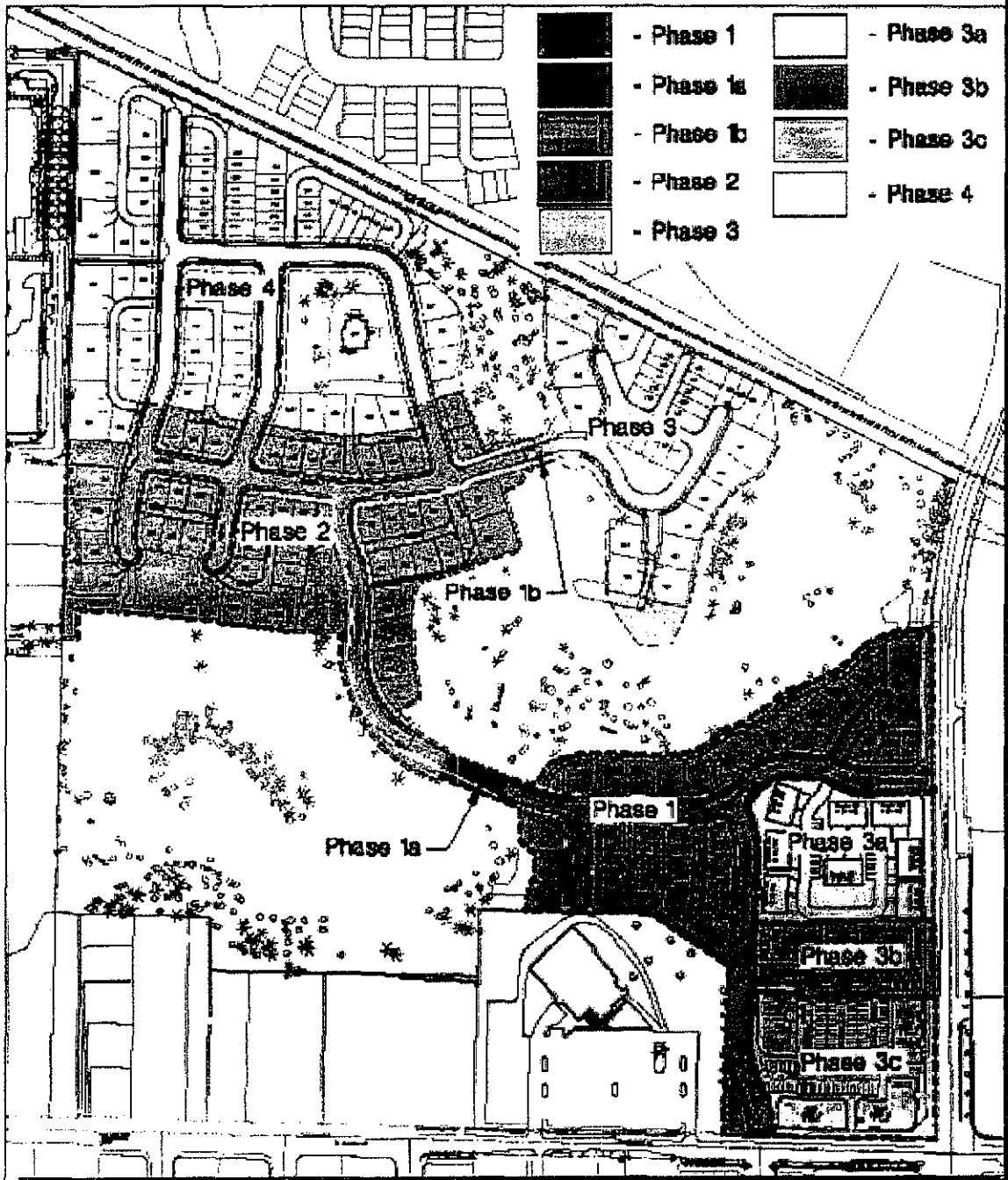
Dr. Lubischer's Written Testimony – *'COA Letter'*

Dr. Lubischer also contends that the McDonald House property cannot be sold or conveyed.

- There is no language to this effect in Condition 64 as adopted by the Hillsboro City Council.
- As co-applicants, the transfer of ownership between the Elks and Venture is already presumed in the CDP land use application.
- The Elks and Venture have a purchase and sale agreement provision that requires convey the McDonald House back to the Elks when a tract for the house is created with the Plat.
- Until the plat records, there is no legal tract that separates out the McDonald house to allow the Elks to retain ownership.

Dr. Lubischer's Written Testimony – *'Phasing Letter'*

CPA Condition #9 - *Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeast side transitioning to the northwest side, with the final phase being located in the northwest corner* ***in order to provide the ability for future purchase of parkland*** *beyond the five acres described in Condition 3 should funds become available.* ***The specific phasing plan shall be provided in the CDP/DDP applications.*** (emphasis added)



- Phasing begins in the southeast corner, transitions around the site, and ends in the northwest corner, "allowing for the purchase of additional parkland, should funds become available".

- Notice of construction of Phase 4 was sent on May 17, 2007 with an Affidavit of Notice of Mailing, far exceeding the 180 day timeline argued by Dr. Lubischer.

- Neighborhood Commercial uses need 'rooftops' to be viable.

- All public infrastructure for the southeast corner will be built with Phase 1.

Dr. Lubischer's Written Testimony – *'Traffic Letter'*

1) No Mid-Day One Hour Standard Analysis

The City's level of service standard for the midday peak hour is satisfied. This is because traffic volumes during the midday peak hour are lower than the more critical weekday p.m. peak hour, where operating conditions were found to meet the LOS standards per HZO Table 137.4.

This issue was previously reviewed and upheld by LUBA.

Dr. Lubischer's Written Testimony – *'Traffic Letter'*

2) Possibly No Access to Cornelius Pass Road

The September 8, 2008 Traffic Staff Report from Washington County continues to support the previously approved street access to Cornelius Pass Road. Final approval by Washington County is expected in the next few weeks pending review of a revised Access Modification Request.

Dr. Lubischer's Written Testimony – *'Traffic Letter'*

3) Possible Underestimation of Commercial Traffic

The trip generation for the "neighborhood commercial" element of the site reflects a reasonable development scenario of high-intensity uses. The extreme examples of fast-food restaurants with drive-through windows and convenience markets with gasoline pumps are not allowed in an SCR-V zone.

Dr. Lubischer's Written Testimony – *'Traffic Letter'*

4) Bridge and Quatama Road Safety Issues

The 20-foot width at the bridge crossing is sufficient for two-way vehicular travel and can facilitate the increased traffic load from the modified site plan. The September 8, 2008 Traffic Staff Report from Washington County does not identify any adverse impacts to this bridge crossing or recommend any safety enhancements.

The street facilities and trail system proposed within the Orenco Woods Crossing Development will attract pedestrians and bicyclists away from the NW 227th Avenue bridge crossing, thus, improving safety.

In conformance with the City and County Transportation System Plans, traffic over the bridge is expected to decrease once Quatama Road is extended to Baseline Road.

Dr. Lubischer's Written Testimony – *'Traffic Letter'*

5) Potential Blockage at Access onto Quatama by 2024.

The modified site plan does not worsen the long-term queuing condition forecasted for Quatama Road.

Dr. Lubischer's Written Testimony – *'Traffic Letter'*

6) A Cornelius Pass Road Left Turn Lane onto NW Kian Lane is warranted but won't be constructed.

The impacts to this intersection under the modified site plan are no different than those under the original site plan. In both cases, Washington County has not identified any adverse impact and is not recommending any conditional improvements at this intersection.

Dr. Lubischer's Written Testimony – *'Broken Promise Letter'*

Dr. Lubischer appealed this application all the way to the Oregon Supreme Court stating that commercial uses were required in the SCR-V zone. LUBA upheld that commercial uses are permitted, not required. Dr. Lubischer is now arguing against commercial uses.

- The Comprehensive Plan Amendment limited the residential density to address compatibility with the Old Orenco neighborhood.
- Neither the Development Directions nor the Conditions of Approval prohibit non-residential land uses.
- Transportation is specifically controlled by the Zone Change Condition of Approval 8.
- The physical design of Orenco Woods Crossing is identical for 94% of the property.
- Commercial and Other Employment uses are permitted in the SCR-V zone with explicit limitations, including the types of uses and the total amount.

Bonnie Kooken's Written Testimony

- Ms. Kooken revisits the issue of the creation of a Historic Park around the McDonald house.
  - Venture is not proposing any changes to the west side of the project.
  - This is not a land use issue.

Chapman et al Written Testimony

Mr. Chapman and several residents have stated that the proposed modification is a conflict with the Comprehensive Plan.

- See letter from Garvey Schubert Barer.

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 14

September 10, 2008 Supplemental Staff Report with Attachments:

- Letter from Dan Bloom, titled "Testimony pertaining to Orenco Woods Crossing Case File # CDP 1-06 Mod 1", received September 10, 2008
- Email from Laura Milligan, titled "RE: Traffic on Dogwood St.", received September 9, 2008
- Email from Jacob Speas, titled "Keep Orenco a True Neighborhood!", received September 9, 2008
- Email from Erin Straw, titled "plans", received September 8, 2008
- Email from Edward Crawford, titled "proposed building on the old Orenco Golf Course", received September 8, 2008
- Staff Report from Jinde Zhu, P.E., Traffic Engineer, titled "Traffic Staff Report (Revised) Orenco Woods Crossing City of Hillsboro", received September 8, 2008
- Email from Bonnie Kooken, titled "Questionnaire Venture Properties Orenco Woods Crossing", with attachment, received September 5, 2008
- Email from Mimi Doukas, WRG Design, Inc., titled "FW: Orenco Woods Crossing – Revised lot numbering Part One", with attachment, received September 2, 2008

CITY OF HILLSBORO

September 10, 2008

SUPPLEMENTAL STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan
Orenco Woods Crossing – File No. CDP 1-06 (MOD 1)

The applicant's representative, WRG Design, Inc., requests Planning Commission approval of a modification to the southeastern corner of the approved Concept Development Plan (CDP) for Orenco Woods Crossing. The applicant and property owner is Venture Properties, Inc. The traffic engineer is Dunn Traffic Engineering, LLC.

The following additional items have been submitted since the creation of the September 4th staff report, and are attached for the Planning Commission's review:

- Letter from Dan Bloom, titled "Testimony pertaining to Orenco Woods Crossing Case File # CDP 1-06 Mod 1", received September 10, 2008.
- Email from Laura Milligan, titled "RE: Traffic on Dogwood St.", received September 9, 2008.
- Email from Jacob Speas, titled "Keep Orenco a True Neighborhood!", received September 9, 2008.
- Email from Erin Straw, titled "plans", received September 8, 2008.
- Email from Edward Crawford, titled "proposed building on the old Orenco Golf Course", received September 8, 2008.
- Staff Report from Jinde Zhu, P.E., Traffic Engineer, titled "Traffic Staff Report (Revised) Orenco Woods Crossing City of Hillsboro", received September 8, 2008.
- Email from Bonnie Kooken, titled "Questionaire Venture Properties Orenco Woods Crossing", received September 5, 2008 with attachment.

- Email from Mimi Doukas, WRG Design, Inc., titled "FW: Orenco Woods Crossing – Revised lot numbering Part One", received September 2, 2008, with five attachments.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Attachments: as listed above

9/11/08

To Hillsboro Planning Commission

Testimony pertaining to Orenco Woods Crossing Case File # CDP 1-06 Mod.

RECEIVED
SEP 10 2008
CITY OF HILLSBORO
PLANNING DEPARTMENT

On the following pages are some recent statistics from a document supplied by Hillsboro Engineering Dept Titled N W Dogwood Street Pedestrian Safety Concerns May 2008. The data shows only 7% of traffic on dogwood during the sampling was of old Orenco origin. Also of note — this is unbiased information.

Start with Enforcement * pg 6 ~~and go~~ Throug map showing boundries * pg 7

Thank you
Dan Bloom

NW Dogwood Street
Pedestrian Safety Concerns
May 2008

BACKGROUND:

This study was initiated following comments received from citizens regarding traffic safety concerns on NW Dogwood Street at the February 2008 Transportation Committee. See Figure 1 for a site vicinity map. Citizens specific concerns were related to the speed of vehicle traffic and the impacts to pedestrian safety. Several different solutions were recommended by the citizens at the time of the meeting. These included:

a. The installation of all way stops at the intersections of NW 228th Avenue and NW 229th Avenue at NW Dogwood Street.
b. The installation of speed humps.
c. Installation of a crosswalk at the intersection of 229th Ave and Dogwood.

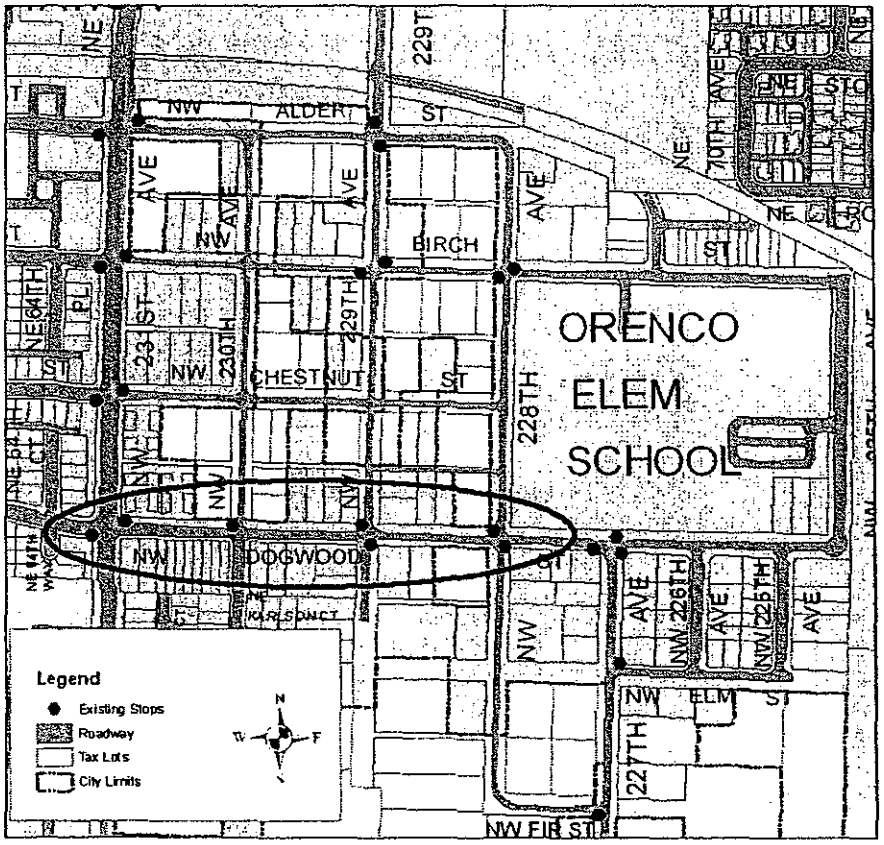


Figure 1. Site Vicinity Map

150 E. Main Street, Fourth Floor
Hillsboro, Oregon 97123-3999

Office: 681-6146
Fax: 681-6245

Pg 1

Figure 2. NW Dogwood St, West of NW 229th Ave

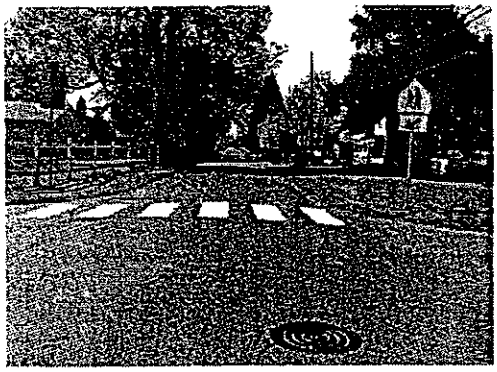


Figure 3. Westbound NW Dogwood St, West of NW 228th Ave

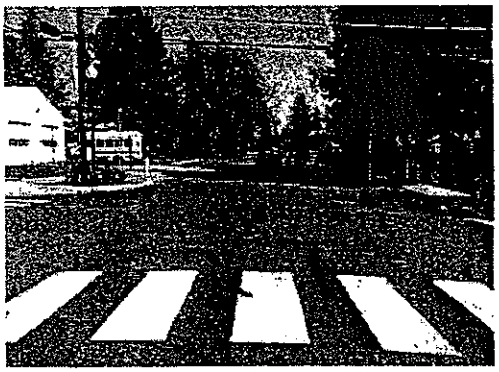


Figure 4. Eastbound NW Dogwood St, East of NW 229th Ave

BACKGROUND:

Staff conducted an extensive investigation of this area late in 2004. At that time staff specifically investigated the intersection of 229th and Dogwood for a multi-way stop. A multi way stop was not warranted however several sight distance issues from vegetation at the intersections were encountered. Staff worked with property owners to trim this vegetation resolving the sight distance concerns.

Also done at that time was the development of a Safe Walking Route map for Orenco Elementary to determine if any additional crosswalks were necessary. No additional crosswalks were found to be warranted at the time. A copy of these reports is contained in Appendix A.

SITE CONDITIONS:

NW Dogwood Street:

NW Dogwood Street is a two lane collector. Its width varies from 19 to 26 feet between NW 231st and 227th Avenues. There are no curbs or gutters on the street west of 228th Avenue. Between 228th and 227th curb and gutter exists on the north side. Sidewalk is present on the south side of the street between 231st and 229th. There are no sidewalks between 229th and 228th and sidewalks exist on both sides of the street between 228th and 227th. Parking is prohibited on both sides of the street. Drainage ditches, sometimes deep, exist at various locations along the roadway. Figures 2 through 5 show various sections of the roadway.

Because of its proximity to Light Rail, the Orenco Neighborhood, including Dogwood has been identified as a Station Community Planning Area (SCPA) within the Hillsboro Zoning Ordinance. As part of this, special street and design standards were adopted. As a result, the design standard for Dogwood Street calls for a 20 foot wide street, with 3 foot shoulders, 12 foot planter strips and 5 foot property line sidewalks. The roadway would be to standard if sidewalks were constructed on both sides of the street over its entire length.

The roadway operates under a basic rule speed of 25 mph however a school speed of 20 mph exists east of 229th and is in effect weekdays between the hours of 8 am and 5 pm.

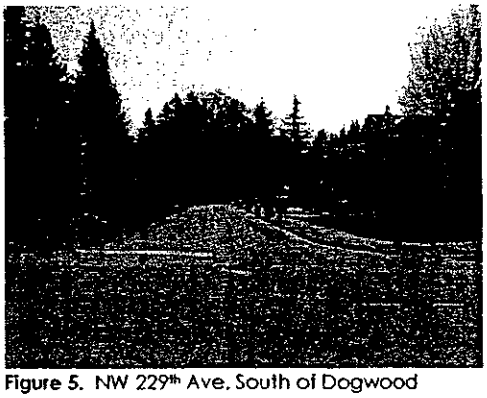


Figure 5. NW 229th Ave, South of Dogwood

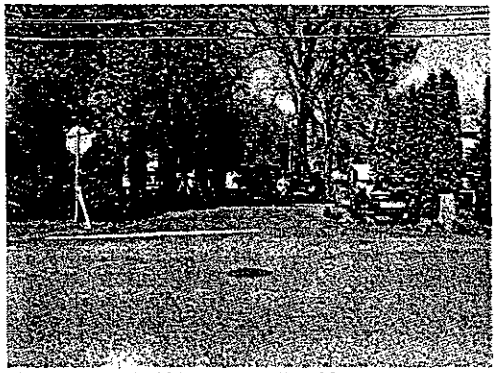


Figure 6. NW 229th Ave, North of Dogwood

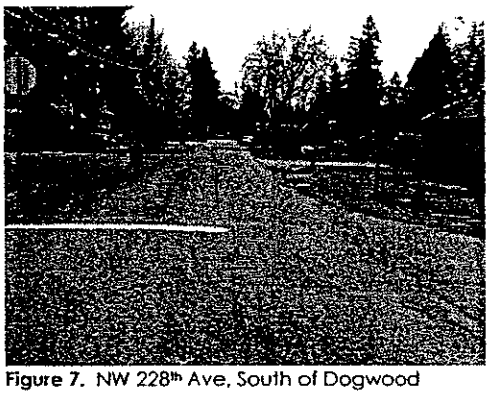


Figure 7. NW 228th Ave, South of Dogwood

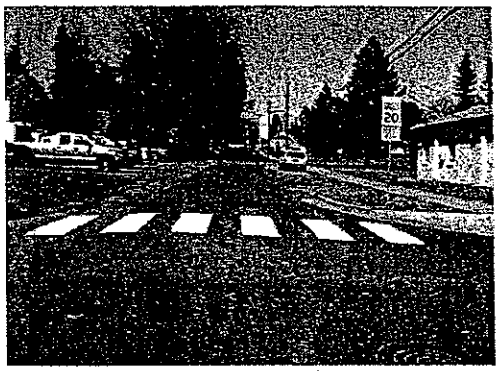


Figure 8. NW 228th Ave, North of Dogwood

NW 229th Avenue:

NW 229th Avenue is a two lane local residential street. South of Dogwood Street, the roadway is 21 feet in width with curb, gutter, and sidewalks on the west side. North of Dogwood, the roadway is 16 feet wide. There are no curb, gutter or sidewalks on either side of the street. Parking is prohibited on both sides of the street. The roadway is subject to the basic rule speed of 25 mph. Presently, traffic entering Dogwood from either north or south, must stop before entering the intersection. Figures 5 and 6 show the character of the roadway north and south of Dogwood:

SCPA standard for this roadway call for the street to be 18 feet in width with 3 foot shoulders and no sidewalks.

NW 228th Avenue:

South of Dogwood Street, NW 228th Avenue is a two way local residential street. It is 15 feet in width with no curb, gutter or sidewalks. SCPA standards call for the roadway to be 18 feet in width with 3 foot shoulders and no sidewalks. The roadway is subject to a basic rule speed of 25 mph and traffic entering Dogwood is required to stop. Figure 7 shows the character of this section of roadway.

North of Dogwood Street, NW 228th Avenue is a two way neighborhood route street. It is 20 feet in width with no curb and gutter. Sidewalks exist on the east side of the street. SCPA standards

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call for the roadway to be 20 feet in width with 3 foot shoulders and 5 foot property line sidewalks. With the exception of sidewalks on the west side of the street, the roadway is built to standard. The roadway is subject to the basic rule speed of 25 mph, however between the hours of 8 am and 5 pm weekdays, the road is subject to a 20 mph school zone speed. Traffic entering the NW Dogwood Street southbound is required to stop before doing so. Figure 8 shows the character of this segment of roadway.

TRAFFIC DATA:

Twenty four hour traffic counts were taken at two locations on NW Dogwood Street from noon, Tuesday, February 20, 2008 to noon, Wednesday, February 21, 2008 to capture free flow speed and volumes on the roadway. The results of these counts are displayed in Table 1.

NW Dogwood Street: Speed/Volume Traffic Data			
Location	**Direction**	**Average Daily Traffic (vpd)**	**85th %tile (mph)**
Between 227th/228th	Eastbound	523	28.22
	Westbound	649	27.62
	Total	1172	
Between 229th/230th	Eastbound	531	30.00
	Westbound	625	29.93
	Total	1156	

Table 1. NW Dogwood Street Average Daily Volumes and 85th Percentile Speeds

Twenty Four hour intersection approach counts were taken at the intersections of NW 228th Avenue and NW 229th Avenue with NW Dogwood Street from noon, Tuesday, March 4, 2008 to noon, Wednesday, March 5, 2008. The results of these counts are summarized Table 2. Complete hourly approach information can be found in Appendix B.

Intersection Approach Volumes			
Street	**Direction**	**Volume (vpd)**	**85th%tile Speed (mph)**
NW 228th Ave & NW Dogwood St			
NW 228th Ave	Northbound	44	23.57
	Southbound	171	22.96
NW Dogwood St	Eastbound	523	28.33
	Westbound	714	26.26
	Total	1452	
NW 229th Ave & NW Dogwood Street			
NW 229th Ave	Northbound	46	20.00
	Southbound	51	20.00
NW Dogwood St	Eastbound	555	29.37
	Westbound	676	29.03
	Total	1328	

Table 2. Intersection Approach Volume and 85th Percentile Speeds, NW 228th and 229th Avenues at Dogwood Street

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SIGHT DISTANCE:

The City references *A Policy on Geometric Design of Highway and Streets* by the American Association of State Highway and Transportation Officials (AASHTO "Green Book") for standards regarding stopping sight distance at intersections. Each intersection has the potential for several different types of vehicular conflicts. The possibility of these conflicts actually occurring can be greatly reduced through the provision of proper sight distances and appropriate traffic controls. The avoidance of conflicts and the efficiency of traffic operations still depend on the judgment, capabilities, and response of each individual driver.

Vehicles are assigned the right of way at intersections by traffic-control devices or, where no traffic control devices are present, by the rules of the road. Sight distance is also provided at intersections to allow the drivers of stopped vehicles a sufficient view of the intersections roadway to decide when they enter the intersecting roadway or to cross the roadway. If the available sight distance for and entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. Therefore, intersection sight distance is checked for each leg of the intersection utilizing departure sight triangles. The intersection of NW Dogwood Street with NW 228th and NW 229th Avenue will both be a Case B as defined by AASHTO. A Case B clear sight triangle is for an intersection controlled by stops signs on the minor road. This clear triangular area provides sight distance sufficient for a stopped driver on a minor road approach to depart from the intersection and enter or cross the major road.

Sight distance measurements were taken on Tuesday, April 1, 2008 at both intersections. The decision point of the departure sight triangle on the minor road is 15 feet from the edge of the major traveled way. This represents the typical position of the minor street driver's eye when a vehicle is stopped relatively close to the major road. Detailed measurement information is contained in Appendix C.

Figure 9. Sight Distance 229th & Dogwood

229th & Dogwood:

The measurements taken indicate the sight distance is adequate to the west of the intersection from both the north and the south. Drivers can see to the next intersection at 230th. Sight distance east of the intersection is limited by landscaping. On the north side arborvitae near the right of way restrict visibility to 175 feet. On the south side, visibility is limited to 75 feet. These measurements are taken on the minor street approach 15 feet from the edge of the major traveled way. This does allow drivers to stop and inch forward to obtain the additional visibility needed. Moving forward 5 feet on the minor street approach, approximately 10 feet from the major street, increases visibility to approximately 270 feet. This is adequate for the posted speeds.

228th & Dogwood:

Sight distance is not a problem at the intersection of 228th and Dogwood. Drivers entering Dogwood from 228th must stop. Driver's visibility is to the next intersection in either direction, 300 to 350 feet.

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INTERSECTION CRASH DATA:

According to established federal guidelines from the Manual of Uniform Traffic Control Devices, 2003 edition, reported crash records should be searched back for a 12 month period. Although only accidents reported to the Oregon Department of Transportation (ODOT), through the Department of Motor Vehicles (DMV), qualify for this requirement, the City of Hillsboro researches reported crash records from both ODOT and the Hillsboro Police Department.

This is because drivers are only required to report an accident with the DMV if:

1. Damage to the vehicle you were driving is over $1,500, or
2. Damage to any vehicle is over $1,500 and any vehicle is towed from the scene as a result of damages from this accident, or
3. Injury or death resulted from this accident, or
4. Damages to any one person's property other than a vehicle involved in this accident is over $1,500.

The accident report records from the Hillsboro Police Department included all accidents that our Police respond to. These often include accidents that don't meet the above criteria. Hillsboro also researches reported crash records for at least 3 years.

Accident records were searched back through January 1, 2005. There were no reported accidents at either 228th and Dogwood or 229th and Dogwood in either State or City records.

PEDESTRIAN DATA:

Pedestrian walking speeds typically range between 2.5 and 6.5 feet per second (fps). The average normal walking speed is 4.0 fps. Assuming a walking speed range of 3.0 to 4.5 fps, the time required to cross a 22 foot wide street (the widest point of Dogwood at 229th) is 5 to 7.5 seconds. The shortest average gap time between vehicles recorded by the traffic counters was 26.5 seconds. This occurred between 7 am and 8am. Based upon the average gap time, there is ample time for pedestrians to safely cross the streets.

Pedestrian counts were taken on Wednesday, May 14, 2008 between 2:15pm and 3:45 pm. A detail of the pedestrian count is contained in Appendix D. In all, 14 individuals crossed Dogwood Street between 228th and 229th, either north to south or south to north, during this time frame. Only one of these 14 individuals utilized the north/south crosswalk at 228th.

ENFORCEMENT:

The Hillsboro Police Department conducted enforcement in the area during the month of April. No citations were issued on Dogwood Street. Officers did however document the license plate of vehicles traveling on Dogwood. Officers collected data on the following dates and times:

a. Wednesday, April 9, 8 am to 9 am
b. Friday, April 18, 7 am to 8 am
c. Monday, April 21, 4 pm to 4:30 pm

A total of 252 vehicles were recorded during these time frames. Using the vehicle license plates and Department of Motor Vehicle records, addresses were obtained for each of the vehicles

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and these were plotted to determine where the vehicles were originating from. Three general boundaries were defined to determine where the vehicles were originating from: Orenco, Quatama, and Orenco Gardens. See Figure 10 for a map of the boundaries.

Of the 252 vehicles, 18 were found to be registered in the Orenco boundary, 54 were found to be registered in the Quatama boundary, and 21 were found to be registered in the Orenco Gardens boundary. An additional 16 vehicles were registered within ½ Mile of all the boundaries. The remaining 143 vehicles were found to be registered outside of this boundary or outside of the City all together.

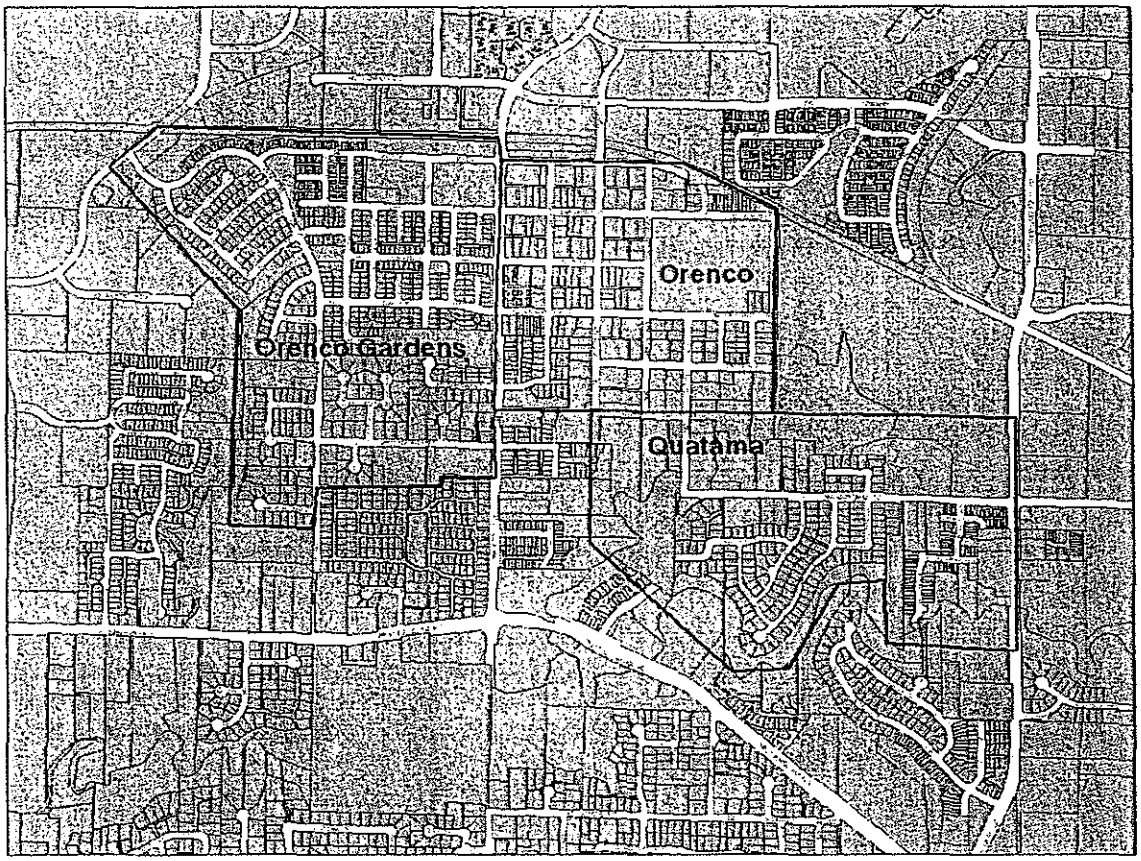

Figure 10. Orenco Traffic Boundaries

MULTIWAY STOP APPLICATIONS:

Manual of Uniform Traffic Control Devices (MUTCD, 2003 Edition)

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

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The decision to install multiway stop control should be based on an engineering study. The following criteria should be considered in the engineering study for a multiway STOP sign installation:

A. *Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

228th/Dogwood: Criteria not met.
229th/Dogwood: Criteria not met.

B. *A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.*

228th/Dogwood: Criteria not met. There have been no accidents at this intersection within the last 3 years.
229th/Dogwood: Criteria not met. There have been no accidents at this intersection within the last 3 years.

C. *Minimum volumes:*

1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and*

   228th/Dogwood: Criteria not met. Major street volumes (Dogwood) never exceed 200 vehicles per hour.
   229th/Dogwood: Criteria not met. Major street volumes (Dogwood) never exceed 150 vehicles per hour.

2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but*

   228th/Dogwood: Criteria not met. Minor street volumes (228th) do not exceed 20 vehicles per hour.
   229th/Dogwood: Criteria not met. Minor street volumes (229th) do not exceed 15 vehicles per hour.

3. *If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.*

   Not applicable for either intersection. 85th percentile approach speeds on Dogwood are under 30 mph.

D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Under this criteria, 4 accidents would have to have occurred in 12 months. Addidtionally, 240 vehicles on the major approach and 160 vehicles on the minor approach would have to enter the intersection per hour for a total of 8 hours. No accidents have occurred, major approach volumes are less than 200 vehicle per hour and minor street approach volumes are less than 20 vehicles per hour for both intersections.

SPEED HUMPS:

Between 1999 and 2004, the City experimented with the speed humps. Five fourteen foot recycled rubber speed humps were installed along Hacienda and 60th near Century High School in response to speeding and cut through issues. Over the years traffic counts were taken to determine their effectiveness both long term and short term. 85th percentile speeds were graphed over the length of the route. Copies of these graphs are in Appendix E. The results showed that the humps in this case were affective at keeping the peak 85th percentile speeds between 20 and 27 mph.

Interestingly, the speed humps did not eliminate top end speeders (the number of individuals traveling 5 mph in excess of the posted speed). While it did reduce the top end speeds, in a number of cases the number of people traveling 5 mph over the speed limit increased. Essentially those individuals traveling around 25 mph and below began traveling at 20 mph and below and those traveling 25 mph and above began 30 mph and above. They were also not effective at reducing the volume of traffic utilizing the roadway.

DISCUSSION AND RECOMMENDATION:

Multiway Stop Signs:
Staff does not recommend the installation of an all way stop sign at either 228th and Dogwood or 229th and Dogwood. Traffic volumes, 85th percentile speeds, intersection sight distance, and accident history do not indicate a need for a multiway stop. Because traffic volumes in the north/south direction are low compared to the volumes in the east/west direction, installation of a multiway stop at either location may cause accidents and would likely increases the mid block speeds on the Dogwood Street.

Where stop signs are installed as "speed breakers", there is a high incidence of intentional violation or running the stop sign. Most drivers are reasonable and prudent with no intention of violation traffic regulations. However, when an unreasonable restriction is imposed, it can result in flagrant violations. In the case of speeders, they are already violating a traffic regulation and are no more likely to obey a stop sign over a speed sign. In these cases, the stop sign creates a false sense of security for pedestrians and motorists. This may result in an increase in accidents. Drivers and pedestrians may incorrectly assume that a conflicting vehicle will stop for them because of the sign.

Additionally, when stop sings are installed as "speed breakers," often the opposite of what is intended occurs. Speeds midblock often increase. This is because drivers having felt they have lost time for stopping or slowing for a stop sign, often accelerate more rapidly and reach higher mid block speeds to make up for the lost time.

Speed Humps:
Speed humps would have a marginal effect on traffic speeds in the area. 85th percentile speeds on Dogwood are in the range of 27 and 30 mph. The City's experience with speed humps shows that they can reduce 85th percentile speeds to 20 to 27 mph. Our experience however has not shown that the speed humps are effective at eliminating top end speeders.

As a collector street, Dogwood serves as a primary emergency response route to the school and the many residents living in the area. Consideration to the effects on emergency response vehicles should be given. The City of Portland conducted a study in 1996 to determine the impacts of speed humps on emergency response vehicles. These showed that speed humps can cause a travel delay of up to 10 seconds per speed hump. Delay is affected by the desired speed of the vehicle, the size of the vehicle, and the size of the speed hump. Speed humps, in order to be effective need to be placed at approximately 300 foot intervals. At least 3 would have to be placed between 228th and 231st to have any impact on vehicle speeds. This would add up to 30 seconds to emergency response times.

Additionally, because of the grid nature of the streets within the Orenco Town Site, consideration should be given to the potential impacts to traffic volumes on the other streets within the neighborhood. Drivers tend to look for alternate routes to avoid driving over speed humps. Staff has worked with the neighborhood to move school and other traffic off of the local streets of Chestnut and Birch and onto Alder, a neighborhood route, and Dogwood. Because of the grid nature of the development, an increase of traffic on Chestnut and Birch is likely if speed humps are installed.

Given the current vehicle speeds, staff does not believe the potential impacts to vehicle speeds out weigh the potential risks associated with the installation; increased emergency response times and potential increases in traffic on local streets. Staff does not recommend there installation. If however the Committee wishes to explore this option further, the residents affected by this proposal should be consulted.

Crosswalk:
A crosswalk was requested at the intersection of 229th and Dogwood in 2004. This request was evaluated at that time and a crosswalk was not found to be warranted. There have been no significant changes that would effect this 2004 decision.

In 2004, staff developed a Safe Walk Route plan for the elementary school. When planning a safe walk boundary, we seek to limit the crossing locations, installing them in locations where the most students are served. By consolidating the crossings we hope to increase the use of the crosswalk. Drivers are more likely to be aware of a crossing if it is frequently used. We also try and install crosswalks at locations where it is safer. In this case, a crosswalk exists within a school speed zone at the intersection of 228th and Dogwood. It provides a safe crossing alternative for students living west of 228th and for those living to the south and east of 228th. A crosswalk located at 229th would provide no additional advantage for students west of 228th and could actually reduce the effectiveness of the crosswalk at 228th. Staff does not recommend the installation of a crosswalk at this location.

CITY OF HILLSBORO

Public Works Department, Engineering Division

NW DOGWOOD STREET AND NW 229TH AVENUE
TRAFFIC STUDY

September 2004

PURPOSE OF STUDY

This study was initiated by a citizen requesting an all-way stop at the intersection of NW Dogwood Street and NW 229th Avenue. See Figure 1 for a site vicinity map. There is concern regarding restricted views when attempting to enter onto NW Dogwood Street from NW 229th Avenue and increasing speeds with children present. A copy of the citizen's request is enclosed in Appendix A. In addition, the City received a phone call from a neighbor in support of the request for an all-way stop at the intersection.

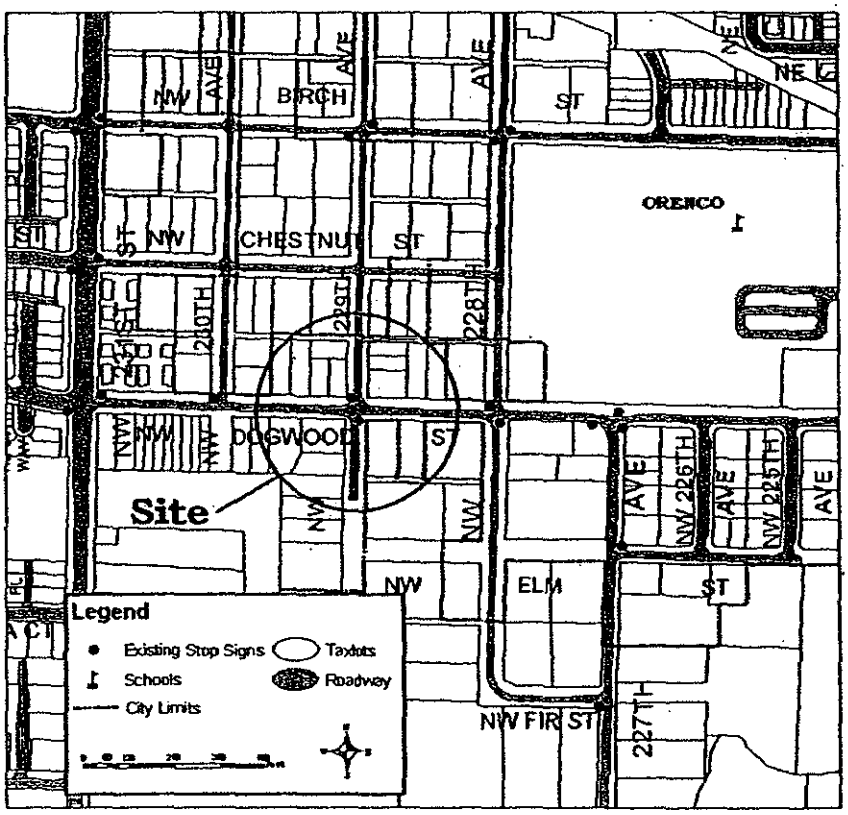


Figure 1. Site Vicinity Map

W:\Transportation\STUDIES\2004\229th-Dogwood\Dogwood_Study.doc

EXISTING CONDITIONS

Figure 2. NW Dogwood Street (west of intersection) looking east.

NW Dogwood Street is an unimproved 2-lane collector street with a width of 22 feet to the west of the intersection and a width of 18 feet to the east of the intersection. The only section of 5-foot property line sidewalks and planter strip is on the south side of the street beginning at NW 229th Avenue and continuing to the west. There are no curbs along the street. See Figure 2. Parking is prohibited on both sides of the street and the basic rule speed of 25 mph applies.
There are irrigation areas on the northwest (deep), northeast, and southeast corners of the intersection.

Figure3. NW 229th Avenue (north of intersection) looking south.

NW 229th Avenue is a mostly unimproved 2-lane local residential street with a width of 21 feet to the south of the intersection and a width of 16 feet to the north of the intersection. The only section of curb/gutter and 5-foot curbside sidewalks is on the west side of the street beginning at NW Dogwood Street and continuing to the south. There are rocks forming a curb line on the northeast corner of the intersection. See Figure 3. Parking is prohibited on both sides of the street and the basic rule speed of 25 mph applies. NW 229th Avenue is stop controlled northbound and southbound at NW Dogwood Street.

TRAFFIC DATA

Traffic counters were placed approximately 110 feet from each approach of the intersection for a 24-hour period beginning on Tuesday, June 22, 2004 and ending on Wednesday, June 23, 2004. The counters are placed at approximately 110 feet to obtain the speed at which vehicles are entering the intersection for calculating the available sight distance of each driver. The average daily volume and 85th Percentile Speeds (the speed at which 85% of vehicles are traveling at or below) are summarized in Table 1 and hourly approach volumes are available in Appendix B.

NW Dogwood Street and NW 229th Avenue Volumes and Approach Speeds			
Location	**Direction**	**Avg. Daily Traffic (vpd)**	**85th%-Tile Speed (mph)**
NW 229th Avenue	Northbound	39	13.88
	Southbound	51	17.6
NW Dogwood Street	Eastbound	500	27.86
	Westbound	521	25.33
	TOTALS	**1111**	

Table 1. Average Daily Volumes and 85th Percentile Speeds for NW Dogwood Street and NW 229th Avenue.

SIGHT DISTANCE

The City references *A Policy on Geometric Design of Highways and Streets* by the American Association of State Highway and Transportation Officials (AASHTO "Green Book") for standards regarding stopping sight distance at intersections. Each intersection has the potential for several different types of vehicular conflicts. The possibility of these conflicts actually occurring can be greatly reduced through the provision of proper sight distances and appropriate traffic controls. The avoidance of conflicts and the efficiency of traffic operations still depend on the judgment, capabilities, and response of each individual driver.

Vehicles are assigned the right-of-way at intersections by traffic-control devices or, where no traffic-control devices are present, by the rules of the road. Sight distance is also provided at intersections to allow the drivers of stopped vehicles a sufficient view of the intersecting roadway to decide when to enter the intersecting roadway or to cross the roadway. If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. Therefore, intersection sight distance is checked for each leg of the intersection utilizing the departure sight triangles. The intersection of NW Dogwood Street and NW 229th Avenue will be a *Case B* clear sight triangle for an intersection controlled by stop signs on the minor road. This clear triangular area provides sight distance sufficient for a stopped driver on a minor road approach to depart from the intersection and enter or cross the major road.

Sight distance measurements were taken on Thursday, July 8, 2004 at the intersection. The decision point of the departure sight triangle on the minor road is 15 feet from the edge of the major road traveled way. This represents the typical position of the minor road driver's eye when a vehicle is stopped relatively close to the major road. Detailed measurement information is contained in Appendix C.

The measurements indicate that sight distance is adequate to the west of the intersection for both posted and actual, 85th Percentile, speeds. Sight visibility to the east of the intersection is minimized by vegetation for both the north and south legs of the intersection. However, the vehicle on 229th Avenue can move forward at the stop in order to obtain additional visibility, which would allow the driver to see from 229th Avenue to 228th Avenue (350 feet). Therefore, sight distance becomes adequate to the east of the intersection for both posted and actual, 85th Percentile, speeds. See Appendix D for photos of the intersection showing visibility at the corners.

INTERSECTION CRASH DATA

According to the established federal guidelines from the *Manual of Uniform Traffic Control Devices*, 2003 edition, ***reported*** crash records should be searched back for a 12-month period. The City of Hillsboro usually researches *reported* crash records from both the Hillsboro Police and the Oregon Department of Transportation (ODOT) for the past 3 years at an intersection. Therefore, Hillsboro Police traffic crash records were searched back from September 1, 2001 to September 1, 2004 and ODOT records were searched from January 1, 2001 to December 31, 2002 (ODOT 2003 crash data is not available at this time). There have been no reported crashes during this time period.

PEDESTRIANS

Pedestrian walking speeds typically vary between 2.5 and 6.5 feet per second (fps). The average normal walking speed is 4.0 fps. Therefore, if we use a walking speed range of 3.0 to 4.5 fps, the time required to cross the 22-foot wide street (longest crossing distance at the intersection) is 5 to 7.5 seconds. The shortest average gap time between vehicles at peak times recorded by the traffic counters was 64.3 seconds (roughly a minute). Based upon the average gap time, there is ample time for pedestrians to safely cross these streets.

STOP SIGN EVALUATION

Evaluation of STOP signs for multiway stops for an intersection is based upon federal guidelines outlined in the ***Manual on Uniform Traffic Control Devices (2003 Edition, MUTCD)***, which the City has adopted. The MUTCD takes into consideration traffic volumes, intersection configuration, approach speed, and crash reports in determining whether an intersection should be controlled by the use of stop signs. The following italicized text is the criteria for Multiway Stop Applications directly from the MUTCD and the bold text stating if the criteria are met or not with explanation when necessary.

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal. **NOTE: NW 229th Avenue only carries 8% of the volume entering the intersection whereas NW Dogwood Street carries 92%.**

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

A. *Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

   Criteria not met.

B. *A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right angle collisions.*

   Criteria not met. There have been no reported crashes at this intersection since January 2001.

C. *Minimum Volumes:*

   1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and*

   2. *The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but*

   3. *If the 85th -percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.*

      Criteria not met. A total of 578 vehicles entered the intersection during an 8-hour period for an average of 72 vph on the major street approach. A total of 61 vehicles (average of 8 vph) entered the intersection on the minor street approach during an 8-hour period. See Appendix B for hourly approach volumes.

D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

   Criteria not met.

DISCUSSION AND RECOMMENDATION

Staff does not recommend the installation of a multiway stop at the intersection due to the very low volume of traffic on NW 229th Avenue and not meeting MUTCD criteria for a multiway stop. The crash history, sight distance measurements, 85th Percentile speeds, and volumes do not indicate the need for signs. The peak hour volume on NW 229th Avenue is only 11 vehicles, which indicates that it would be unreasonable to require all vehicles to stop and may potentially create disrespect for STOP signs.

When traveling westbound on NW Dogwood Street you can see the intersection stop bar before the stop sign is visible due to the lilac bushes. Therefore, staff is working with City crews to move the stop sign forward to make the stop control and street signs more visible for drivers on Dogwood.

Appendix A

Citizen's Request

Blaine C. Ackley

655 NW 229th Ave. **Hillsboro, OR 97124** **503-693-0610**

RECEIVED 6/7/04 AM.

June 4, 2004

City Engineer
Public Works
City of Hillsboro

RE: Stop sign request

To Whom It May Concern:

I would like to request a stop sign on Dogwood St. at the 229th Avenue intersection. The reason I feel that it meets the criteria is because of the restricted view a vehicle operator has when attempting to enter Dogwood Street.

For example heading North on 229th and wishing to turn West on Dogwood Street, a vehicle operator is prevented from seeing on-coming westbound traffic by shrubbery. A vehicle operator heading South on 229th and wishing to head East on Dogwood has a restricted view because of a large tree.

In addition, I believe that the average speed of the traffic on Dogwood seems to increasing at a time when we have young children riding their bicycles and playing on the streets of 229th Avenue and Dogwood Street.

Therefore, I believe that the intersection merits a stop sign. I hope that you will investigate the situation and keep me apprised of your planning and decision-making.

Sincerely yours,

Blaine C. Ackley

Appendix B

24-Hour Approach Volume Summary

NW DOGWOOD STREET AND NW 229TH AVENUE
24-HOUR APPROACH VOLUME SUMMARY
MUTCD (2003 Edition) - Multiway Stop Applications C1 & C2

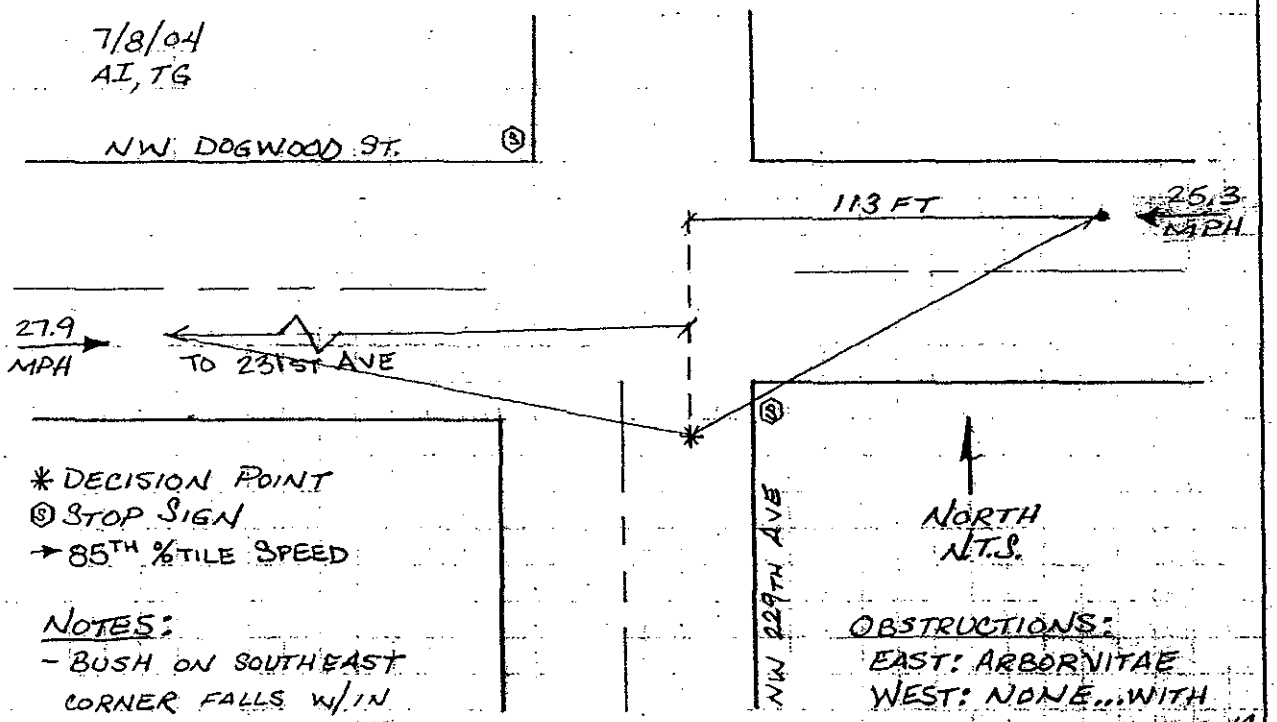
Period	NW 229th Avenue Northbound	NW 229th Avenue Southbound	NW 229th Avenue Total	NW Dogwood Street Eastbound	NW Dogwood Street Westbound	NW Dogwood Street Total	Grand Total
12:00 PM	4	2	***6***	47	45	***92***	98
1:00	6	5	***11***	28	30	***58***	69
2:00	0	3	3	26	30	56	59
3:00	1	4	***5***	29	38	***67***	72
4:00	5	3	***8***	40	27	***67***	75
5:00	0	4	4	55	46	***101***	105
6:00	5	6	***11***	39	28	***67***	78
7:00	3	3	***6***	33	22	55	61
8:00	1	1	2	32	21	53	55
9:00	2	0	2	20	15	35	37
10:00	0	0	0	10	4	14	14
11:00	0	2	2	6	9	15	17
12:00 AM	0	1	1	5	3	8	9
1:00	0	0	0	0	4	4	4
2:00	0	0	0	3	0	3	3
3:00	0	2	2	2	2	4	6
4:00	1	0	1	2	3	5	6
5:00	0	0	0	4	5	9	9
6:00	0	2	2	18	24	42	44
7:00	3	4	7	20	44	***64***	71
8:00	3	0	3	19	43	***62***	65
9:00	2	0	2	20	24	44	46
10:00	2	2	4	19	26	45	49
11:00	1	6	7	23	28	51	58
Total	39	50	89	500	521	1021	1110

***Multiway Stop Application C2:** Bold Italicised numbers total 61 vehicles.
****Multiway Stop Application C1:** Bold Italicized numbers total 578 vehicles.

Appendix C

Case 'B' Sight Triangle Measurements

7/8/04
AI, TG



* DECISION POINT
Ⓢ STOP SIGN
→ 85TH %TILE SPEED

NOTES:
- BUSH ON SOUTHEAST CORNER FALLS W/IN VISUAL CLEAR ZONE. ENFORCEABLE BY CODE.
- POSTED SPEED = 25MPH

OBSTRUCTIONS:
EAST: ARBORVITAE
WEST: NONE...WITH TREES INTERRUPTING.

ISD = INTERSECTION SIGHT DISTANCE
V_M = SPEED ON MAJOR ROAD (DOGWOOD)
T_g = TIME GAP FOR MINOR ROAD (229TH) VEHICLE TO ENTER THE MAJOR ROAD

CASE B1 – LEFT TURNS (WORST CASE)

$ISD = 1.47 V_M T_g$ (AASHTO, p. 663 EQ 9-1)

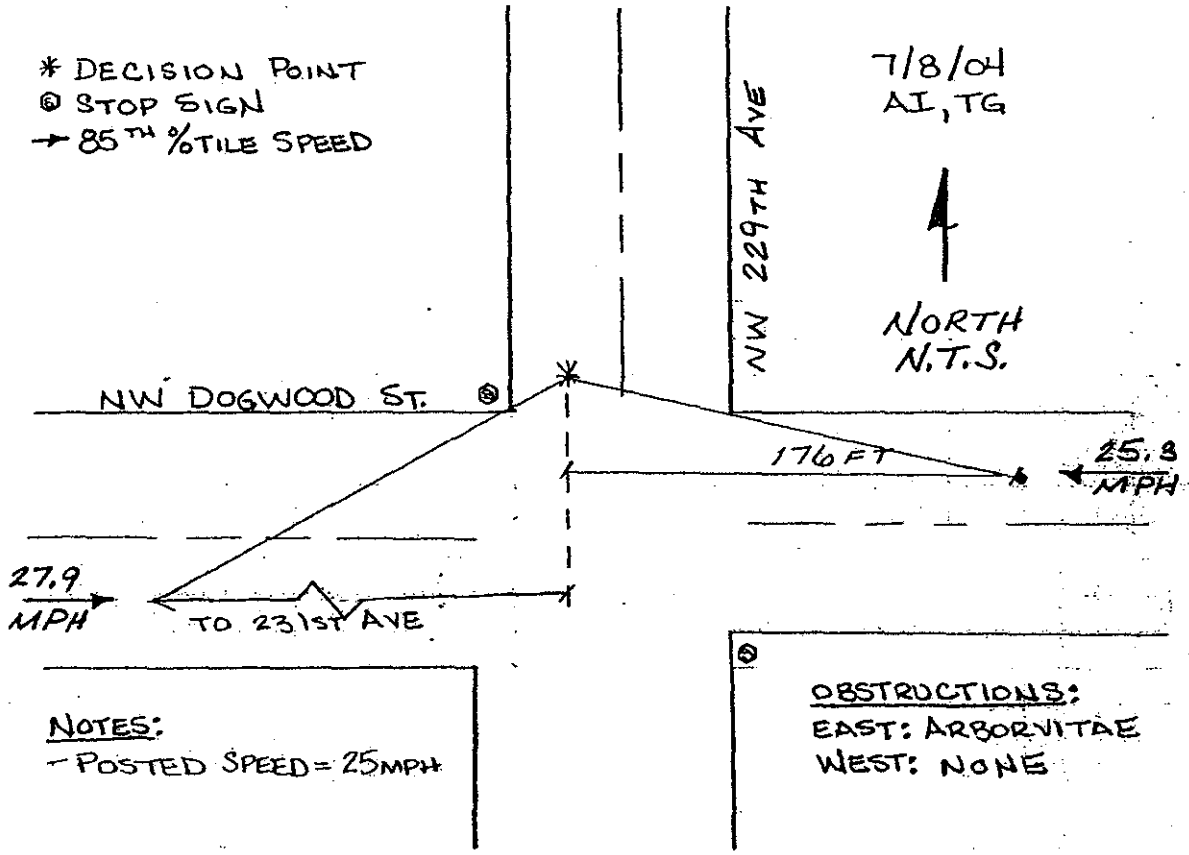
$T_g = 7.5$ SEC

$ISD_W = 1.47(27.9\text{MPH})(7.5\text{ SEC}) = 308$ FT ✓OK

$ISD_E = 1.47(25.3\text{MPH})(7.5\text{ SEC}) = 279$ FT

∴ SIGHT DISTANCE ADEQUATE TO THE WEST FOR 85TH %TILE SPEEDS. VISIBILITY TO THE EAST IS MINIMIZED BY VEGETATION; HOWEVER, THE VEHICLE ON 229TH CAN MOVE FORWARD AT THE STOP TO OBTAIN ADDITIONAL VISIBILITY FROM 229TH AVE TO 228TH AVE (350 FT). THEREFORE, SIGHT DISTANCE BECOMES ADEQUATE TO THE EAST FOR 85TH %TILE SPEEDS.

TOPS 35302



CASE B.1 - LEFT TURNS (WORST CASE)

$ISD_W = 1.47(27.9\ MPH)(7.5\ SEC) = 308\ FT$ ✓OK

$ISD_E = 1.47(25.3\ MPH)(7.5\ SEC) = 279\ FT$

∴ SIGHT DISTANCE ADEQUATE TO THE WEST FOR 85TH %TILE SPEEDS. VISIBILITY TO THE EAST IS MINIMIZED BY VEGETATION; HOWEVER, THE VEHICLE ON 229TH CAN MOVE FORWARD AT THE STOP TO OBTAIN ADDITIONAL VISIBILITY FROM 229TH AVE TO 228TH AVE (350 FT). THEREFORE, SIGHT DISTANCE BECOMES ADEQUATE TO THE EAST FOR 85TH %TILE SPEEDS.

35502

Appendix D

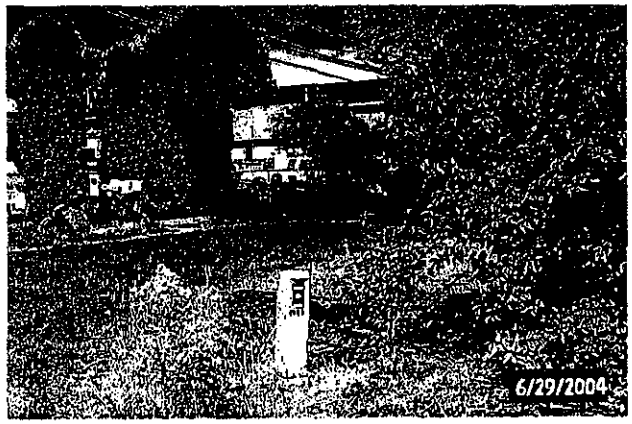
Intersection Photos

A

B

C

D



E

Photo A: Northbound on 229th – Southwest corner.
Photo B: Southbound on 229th – Northwest corner.
Photo C: Westbound on Dogwood – East of intersection.
Photo D: Southbound on 229th – Northeast corner.
Photo E: Northbound on 229th – Southeast corner.

CITY OF HILLSBORO

Public Works Department, Engineering Division

NW DOGWOOD STREET AND NW 229TH AVENUE
FOLLOW-UP REPORT

November 2004

BACKGROUND

The Street Committee considered citizens' request for an all-way stop at the intersection of NW Dogwood Street and NW 229th Avenue at their September 28th meeting. A traffic study was presented in which staff did not recommend the installation of an all-way stop at the intersection due to not meeting MUTCD criteria. After discussing the issue Street Committee directed staff to trim vegetation for added visibility, conduct enforcement, inform citizens of the Neighborhood Speed Watch Program, and find out where the school buses stopped. A progress update was given at the following meeting on October 25th, in which the Committee directed staff to continue with the aforementioned issues and develop a preliminary safe walk route to Orenco Elementary School.

VEGETATION TRIMMING

City crews trimmed the vegetation at the intersection on November 4, 2004 once the proper notification was given to the affected property owners. After trimming, staff conducted new sight distance measurements on November 8, 2004 to determine if the additional sight visibility was sufficient. The detailed measurements contained in Appendix A indicate that there is indeed adequate sight visibility at the intersection of NW Dogwood Street and NW 229th Avenue. The trimming at the intersection gained an additional 123 feet on the southeast corner and 151 feet on the northeast corner. Before and after trimming photos are contained in Appendix B.

ENFORCEMENT & NEIGHBORHOOD SPEED WATCH PROGRAM

Hillsboro Police has conducted some enforcement in the area. See Table 1 for the log of the officers' findings along with violation and speeds. The officers sat at NW Dogwood Street and NW 227th Avenue for approximately an hour for each time the officer was deployed. The location was chosen because the officers could tag the entire road with their equipment from this position. The traffic stops occurred between 7:15 am and 4:15 pm. In a month's time, HPD gave 23 tickets/warnings. The highest speed was 42 mph, lowest speed was 28 mph, and average speed *ticketed* was 34 mph. Figure 1 is a pie chart indicating the number of traffic stops for categories such as a resident, commuter, or unknown. The Police also utilized Johnny Raz, which is a life-size cutout of a motorcycle officer as part of the enforcement. Figure 2 shows the placement of Johnny Raz at a couple locations in the area.

In addition, staff and Police have made contact with the concerned individuals for participation in the Neighborhood Speed Watch Program. There has been no participation by citizens as of this date.

W:\Transportation\STUDIES\2004\229th-Dogwood\FollowUp_Report.doc

Date	Time	Officer	Violation	Alleged Speed (mph)	Designated Speed (mph)	Radar/ Pace/ Laser
10/07/04	11:30	C. Chrz	DWS, No Insurance	-	-	-
10/07/04	11:30	C. Chrz	No Insurance	-	-	-
10/11/01	8:00	J. Rasmussen	VMS	30	20	
10/11/01	7:30	J. Rasmussen	VMS Warning	29	20	
10/11/01	8:15	J. Rasmussen	VMS Warning	28	20	
10/11/01	-	A. Oh	VMS	30+	25	
10/11/01	-	A. Oh	VMS	30+	25	
10/11/01	-	A. Oh	Stop Sign	-	25	-
10/15/04	9:58	C. Chrz	VMS	41	25	Laser
11/01/04	16:00	C. Rasmussen	VMS	35	25	
11/01/04	16:15	C. Rasmussen	VMS	35	25	
11/01/04	-	A. Oh	VMS	-	25	-
11/01/04	7:30	J. Rose	VMS Warning	28	20	-
11/01/04	8:30	J. Rose	VMS Warning	28	20	-
11/02/04	16:00	C. Rasmussen	VMS, No stops, fastest speed was 33		25	
11/03/04	9:30	C. Rasmussen	Warning	34	25	
11/03/04	10:30	C. Rasmussen	VMS	40	25	
11/08/04	9:48	C. Chrz	VMS	37	25	Laser
11/08/04	10:30	C. Rasmussen	VMS	39	25	
11/08/04	7:30	J. Rasmussen	VMS Warning	29	20	
11/08/04	8:00	J. Rasmussen	VMS Warning	28	20	
11/08/04	8:15	J. Rasmussen	VMS Warning	29	20	
11/08/04	7:45	J. Rose	No speed problems seen in 1 hour of work	-	-	-
11/09/04	15:00	C. Rasmussen	VMS	42	25	
11/10/04	8:05	J. Rasmussen	VSL, Disregard Traffic Device	30	20	Laser
11/10/04	11:40	C. Chrz	Expired Vehicle Tags	-	-	-
11/10/04	7:15	J. Rasmussen	VMS	38	25	
11/10/04	7:30	J. Rasmussen	VMS	37	25	
11/10/04	8:00	J. Rasmussen	VMS	35	25	

Table 1. Log of Police Enforcement on NW Dogwood Street at NW 227th Avenue.

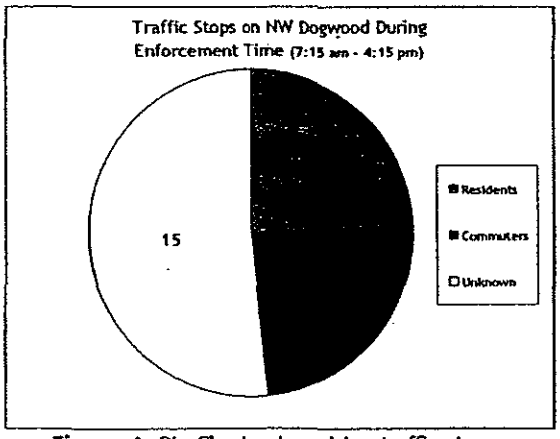
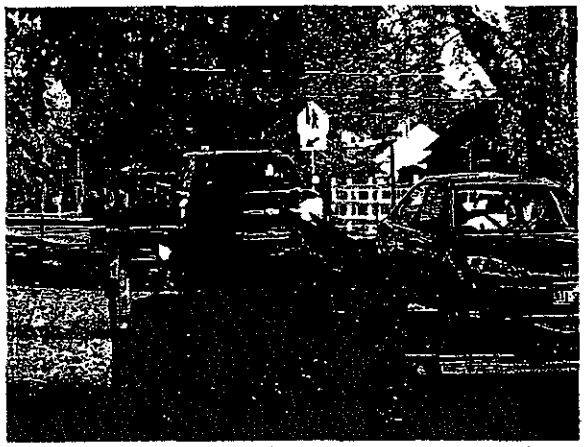


Figure 1. Pie Chart categorizing traffic stops.



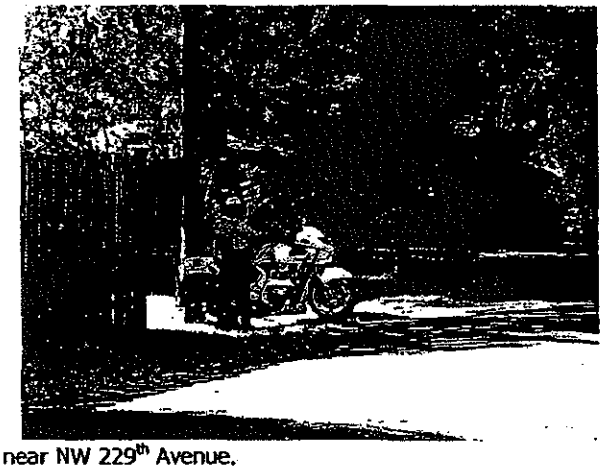


Figure 2. Photos of Johnny Raz on NW Dogwood Street near NW 229th Avenue.

TRAFFIC COUNTS

The City has two locations along NW Dogwood Street where annual traffic counts are taken representing free flow conditions. These annual counts were taken in September 2004 prior to any trimming or enforcement. After the trimming and enforcement, staff placed traffic counters at the two annual count locations for a 24-hour period beginning on Tuesday, November 16, 2004 and ending on Wednesday, November 17, 2004. The average daily volume and 85th Percentile Speeds (the speed at which 85% of vehicles are traveling at or below) for October 2003, September 2004, and November 2004 are summarized in Table 2.

NW Dogwood Street Volumes and Approach Speeds							
		October 2003		September 2004		November 2004	
Location	Direction	Avg. Daily Traffic (vpd)	85th%-Tile Speed (mph)	Avg. Daily Traffic (vpd)	85th%-Tile Speed (mph)	Avg. Daily Traffic (vpd)	85th%-Tile Speed (mph)
Between 227th/228th	Eastbound	750	23.42	666	20.39	804	23.06
	Westbound	600	23.49	791	22.88	639	21.44
	TOTAL	**1350**		**1457**		**1443**	
Between 229th/230th	Eastbound	724	29.4	768	25.06	698	26.49
	Westbound	548	29.95	850	24.79	784	25.5
	TOTAL	**1272**		**1618**		**1482**	

Table 2. Average Daily Volumes and 85th Percentile Speeds for NW Dogwood Street.

The traffic counts between 227th/228th fall within a school zone. The traffic counts at both locations indicate that drivers are traveling at very reasonable speeds along Dogwood Street (obeying the posted speed signs).

SCHOOL BUS STOPS & SAFE WALK ROUTE TO SCHOOL

There were concerns expressed regarding kids waiting for the school bus and walking to Orenco Elementary School. Therefore, staff contacted the School District to find out where the bus stops for the Junior High and High School students (the Elementary buses travel in and out on Dogwood, but do not stop in the area as it is in the walking boundary). The District has the Junior High bus enter Dogwood from 231st Avenue to pick the kids up at the intersection of NW Dogwood Street and NW 229th Avenue, and then turns up 229th Avenue to another stop at 229th and Alder. The High School bus comes from Orenco Elementary down Dogwood to pick up students at the intersection of Dogwood and 229th Avenue, then turns up 229th to Chestnut and out to 231st for a stop at 231st and Birch.

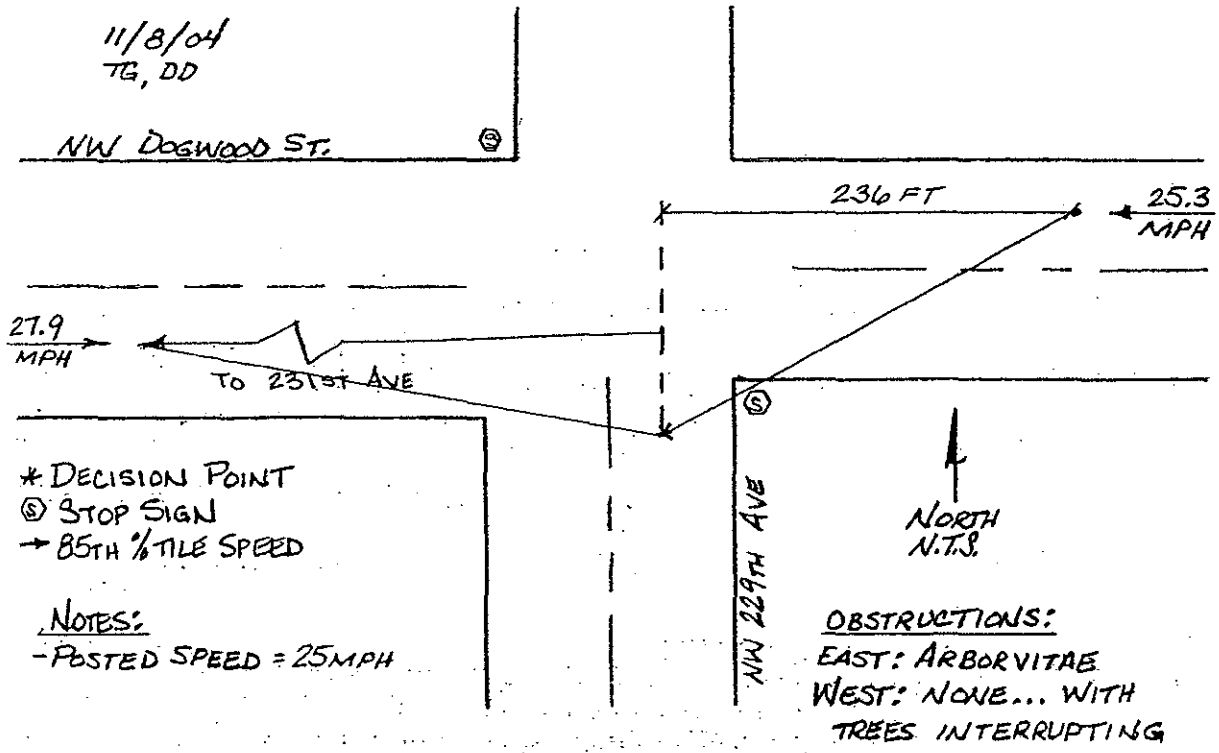
Along with the information provided by the School District, a pedestrian/traffic count along with observations of the school bus stops was conducted on Wednesday, November 3, 2004 from 7:30am to 8:40am. A copy of the pedestrian/traffic count field sheet is contained in Appendix C. There were a total of 57 cars and 13 buses entering the intersection (5 of the cars entered from 229th Avenue). Near the intersection of Dogwood and 229th, a total of 4 kids/1 adult crossed Dogwood Street and 11 kids/1 adult crossed 229th Avenue. Away from the intersection there were a total of 4 kids/1 adult crossing Dogwood Street. During the count staff observed that many of the kids crossed Dogwood wherever they wanted and didn't typically use the existing crosswalk at Dogwood and 228th Avenue. Staff feels this is due to a low volume of vehicles allowing little conflict or waiting time in crossing.

The Junior High students (9 kids) waited on the southwest corner of 229th and Dogwood for the bus while the High School students (6 kids) waited on the northeast corner for the bus. Only 2 of the kids waiting for the Junior High bus crossed Dogwood and only one of the High School kids crossed Dogwood to wait at their stops. However, the School District asks the kids to wait on their side until the bus stops in order to put out the paddle to stop traffic for the kids to cross the street and enter the bus. The buses traveled in a direction so the students did not have to cross the street when being picked up.

In addition, staff developed a preliminary Safe Walking Route to Orenco Elementary School, which is contained in Appendix D. In this route the elementary students would walk along Dogwood Street and cross at 228th Avenue where there are existing school crosswalks. There is some missing sidewalk along Dogwood Street; however, there is shoulder area most the way for the kids to walk as shown on the drawings in Appendix D.

Appendix A

Case 'B' Sight Triangle Measurements



ISD = INTERSECTION SIGHT DISTANCE
V_M = SPEED ON MAJOR ROAD (DOGWOOD)
T_g = TIME GAP FOR MINOR ROAD (229TH) VEHICLE TO ENTER THE MAJOR ROAD

CASE B1 - LEFT TURNS (WORST CASE)

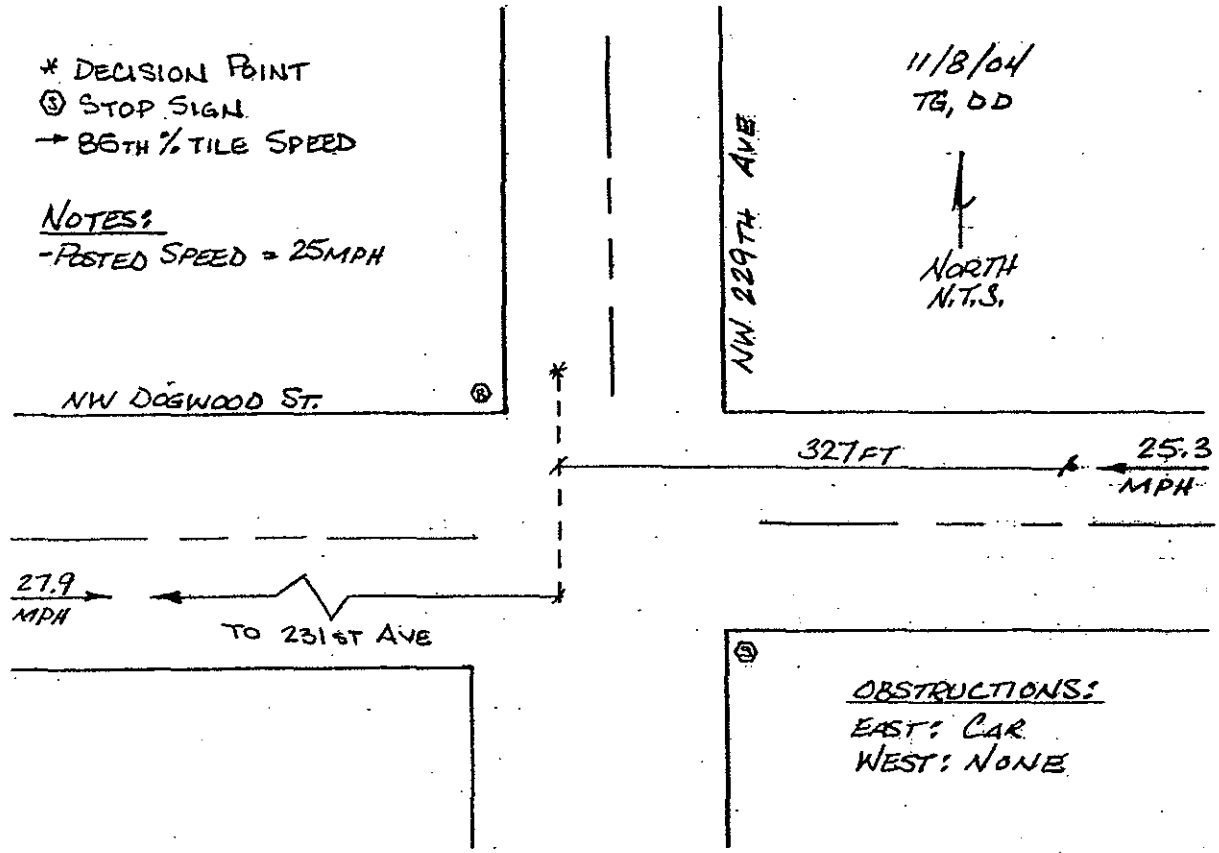
$ISD = 1.47 V_M T_g$ (AASHTO, p. 663 EQ 9-1)

$T_g = 7.5$ SEC

$ISD_W = 1.47(27.9 \text{ MPH})(7.5 \text{ SEC}) = 308 \text{ FT}$ ✓OK

$ISD_E = 1.47(25.3 \text{ MPH})(7.5 \text{ SEC}) = 279 \text{ FT}$ ✓OK

∴ SIGHT DISTANCE IS ADEQUATE.



CASE B1 – LEFT TURN (WORST CASE)

$ISD_W = 1.47\,(27.9\,MPH)\,(7.5\,sec) = 308\,FT$ ✓OK

$ISD_E = 1.47\,(25.3\,MPH)\,(7.5\,sec) = 279\,FT$ ✓OK

∴ SIGHT DISTANCE IS ADEQUATE.

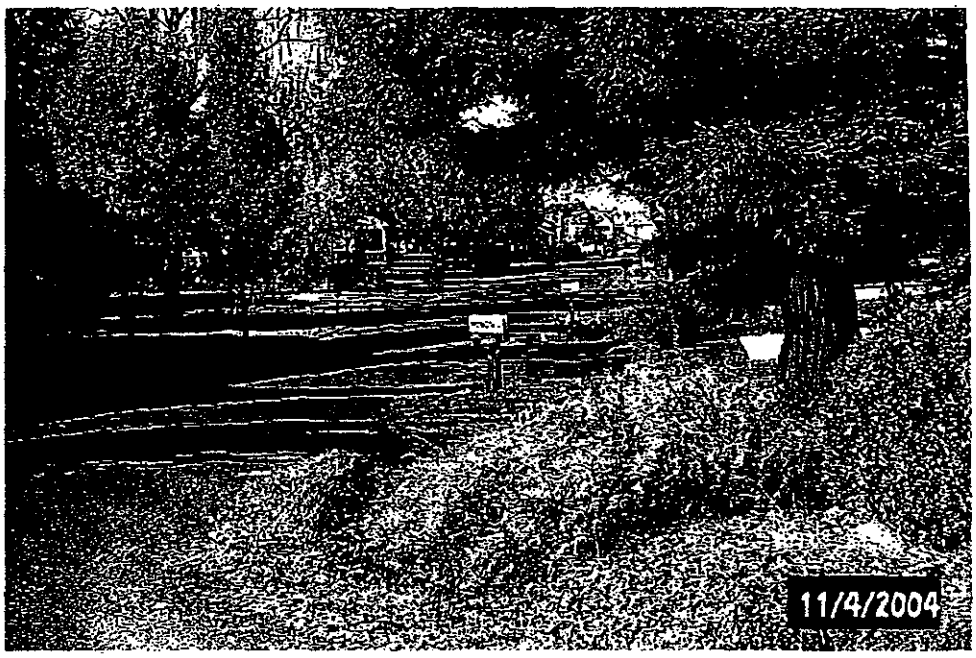
DPS. 35502

Appendix B

Before & After Trimming Photos

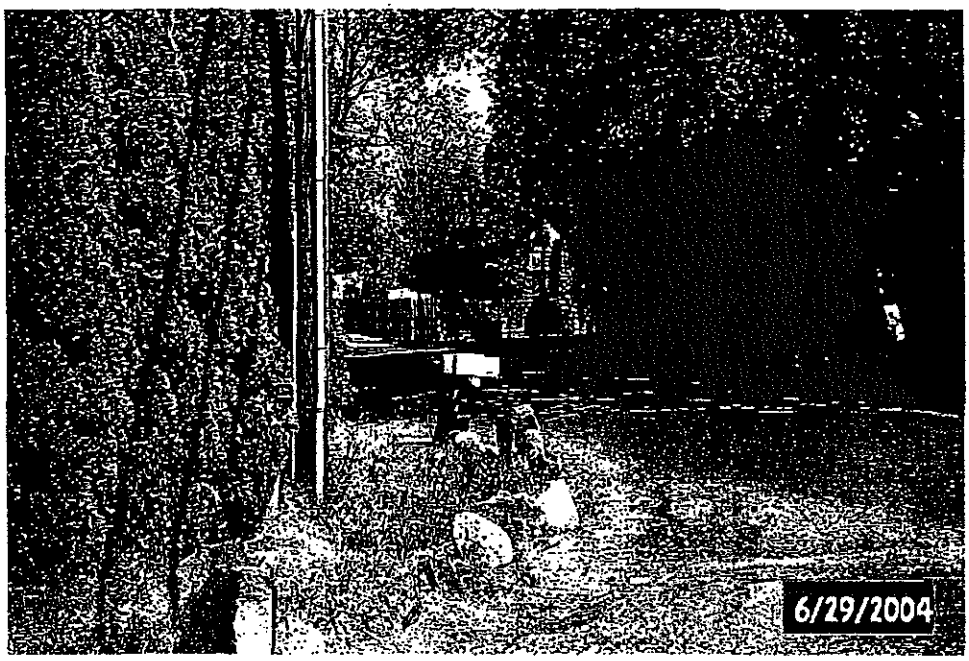
NORTHWEST CORNER AT DOGWOOD/225

Before Trimming Photo – Taken for the September 2004 Study.



After Trimming Photo – Taken for the November Follow-Up Study 2004.

NORTHEAST CORNER AT DOGWOOD/229TH



Before Trimming Photo – Taken for the September 2004 Study.

After Trimming Photo – Taken for the November Follow-Up Study 2004.

SOUTHEAST CORNER AT DOGWOOD/229TH

Before Trimming Photo – Taken for the September 2004 Study.

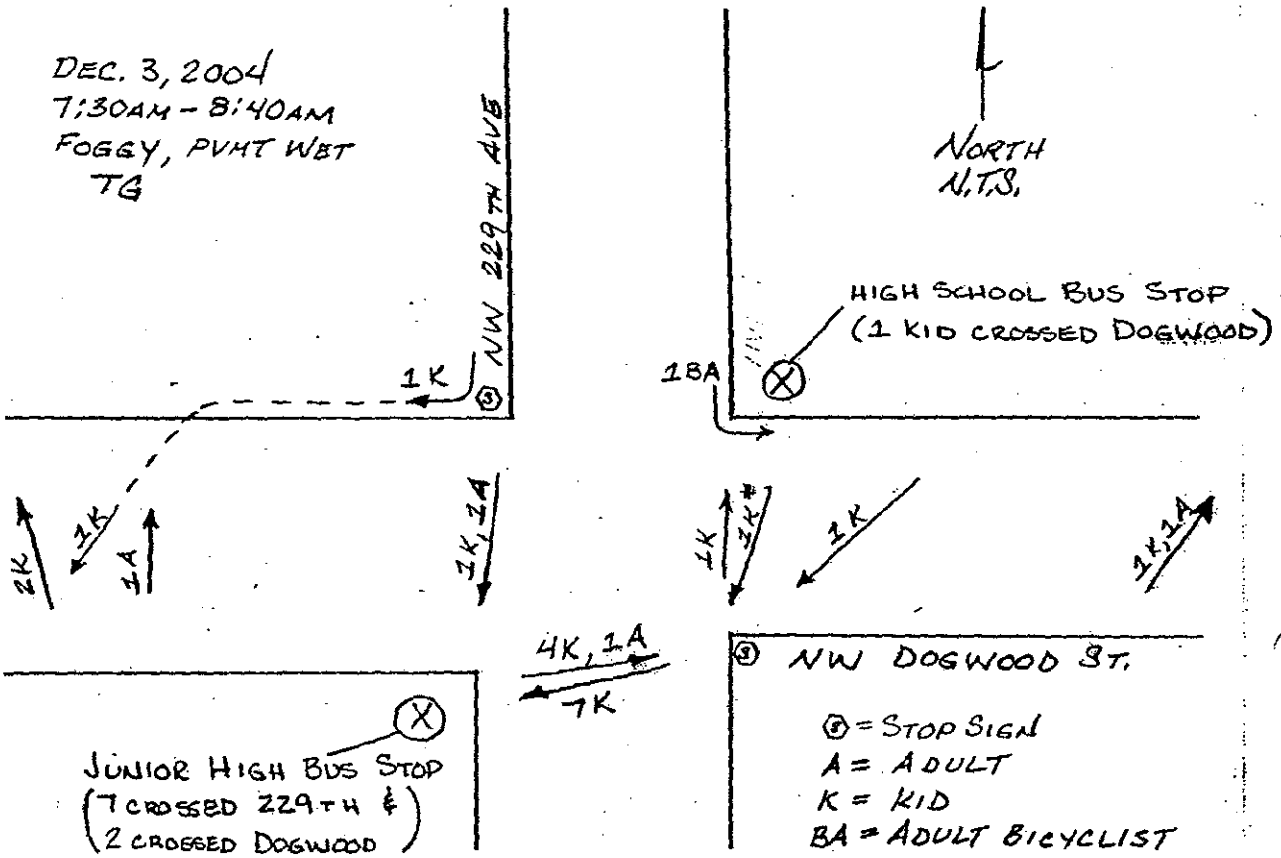
After Trimming Photo – Taken for the November Follow-Up Study 2004.

Appendix C

Pedestrian/Traffic Count Field Sheet

PEDESTRIAN/TRAFFIC COUNT FIELD SHEET

DEC. 3, 2004
7:30AM – 8:40AM
FOGGY, PVMT WET
TG



⊗ = STOP SIGN
A = ADULT
K = KID
BA = ADULT BICYCLIST
* THIS KID MADE A COUPLE TRIPS ACROSS STREET

TRAFFIC COUNT:

- TOTAL OF 57 CARS ENTERED INTERSECTION (5 FROM 229TH)
- TOTAL OF 13 BUSES → HIGH SCHOOL @ 8:15AM & JUNIOR @ 8:35AM

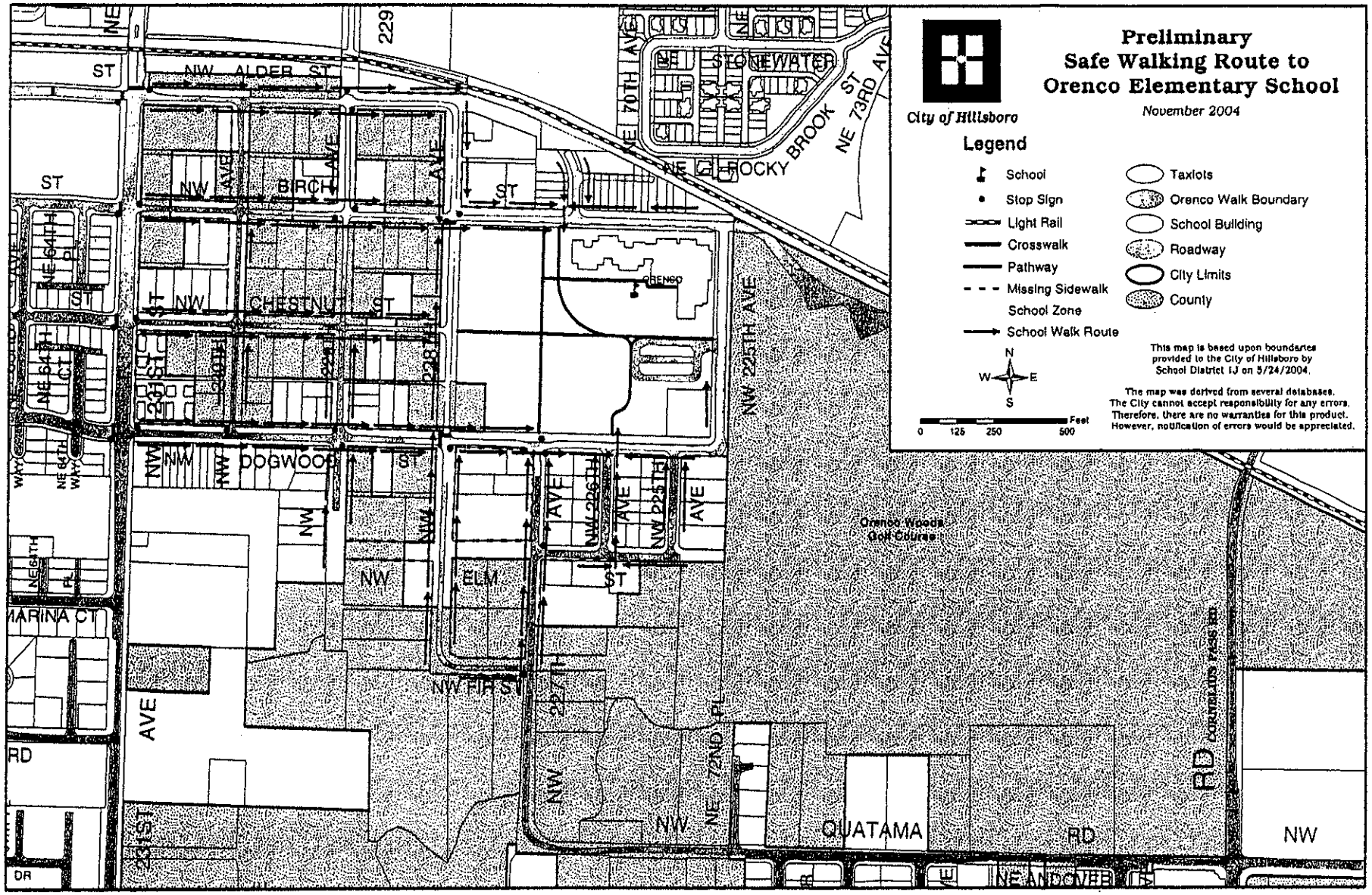
OBSERVATIONS:

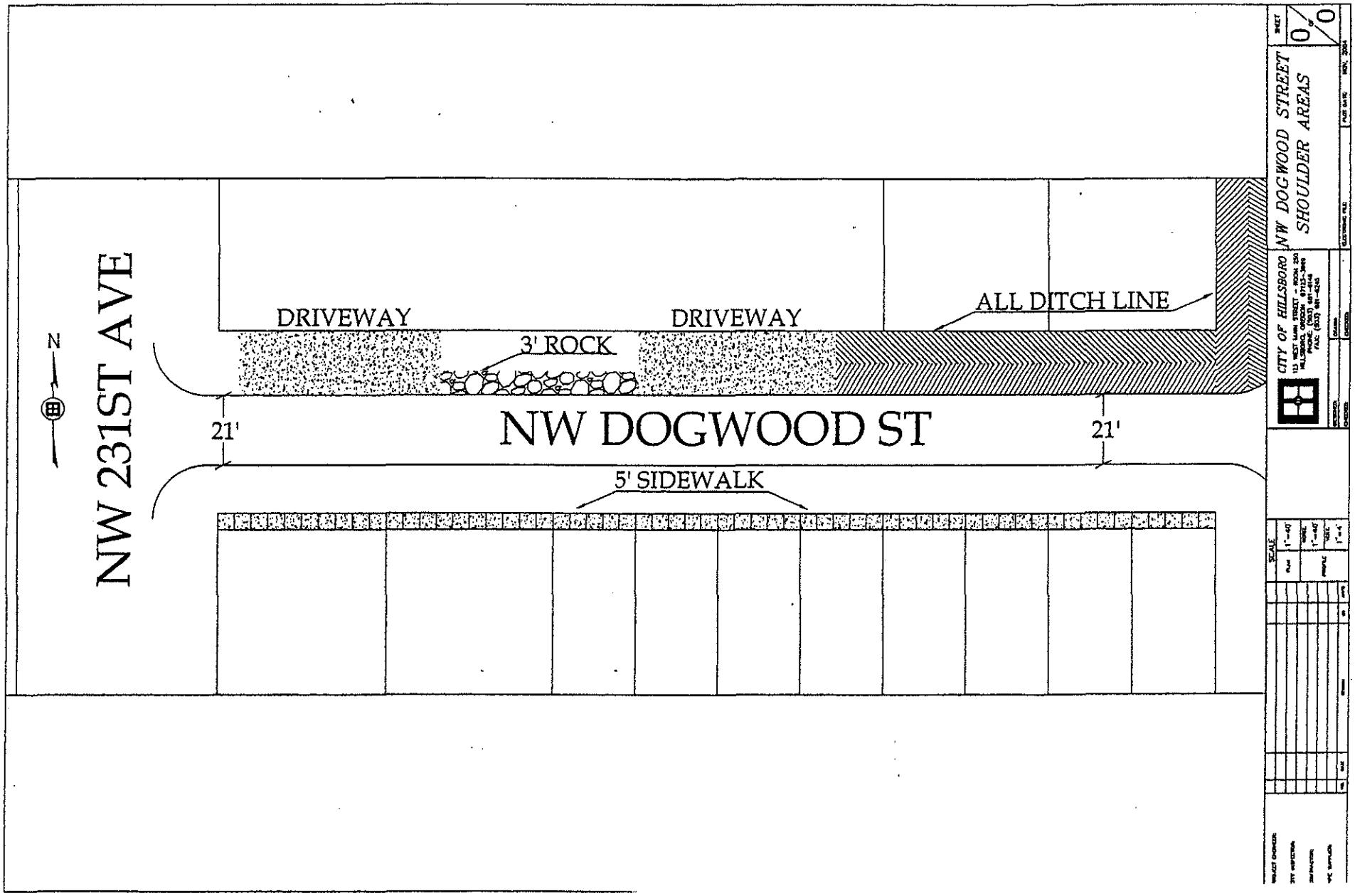
- CONSTRUCTION @ CORNER DOGWOOD/225TH
- PEDS CROSSING MIDBLOCK & NOT USING CROSSWALK @ 228TH
- MOST TRAFFIC (≈90%) PARENTS DROPPING KIDS OFF @ ELEM.
- TRAFFIC APPEARS TO BE GOING SPEED LIMIT

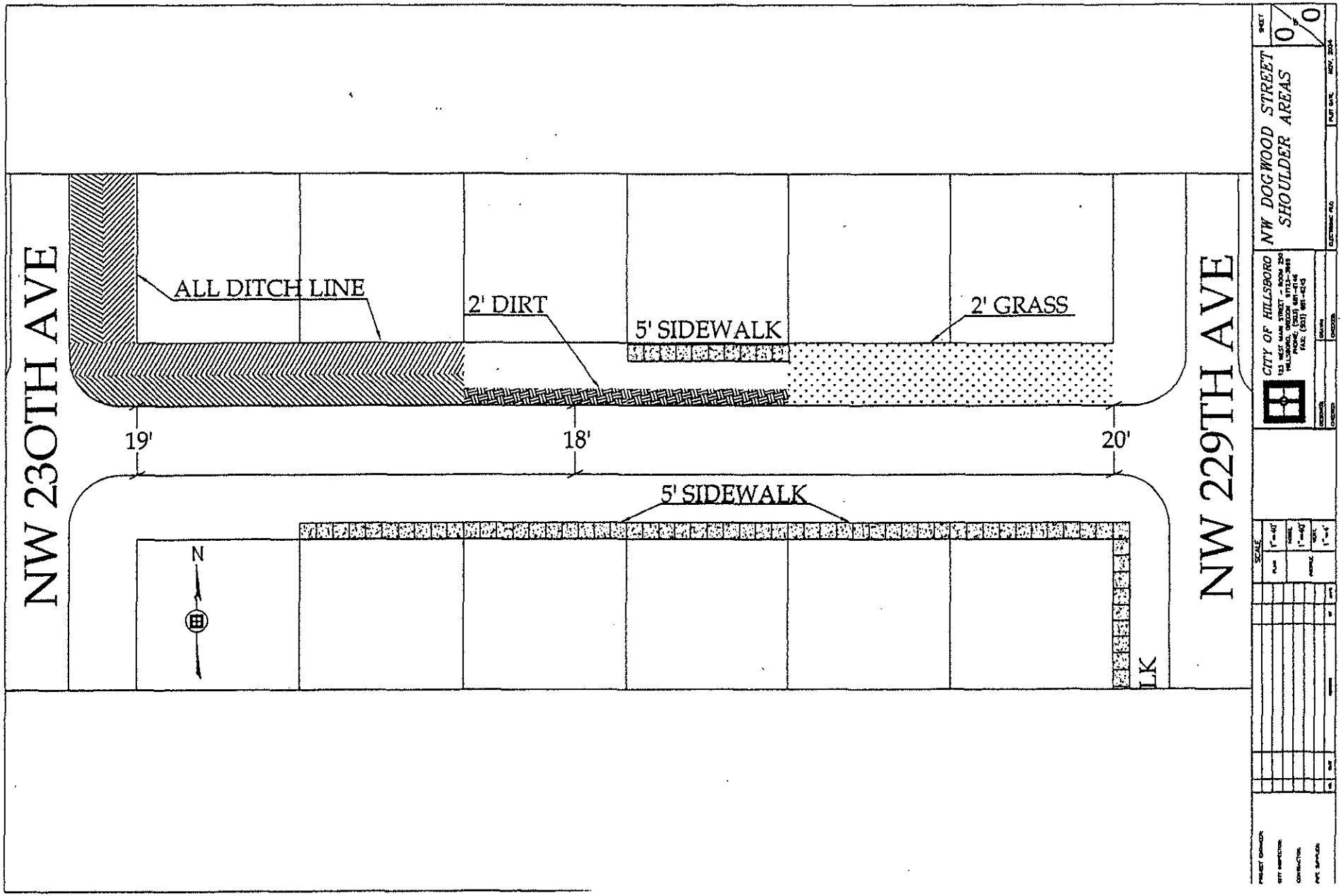
Appendix D

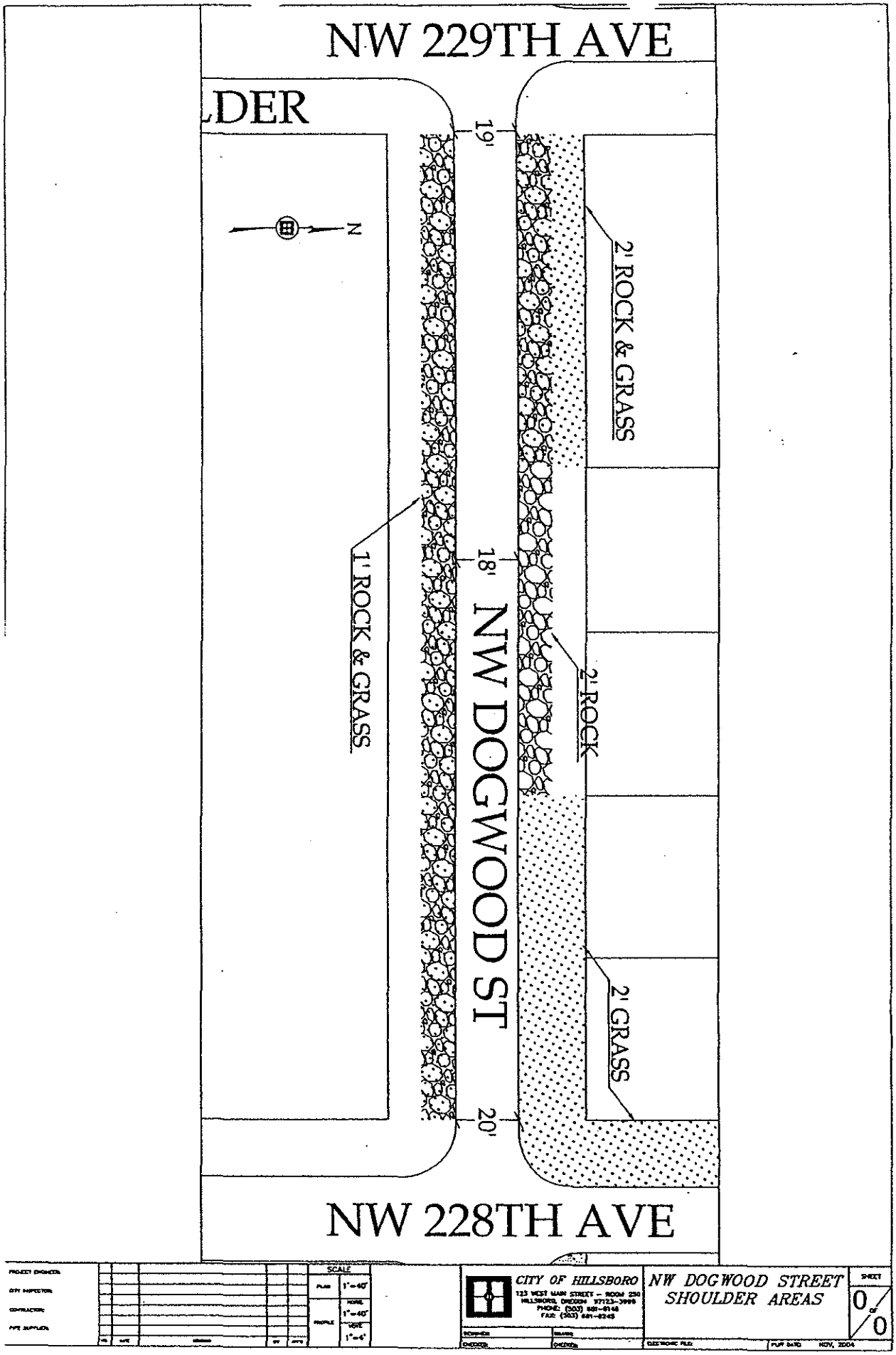
-Preliminary Safe Walking Route to Orenco Elementary School

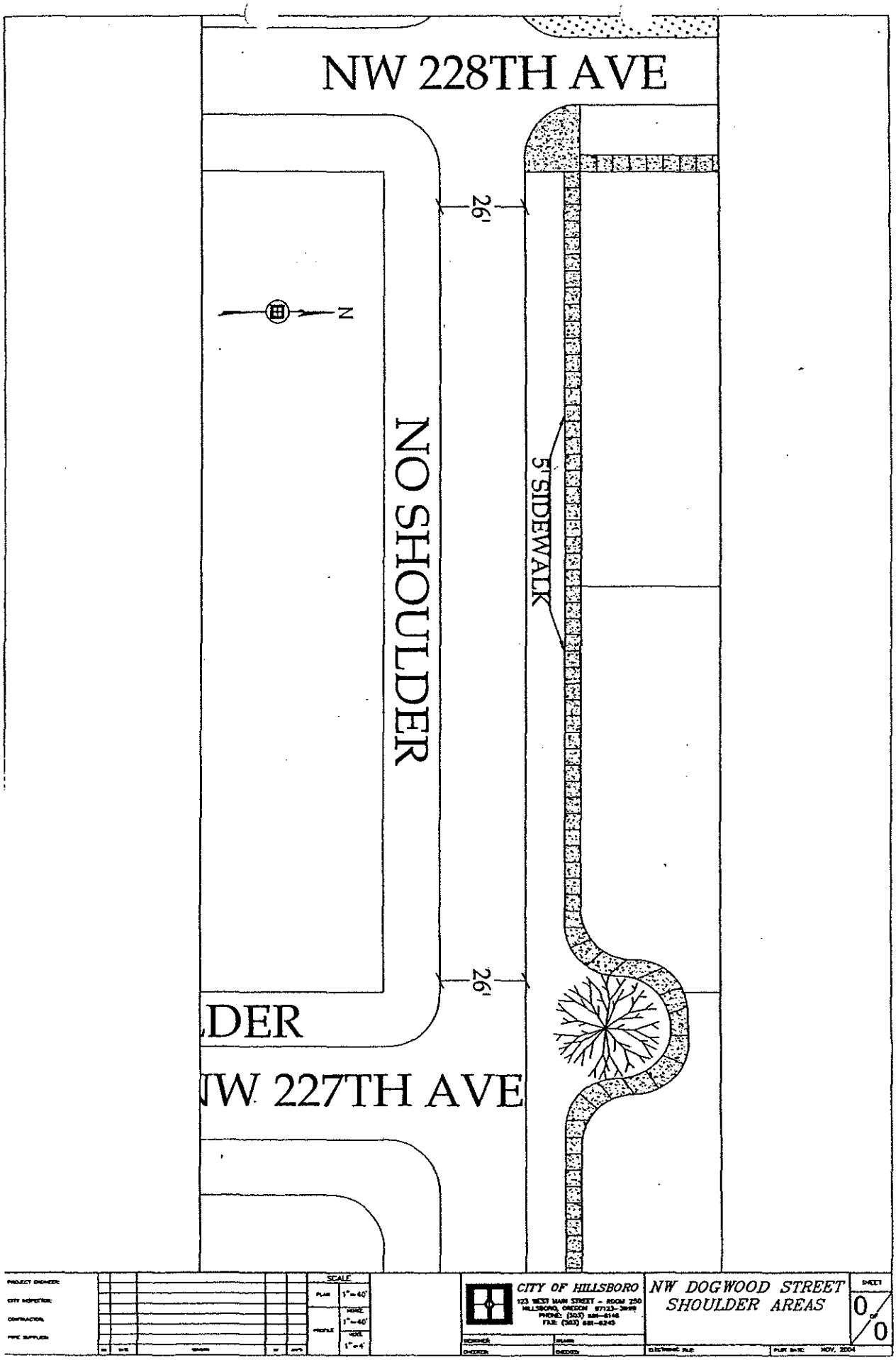
-Drawing Showing Shoulders


Preliminary
Safe Walking Route to
Orenco Elementary School
November 2004
City of Hillsboro
Legend
School
Stop Sign
Light Rail
Crosswalk
Pathway
Missing Sidewalk
School Zone
School Walk Route
Taxlots
Orenco Walk Boundary
School Building
Roadway
City Limits
County
N
W
E
S
0 125 250 500 Feet
This map is based upon boundaries provided to the City of Hillsboro by School District 1J on 5/24/2004.
The map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, notification of errors would be appreciated.
NW ALDER ST
NW BIRCH
NW CHESTNUT ST
NW DOGWOOD
NW ELM
NW FIR ST
NE STONEWATER
NE ROCKY BROOK ST
NE 73RD AVE
NE 70TH AVE
NW 225TH AVE
NW 226TH
NW 227TH
NW 228TH
NE 64TH
NE 64TH CT
NE 64TH WAY
NE 64TH PL
MARINA CT
NW 23RD AVE
NW 23RD ST
NE 72ND PL
QUATAMA RD
NE ANDOVER
ORENCO
Orenco Woods Golf Course
COMMUNITY PLACE RD
NW


NW 231ST AVE
N
DRIVEWAY
DRIVEWAY
3' ROCK
ALL DITCH LINE
21'
NW DOGWOOD ST
21'
5' SIDEWALK
CITY OF HILLSBORO
NW DOGWOOD STREET
SHOULDER AREAS
SHEET
0 of 0
NOV. 2004


NW 230TH AVE
ALL DITCH LINE
2' DIRT
5' SIDEWALK
2' GRASS
19'
18'
20'
5' SIDEWALK
N
NW 229TH AVE
LK
CITY OF HILLSBORO
NW DOGWOOD STREET
SHOULDER AREAS
SHEET
0 OF 0


NW 229TH AVE
LDER
19'
N
2' ROCK & GRASS
18'
1' ROCK & GRASS
NW DOGWOOD ST
2' ROCK
2' GRASS
20'
NW 228TH AVE
PROJECT ENGINEER
CITY INSPECTOR
CONTRACTOR
PIPE SUPPLIER
SCALE
PLAN 1"=40'
HORIZ. 1"=40'
PROFILE
VERT. 1"=4'
CITY OF HILLSBORO
123 WEST MAIN STREET - ROOM 250
HILLSBORO, OREGON 97123-3999
PHONE: (503) 681-6146
FAX: (503) 681-6245
DESIGNED
DRAWN
CHECKED
CHECKED
NW DOGWOOD STREET
SHOULDER AREAS
SHEET
0 of 0
ELECTRONIC FILE:
PLAT DATE NOV. 2004


NW 228TH AVE
26'
N
NO SHOULDER
5' SIDEWALK
26'
LDER
NW 227TH AVE
PROJECT ENGINEER:
CITY INSPECTOR:
CONTRACTOR:
PIPE SUPPLIER:
SCALE
PLAN 1"=40'
PROFILE HORZ. 1"=40' VERT. 1"=4'
CITY OF HILLSBORO
123 WEST MAIN STREET - ROOM 250
HILLSBORO, OREGON 97123-3999
PHONE: (503) 681-6146
FAX: (503) 681-6245
NW DOGWOOD STREET
SHOULDER AREAS
SHEET
0 OF 0
DRAWN
CHECKED
DRAWING FILE
PLOT DATE: NOV. 2004

APPENDIX B: HOURLY APPROACH VOLUMES

228th & Dogwood
24 Hour Approach Volume Summary

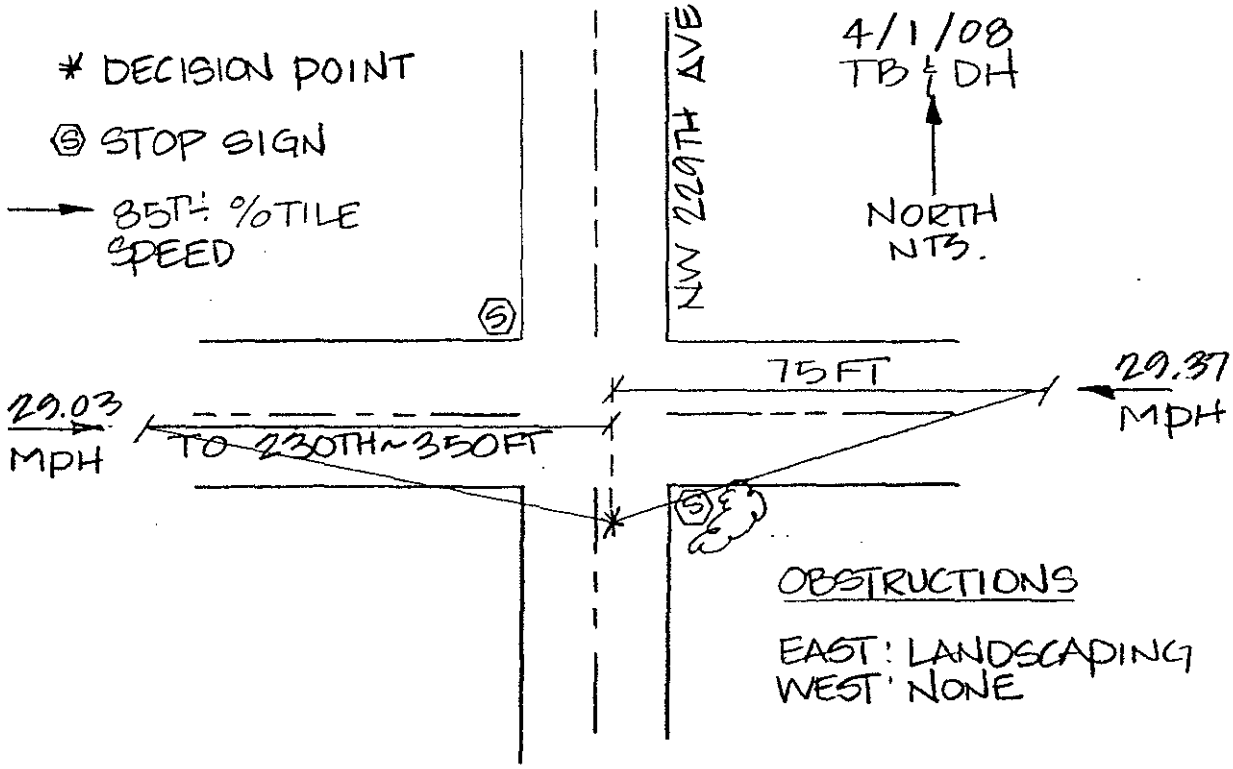
Time	NW 228th Avenue			NW Dogwood Street			Intersection
	Northbound	Southbound	Total	Eastbound	Westbound	Total	Total
Noon	2	11	13	28	36	64	77
1:00 PM	5	17	22	29	39	68	90
2:00 PM	4	10	14	29	55	84	98
3:00 PM	3	12	15	35	42	77	92
4:00 PM	2	12	14	37	38	75	89
5:00 PM	0	8	8	67	62	129	137
6:00 PM	4	16	20	60	57	117	137
7:00 PM	2	16	18	32	29	61	79
8:00 PM	1	12	13	27	27	54	67
9:00 PM	2	3	5	10	25	35	40
10:00 PM	0	3	3	5	13	18	21
11:00 PM	0	0	0	3	1	4	4
Midnight	0	1	1	1	3	4	5
1:00 AM	0	0	0	2	2	4	4
2:00 AM	0	0	0	2	0	2	2
3:00 AM	0	5	5	2	3	5	10
4:00 AM	0	0	0	2	3	5	5
5:00 AM	0	1	1	5	10	15	16
6:00 AM	2	4	6	2	22	24	30
7:00 AM	4	13	17	55	97	152	169
8:00 AM	4	11	15	28	58	86	101
9:00 AM	3	5	8	19	33	52	60
10:00 AM	6	4	10	16	18	34	44
11:00 AM	0	7	7	27	41	68	75
	44	171	215	523	714	1237	1452

229th & Dogwood
24 Hour Approach Volume Summary

Time	NW 229th Avenue			NW Dogwood Street			Intersection
	Northbound	Southbound	Total	Eastbound	Westbound	Total	Total
Noon	3	2	5	31	41	72	77
1:00 PM	3	3	6	32	35	67	73
2:00 PM	4	5	9	34	46	80	89
3:00 PM	6	6	12	40	47	87	99
4:00 PM	2	4	6	38	37	75	81
5:00 PM	2	7	9	59	57	116	125
6:00 PM	3	1	4	62	51	113	117
7:00 PM	2	1	3	34	26	60	63
8:00 PM	3	2	5	30	35	65	70
9:00 PM	3	1	4	13	21	34	38
10:00 PM	0	2	2	7	11	18	20
11:00 PM	0	0	0	2	1	3	3
Midnight	1	0	1	3	3	6	7
1:00 AM	0	0	0	2	2	4	4
2:00 AM	0	0	0	1	0	1	1
3:00 AM	0	0	0	3	3	6	6
4:00 AM	0	0	0	2	2	4	4
5:00 AM	2	1	3	5	11	16	19
6:00 AM	2	0	2	2	21	23	25
7:00 AM	2	3	5	53	71	124	129
8:00 AM	1	3	4	32	63	95	99
9:00 AM	3	4	7	22	33	55	62
10:00 AM	2	2	4	17	17	34	38
11:00 AM	2	4	6	31	42	73	79
	46	51	97	555	676	1231	1907

APPENDIX C: INTERSECTION SIGHT DISTANCE

229TH/DOGWOOD M. / 2008



CASE B1 - LEFT TURNS

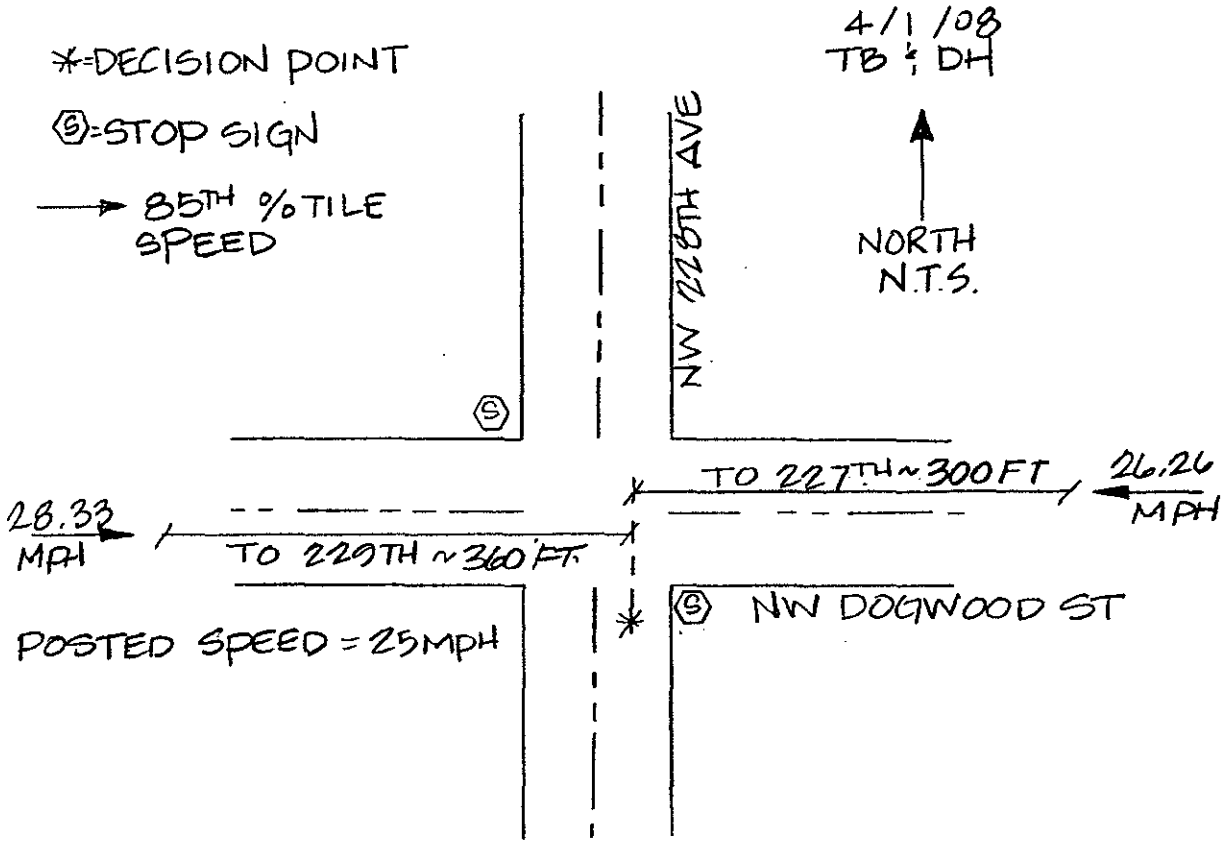
$ISD_W = 1.47(29.03)(7.5) = 320\ FT$ ✓ OK

$ISD_E = 1.47(29.37)(7.5) = 323\ FT$

$ISD_{E_{POSTED\ SPEED}} = 1.47(25)(7.5) = 275\ FT$

∴ SIGHT DISTANCE IS ADEQUATE TO THE WEST FOR THE 85TH %TILE SPEEDS. SIGHT DISTANCE IS HAMPERED TO THE EAST BY LANDSCAPING LOCATED ON THE SOUTHEAST CORNER. SIGHT DISTANCE 15 FEET BACK FROM THE ROADWAY IS LESS THAN DESIRED. A VEHICLE HOWEVER CAN MOVE FORWARD TO OBTAIN ADDITIONAL VISIBILITY. A MOVE FORWARD OF 5FT IN THIS CASE INCREASES VISIBILITY FOR THAT DRIVER TO 270 FT. THIS IS ADEQUATE FOR POSTED SPEEDS.

228TH/DOGWOOD MAY 2008



CASE B1 · LEFT TURNS (WORST CASE)
AASHTO, POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, 2001 P. 660

$ISD = 1.47 (V)(T_G)$

ISD = INTERSECTION SIGHT DISTANCE

V = DESIGN SPEED, MAJOR ROAD (MPH)

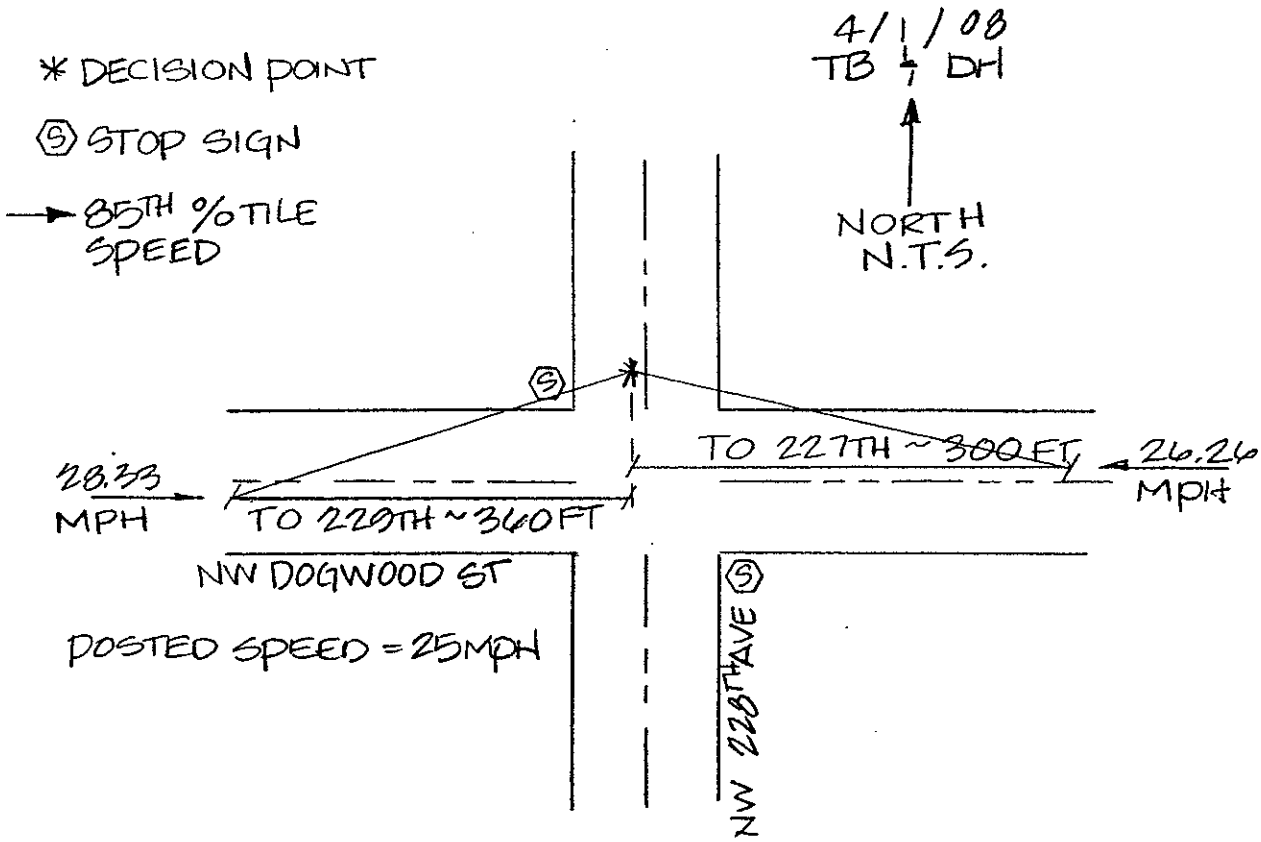
T_G = TIME GAP FOR MINOR ROAD VEHICLE TO ENTER THE MAJOR ROAD = 7.5

$ISD_W = 1.47 (28.33 MPH)(7.5) = 312.3$ FT ✓OK

$ISD_E = 1.47 (26.26 MPH)(7.5) = 289.5$ FT ✓OK

∴ SIGHT DISTANCE IS ADEQUATE TO THE EAST AND WEST FOR 85TH % TILE SPEEDS

228TH/DOGWOOD MAY 2008



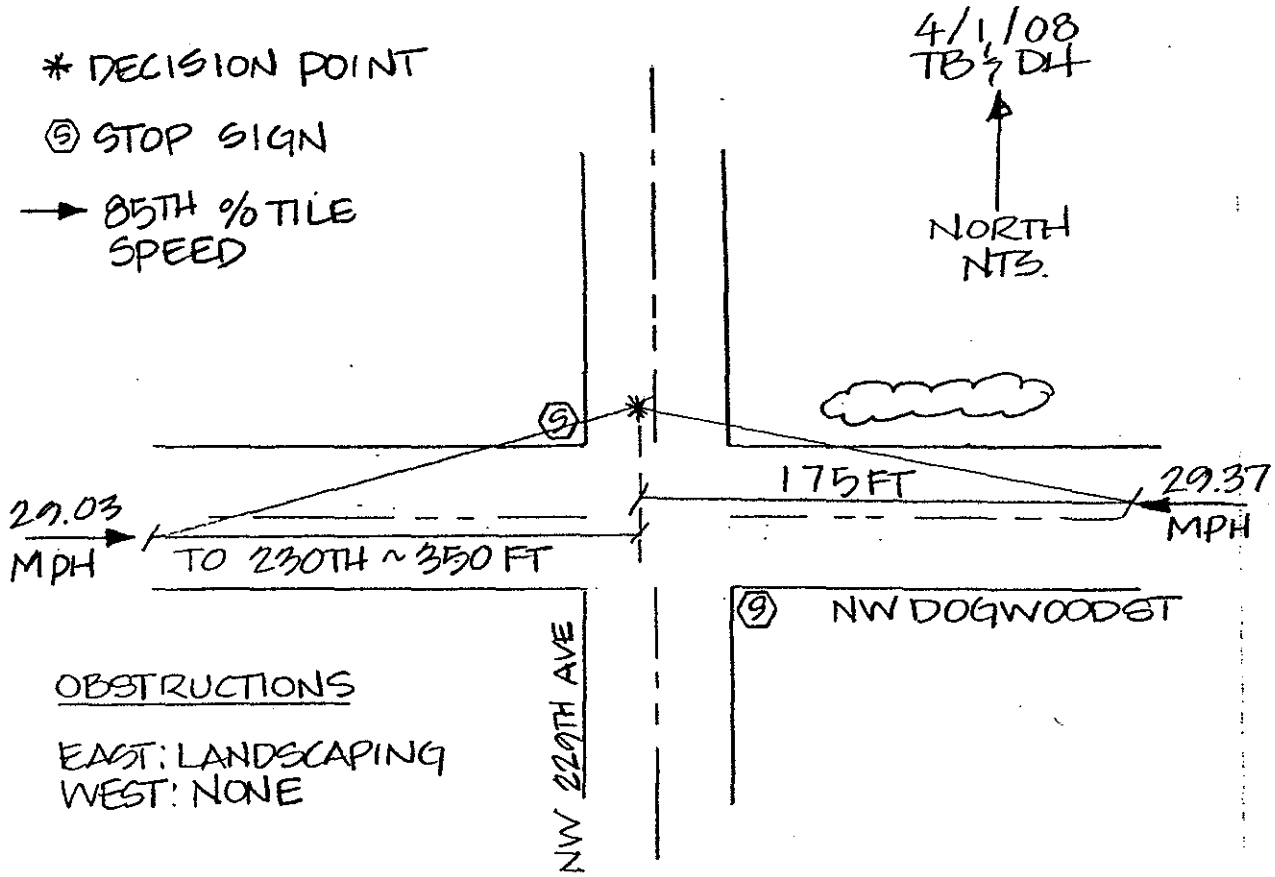
CASE B1 – LEFT TURNS

$ISD_W = 1.47(28.33\ MPH)(7.5) = 312.3$ ✓ OK

$ISD_E = 1.47(26.26\ MPH)(7.5) = 289.5$ ✓ OK

∴ SIGHT DISTANCE IS ADEQUATE TO BOTH THE EAST AND WEST FOR 85TH PERCENTILE SPEEDS

220TH/DOGWOOD MAY 2008



OBSTRUCTIONS

EAST: LANDSCAPING
WEST: NONE

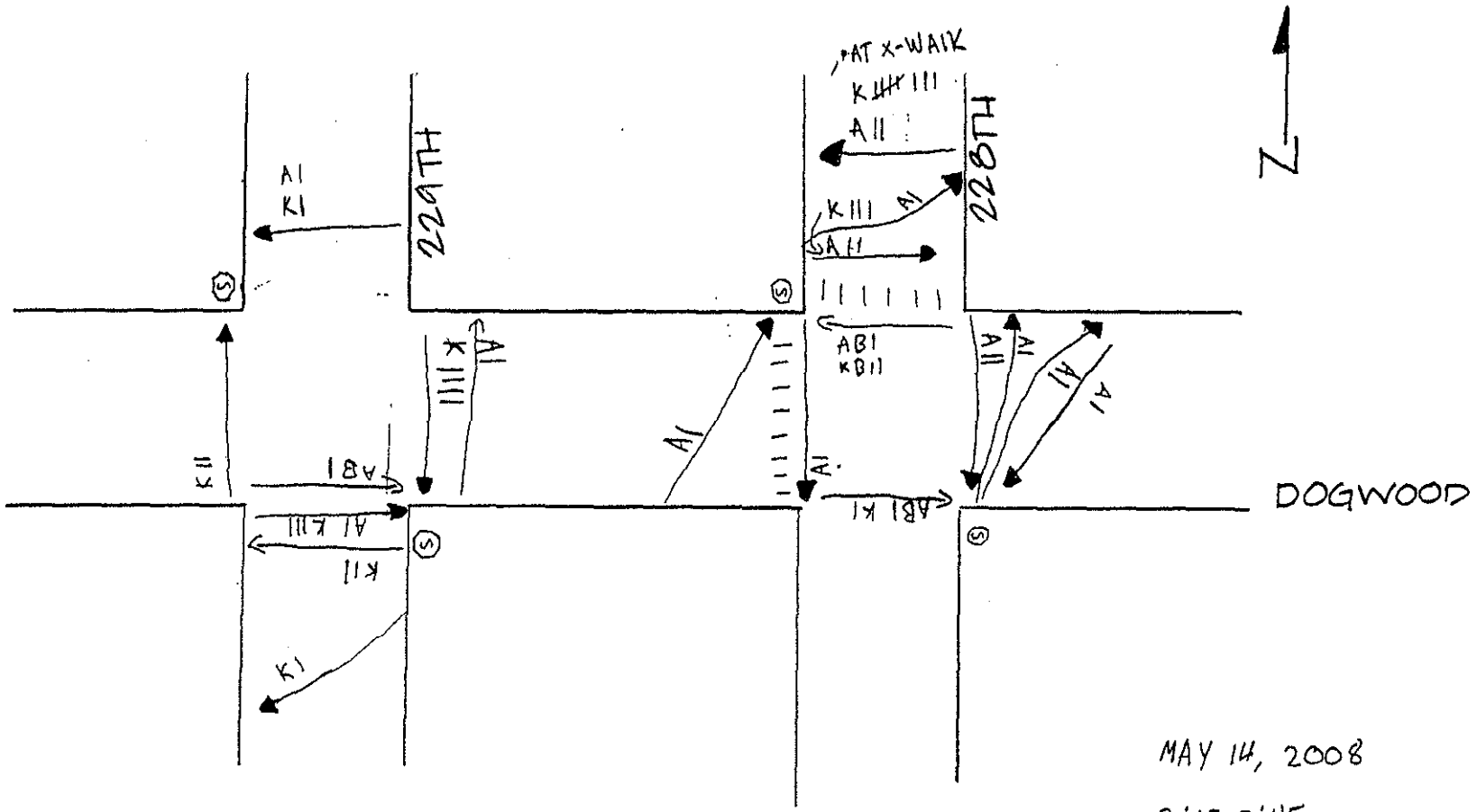
CASE B1: LEFT TURNS

$ISD_W = 1.47(29.03)(7.5) = 320\ FT$ ✓ OK

$ISD_E = 1.47(29.37)(7.5) = 323\ FT$

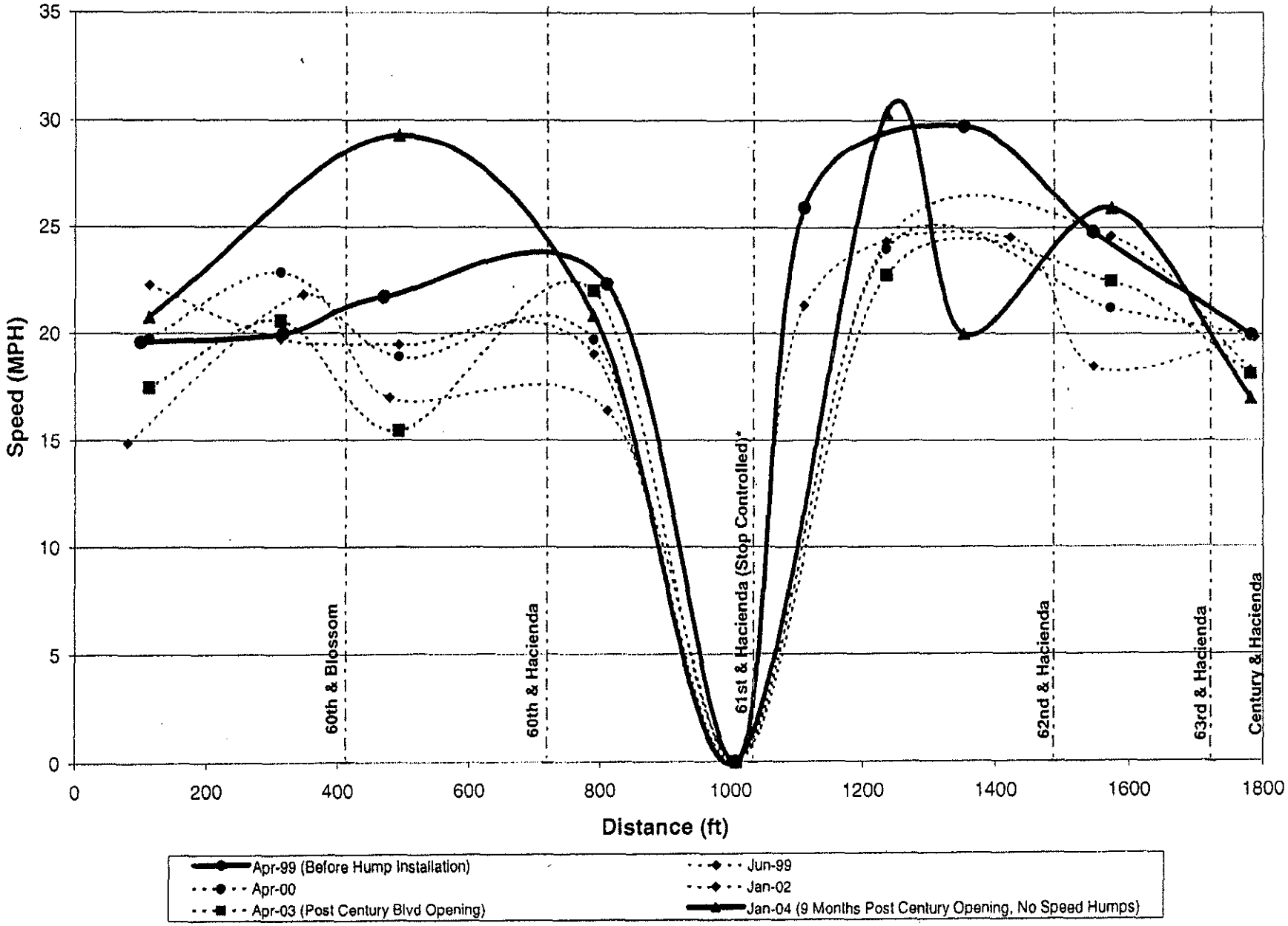
$ISD_{POSTED\ SPEEDS} = 1.47(25)(7.5) = 275\ FT$

∴ SIGHT DISTANCE IS ADEQUATE TO THE WEST FOR 85TH % TILE SPEEDS. SIGHT DISTANCE IS RESTRICTED TO THE EAST BY ARBORVITAE. A VEHICLE CAN OBTAIN AN ADDITIONAL 100 FEET OF VISIBILITY BY MOVING FORWARD AN ADDITIONAL 5 FEET. THIS IS ADEQUATE FOR POSTED SPEEDS.

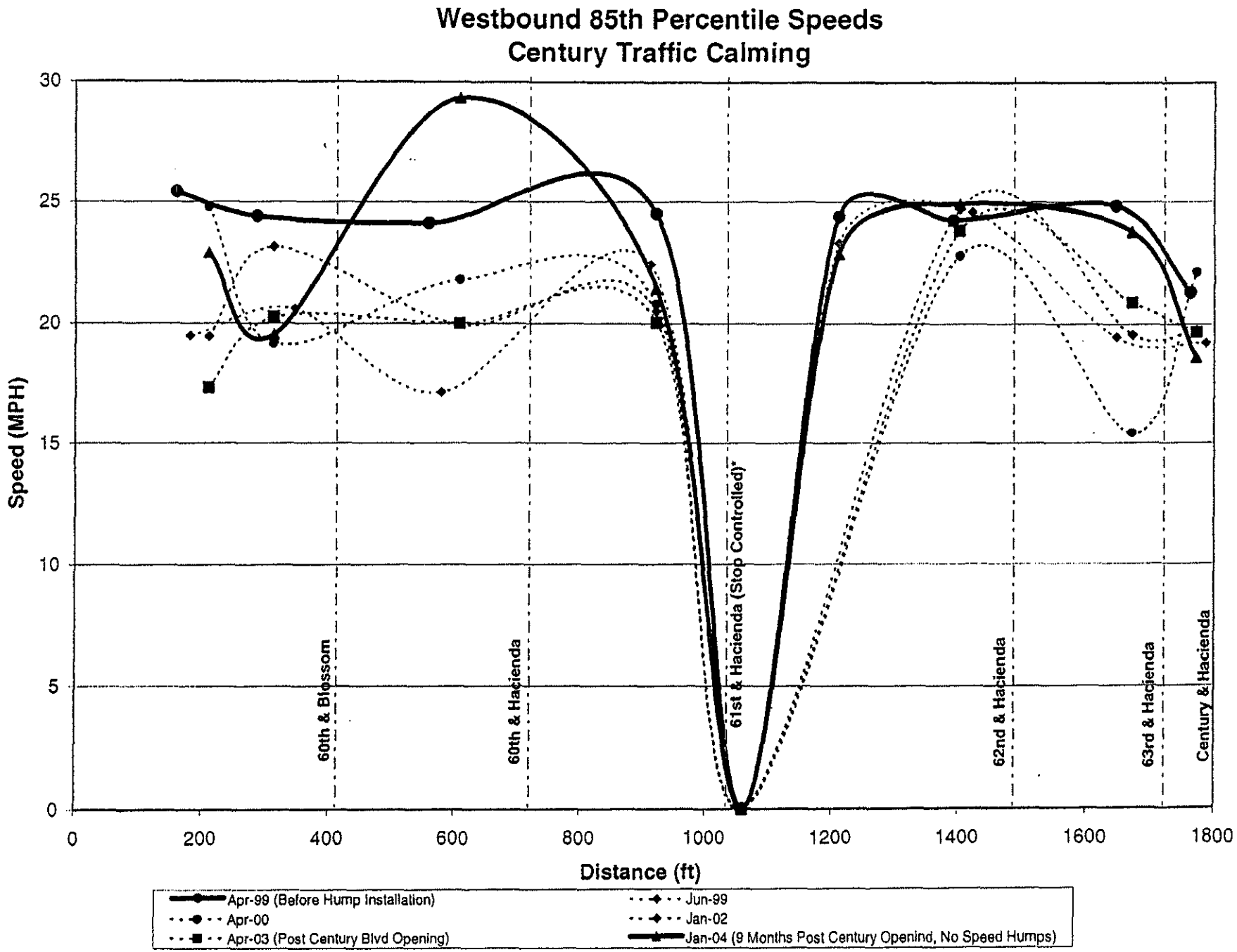

DOGWOOD
228TH
229TH
N
AT X-WALK
K IIII
A II
K III
A I
A II
AB I
KB II
A I
A I
A I

APPENDIX E: CENTURY SPEED HUMP TRAFFIC DATA

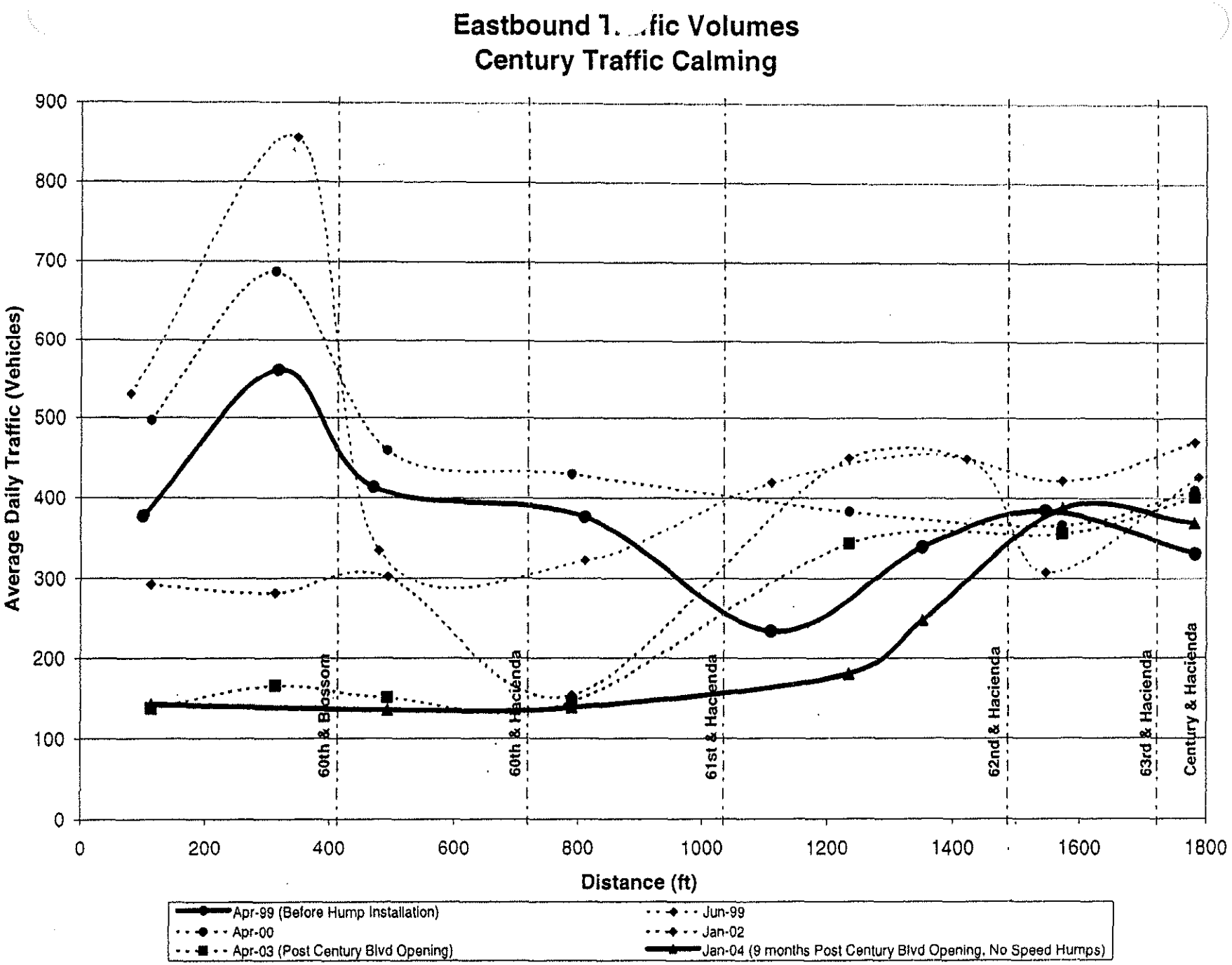
Eastbound 85th Percentile Speeds
Century Traffic Calming



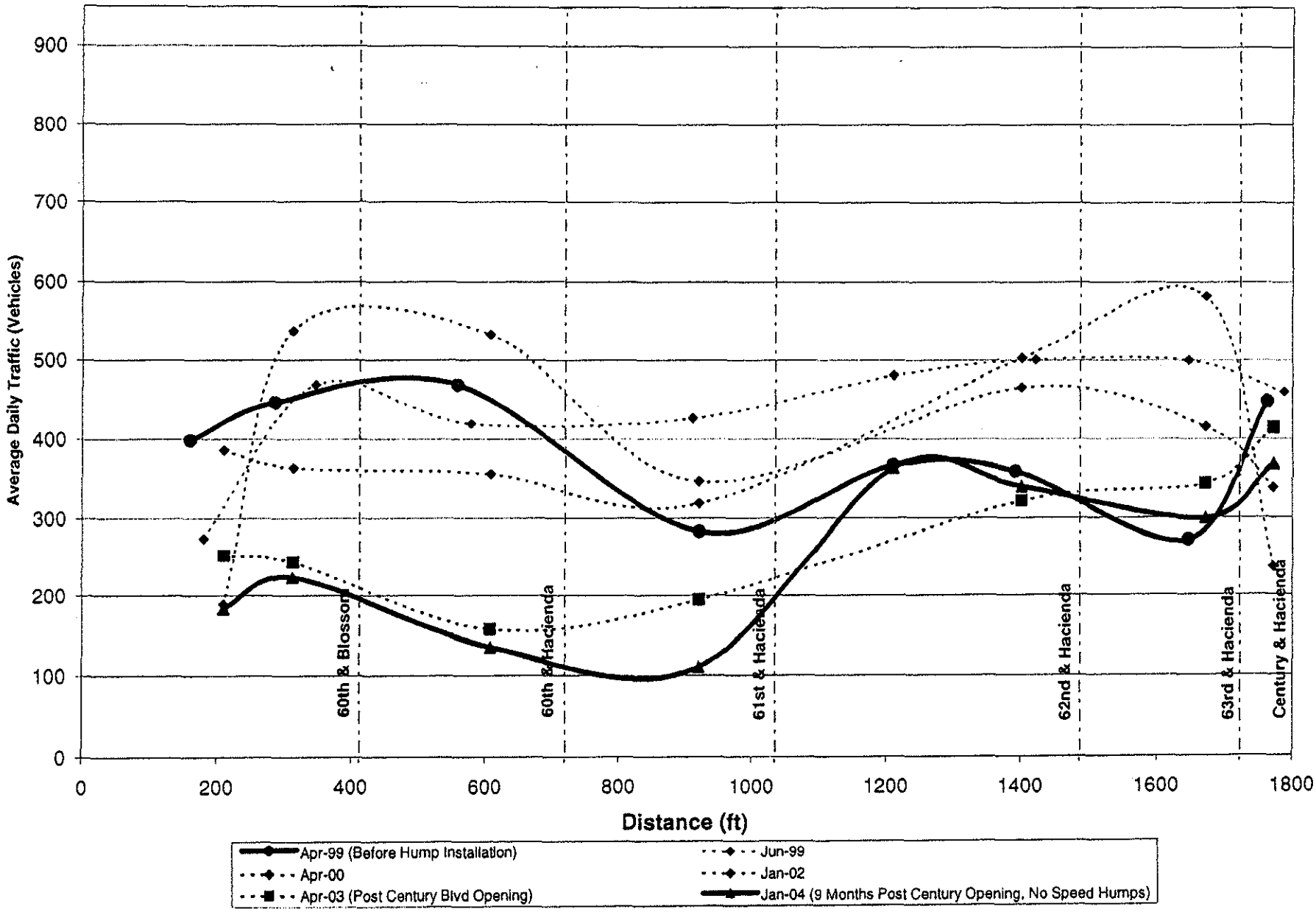
* Speeds assumed at 0 mph at stop bar.



* Speeds assumed at 0 mph at stop bar.


Eastbound T...fic Volumes
Century Traffic Calming
Average Daily Traffic (Vehicles)
Distance (ft)
0
100
200
300
400
500
600
700
800
900
0
200
400
600
800
1000
1200
1400
1600
1800
60th & Blossom
60th & Hacienda
61st & Hacienda
62nd & Hacienda
63rd & Hacienda
Century & Hacienda
Apr-99 (Before Hump Installation)
Apr-00
Apr-03 (Post Century Blvd Opening)
Jun-99
Jan-02
Jan-04 (9 months Post Century Blvd Opening, No Speed Humps)

Westbound Traffic Volumes
Century Traffic Calming



Ruth Klein

From: Laura Milligan [lauriemill11@comcast.net]
Sent: Tuesday, September 09, 2008 4:11 PM
To: Ruth Klein; Laurie Vizzini
Subject: RE: Traffic on Dogwood St.

I'm not sure, but would love for them to know it. How would I send it to them?

Laurie Vizzini
Sent with Wireless Sync from Verizon Wireless

---- Original Message ----
From: "Ruth Klein" <ruthk@ci.hillsboro.or.us>
Date: 9/9/08 2:24 pm
To: "Laurie Vizzini" <Lauriemill11@comcast.net>
Subj: RE: Traffic on Dogwood St.
Hello Laurie,

Thank you for emailing this information. Is it being submitted as testimony to be considered by the Planning Commission at tomorrow's public hearing? Please let me know as soon as possible.

Sincerely,

Ruth

Ruth Klein, Urban Planner
City of Hillsboro Planning Department

(503) 681-6465 - Phone
(503) 681-6245 - Fax

From: Laurie Vizzini [mailto:Lauriemill11@comcast.net]
Sent: Tuesday, September 09, 2008 12:57 PM
To: oldorenco@gmail.com
Cc: Ruth Klein
Subject: FW: Traffic on Dogwood St.
Importance: High

FYI, I sent this to the local traffic cop today. I will plan on being at the Planning Commission meeting tomorrow night. I live on Dogwood/230th and am deeply concerned about it's future and the future of my investment. This is such a wonderful community and I would hate to see what previous owners have tried so hard to keep, be destroyed by more traffic. It is also possible that the only way anyone will see the light, is if someone is killed on this road due to lack of foresight from the Planning Commission. See below.

Laurie Vizzini

From: Laurie Vizzini [mailto:Lauriemill11@comcast.net]
Sent: Tuesday, September 09, 2008 12:52 PM
To: markwe@ci.hillsboro.or.us
Subject: Traffic on Dogwood St.
Importance: High

Mark,

We met a few weeks ago when I stopped you and your partner out on Dogwood Street and you asked me to send you an email regarding excessive speeders down Dogwood. So far I have accumulated a small list of license plates that have been at least going 35-40mph down Dogwood near 230th, which is a 25 mph narrow road. I am seriously concerned about the safety of pedestrians (lots of walkers, bikers, cats etc) on Dogwood. Please advise:

194 DEL

131 CYT

809 BVA

546 DAD

YST 149

UGR 741

24578

YWB 151 (Landscaping Truck 8:30am on 9/4/08)

583 EVT

2PF 394 (subaru slowly paced down and back 5x on 9/9/08)

ZNC 734

ZGU 693

825 BKT

554 BMY

Also, there is a planning commission meeting at 6:30 on Wednesday night regarding the development that will be going into the old golf course.
They are thinking of opening up Dogwood and Birch to be major throughways...which will TRIPLE the amount of traffic down these roads.
I am seriously scared for our community and the impact it will have on Old Orenco. Please advise.

Thank you,

Laurie Vizzini

22980 NW Dogwood Street

Hillsboro, OR 97124

)3-307-8209

Ruth Klein

From: Jacob Speas [jacob.speas@yahoo.com]
Sent: Tuesday, September 09, 2008 11:09 AM
To: Ruth Klein
Subject: "Keep Orenco a True Neighborhood!"

Dear Ruth,

It pleases me to become aware of what is happening to our community. I would love to rally at the commission meeting tomorrow, but my busy schedule will only allow me to write this e-mail in response.

My family and I live on the corner of 227th and Dogwood st. We very much love the neighborhood, and those that live in the community. It remains to be very quite for how close we are to everything. I can't tell you how many times I have been around the house, and seen Deer feeding in the elementary school fields, coyotes walking the streets, skunks scampering along the curbs and into the brush, owls hooting in the oak tress, and a plethora of other wildlife. We like to take our daughter across the street the play at Orenco elementary frequently, as well as, walk to the Max for different weekend excursions.

I would have to say I am strongly against the development of the Elk's golf course. I would be for the redevelopment of the golf course itself. This way I wouldn't have to practice my swing at the school, but that is a whole other topic. I don't understand why anyone would want to develop right now, especially of that magnitude with the economic recession we are in, was well as, the decline in real estate sales over the last five years. Beaverton and Hillsboro already have a handful of areas where residential development has stopped at the foundation. One such area is right on 231rst towards Baseline, where they have stopped the development of ten houses. Orenco is finishing the rest of their developments off of Cornell, and have recently finished the apartment structures by the Orenco Station Max platform. It is hard for me to see the need when the surrounding neighborhoods have plenty of rent vacancies, on top of the Houses for sale. The housing market is not ready for the construction for some two hundred and forty-nine houses!

I am also against this plan due to the fact that the over run golf course has evolved itself into a wildlife habitat. With the growth Hillsboro, Orenco, and Tanasbourne has undergone the surrounding wildlife has lost a lot of its once familiar environment. When the elks purchased the golf course, and continued with its closure, these homeless animals have now found somewhere they can go without disturbing communities, and vise verse. In a time when humanity is focusing on being green, this plan is a complete one-eighty. This would eliminate more trees in our area, as well as, demolish one of the last areas of refugee for our local wildlife.

My final argument deals with the traffic that we deal with now, and what is expected if this plan goes forward. Living on the corner of 227th and Dogwood st. can be very frustrating. The corner is a controlled 3-way stop. This is a some what busy route connecting 231rst to Cornelius Pass rd. It is a school zone, a 25 MPH zone, and an actively used neighborhood by the local kids. I can't tell you how many times a day commuters speed down the streets, run the stop signs, and if they stop, it is in the middle of the intersection. I have taken license plate numbers down and have called them into the local police department. I have a 4 year old, and one on the way. I do not feel safe with them playing in front of or on the side of the house. I have witnessed several occasions where pedestrians have almost been hit, vehicles nearly collide, and a few accidents all based around the traffic not obeying the law. The

Hillsboro police department will occasionally have an officer roll through the neighborhood. A couple times a month, a motorcycle officer will sit and watch the intersection, and the local streets. This helps for the time being, but as the saying goes, "out of sight, out of mind." With the increase in homes in this area, how does the county expect to manage this, when they already struggle with the current issues?! We are talking about a school zone that sits kin a 25 MPH zone all the time, not just 7 to 5. While we are on the subject, how is running Birch and Dogwood all the way from 231rst to Cornelius Pass rd going to elevate congestion? Cornelius pass rd. already gets congested at the controlled intersection of Quatama and Cornelius Pass rd. That and the fact that Cornelius pass rd. is a two lane road, and would need to be widened to handle the extra traffic. Another point is how controlled intersections will have to be put in at Birch and Dogwood to control the flow of traffic onto Cornelius Pass rd. Who is going to pay for all the extras that are going to have to go along with the development plan? Or taxes?

Thank you for allowing me the opportunity to express my and my family's views on such a Hannis development plan.

Jacob Speas
22662 NW Dogwood St.
Hillsboro, Or. 97124
503.704.9504

Ruth Klein

From: ERIN STRAW [estraw@gmail.com]
Sent: Monday, September 08, 2008 9:31 PM
To: Ruth Klein
Subject: plans

I personally wish they weren't putting any of these new houses and townhouses and commercial whatever into our area. I moved here to the old Orenco neighborhood over a year ago, and the main reason I chose this neighborhood was because there were so many old houses and farm houses, everyone has been living here a long time in those houses and is very friendly, and the streets were very quiet with not alot of traffic so that kids could play out on the streets and I could walk my dog without cars interrupting us.

If they put in all these new houses, I live on Alder St. with is perpendicular to Birch street, and that might mean that alot more cars would be going right by my house everyday, and I don't want that. I like my quiet little neighborhood where cars drive slow and people and kids can be out on the streets without worrying about a ton of traffic and noise.

Please email me back if you want to use this email for anything. I cannot make any meetings or anything b/c of my busy schedule, but I just wanted to share my thoughts on this. Thanks!

--
Erin

"A friend is like a good pair of running shoes; a comfortable fit with a lot of sole."

Ruth Klein

From: Edward Crawford [completion3@verizon.net]
Sent: Monday, September 08, 2008 2:13 PM
To: Ruth Klein
Subject: proposed building on the old Orenco Golf Course
Attachments: "AVG certification"

Greetings Ruth,
The paper regarding this new construction proposed on the old Orenco Golf Course asked us to express our concerns.

So, here it comes.

This Orenco has been noisy from the time they decided to build this new Orenco Elementary School. It was months of hammering steel into the ground to stabilize the earthquake resistant foundation. NOISY all day for my wife as I was still on the road. Even one of the workers said the engineer was a nut case. He did things totally unnecessary.

We have had trucks in town with those worse than annoying backup beepers that can be heard for miles.

We have the sports field, part of the Orenco School, that tries to have soccer games, softball games, etc. The field was never designed for the count of people that try to use it. It is a elementary school; not a high school zone. The players come in and park all over the place. They park in no parking zones. They block the streets by parking on both sides that are not designed for parking. They scream and yell which can be heard inside our house. The leave trash all around.

The Old Orenco is a historic town which means nothing to me as I prefer new if it is reasonable. If this old Golf Course construction goes in, then that will mean more years of noise to put up with. We have these vibrating trucks going through the town far too often. We have boom box kids going through the town shaking the windows. Due to it being what some people would call "County", they seem to think they can get away with more noise than they could in the city.

So, I would oppose this construction not just due to safety for the kids. If the kids do not know enough to stay out of the way of trucks, then they are bound to get hurt. The parents need to be more alert for the kids safety; not the people driving through. I will confess that 228th ave seems to be a form of racetrack for a number of rebels.

Even if they built a road to the East of Orenco for the trucks to use, we can still hear the grinding of the earthmoving equipment and the backup beepers as well as the 450 cube engines vibrating that close. They can be on the job as early as 6 a.m. and as late as 7 at night or later. NO thanks - for this household.
Ed Crawford in Orenco

WASHINGTON COUNTY, OREGON
Department of Land Use and Transportation, Engineering/Surveying Division
1400 SW Walnut St., MS 17A, Hillsboro, Oregon 97123
(503) 846-7900 · FAX: (503) 846-7910

DATE: September 8, 2008

TO: Naomi Vogel-Beattie, Associate Planner

FROM: Jinde Zhu, P.E., Traffic Engineer

CC: Tracy Stone, Stephen Roberts, Greg Miller, Abbas Shafii, Traffic Analysis File #1323/3, C/File

RE: **TRAFFIC STAFF REPORT (REVISED)**
ORENCO WOODS CROSSING
CITY OF HILLSBORO

This report examines the traffic safety impacts of the revised Orenco Woods Crossing development, which consists of 120 single family homes, 129 townhome/condominium units, and up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. The previous plan only proposed a mixture of 141 single family homes and 111 townhomes. This proposed development is located in the northwest quadrant of the intersection of NW Cornelius Pass Road and NW Quatama Road in the city of Hillsboro. Recommendations are provided to ensure an adequate level of traffic safety as defined by R&O 86-95.

Two accesses are proposed to serve the site, one full access on NW Quatama Road and the other access (right-in/right-out/left-in) on NW Cornelius Pass Road. NW Cornelius Pass Road and NW Quatama Road are classified as an arterial and collector respectively. The proposed restricted access on NW Cornelius Pass Road was justified previously by Dunn Traffic Engineering, December 29, 2005. Since the latest proposed plan will generate significantly higher traffic than the previously approved site plan, a new request for access on Cornelius Pass Road is required.

A revised Access Report was submitted by the applicant's traffic engineer (" REVISED Transportation Impact Analysis Report, ORENCO WOODS CROSSING, Hillsboro, OR", Dunn Traffic Engineering, August 2008). The findings and recommendations given below are based, in part, on the information provided in the access report.

FINDINGS:

1. The site trip generation from the development, based on the report "Trip Generation, 7th Edition", ITE, is as follows:

Site Trip Generation*			
	ADT (vpd)	Weekday AM Peak Hour (vph)	Weekday PM Peak Hour (vph)
Enter	2,961	146	290
Exit	2,961	198	259
Total	5,922	344	549

* Site Trip Generation includes pass-by trips.

2. The site impact on streets under Washington County jurisdiction, based on a 10 percent increase in average daily traffic or the minimum impact area, is described below.

Site Impact Area		
Link	From	To
NW Cornelius Pass Road	600 ft South of the Site	600 ft North of the Site
NW Quatama Road	100 ft West of the Site	100 ft East of the Site*

* Even though Quatama Road east of Cornelius Pass Road is also within the 10 percent impact area, the main intersection, Quatama Road/205th Avenue, has just been improved with a new traffic signal.

3. Intersections within the impact area under Washington County jurisdiction were analyzed (weekday AM and PM peak hours) with the following results.

Intersection Analysis				
Intersection	LOS	Left Turn Lane Rec.	Signal Warrant	SPI
NW Cornelius Pass Road/Site Access	C*	Yes	No	N/A
NW Cornelius Pass Road/Quatama Road	C**	Existing	Existing	Yes
NW Cornelius Pass Road/Kian Lane	D*	No	No	N/A
NW Quatama Road/76th Avenue/Site Access	C*	Proposed	No	No

* LOS is for STOP-controlled movement/approach.
** LOS is for an entire signalized intersection.

As indicated in the above table, all the intersections within the project impact area are estimated to operate at an acceptable level of service during the weekday peak hours with the following recommended roadway improvements (in the Recommendations section). The intersection of NW Cornelius Pass Road and NW Quatama Road is on the county's latest SPIS list. However, no correctable accident patterns can be identified.

RECOMMENDATIONS:

1. Provide a center left turn lane on NW Quatama Road between NE 76th Avenue and NW Cornelius Pass Road and a westbound left turn lane with storage of 175 feet on NW Quatama Road at the intersection of NW Cornelius Pass Road and NW Quatama Road.

Coordinate with Washington County and modify the traffic signal after the completion of the recommended roadway improvements

2. Design and construct the proposed access on NW Cornelius Pass Road to safely and effectively restrict the site access to right-in/right-out/left-in movements only.

   a. Construct a raised median on NW Cornelius Pass Road and a half pork-chop island at the proposed site access. The raised median shall be designed to effectively restrict vehicle movements to right-in/right-out/left-in only. It is the applicant's responsibility to ensure that the access restrictions are adequate on NW Cornelius Pass Road to restrict movements to right-in/right-out/left-in only. Washington County will monitor the access to assure that it operates as a right-in/right-out/left-in intersection. If it is found that there are a significant number of violations of the restricted turning movements or safety/operational problems arise, the applicant will be responsible for assuring the safe operation of the access. This may require that the applicant retrofit additional traffic control devices to limit turning movements and/or physical improvements to the roadway. All changes will be subject to Washington County approval. If the retrofit(s) is (are) unsuccessful the County reserves the right to close the access.
   b. The roadway within the limits of the raised median shall be adequately illuminated satisfying the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, Latest revision. Direct technical questions concerning this condition or the current Roadway Illumination Standards to Traffic Engineering at (503) 846-7950.
   c. It is the responsibility of the applicant to ensure that sufficient roadway width exists for the raised median, striping, lane markers, and shy distances.

3. Provide a northbound left turn lane with storage of 150 feet and a southbound deceleration right turn lane at the proposed restricted access on NW Cornelius Pass Road.

4. Provide adequate illumination at the two proposed site accesses, one on NW Cornelius Pass Road and the other on NW Quatama Road. Adequate illumination shall consist of at least one 200 watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet on **existing utility poles if available**. The fixture shall have a medium full-cutoff type III distribution. The pole shall be within the area defined by the radius returns of the intersection. The fixture shall be oriented at 90 degrees to centerline of the collector or arterial. For intersections of collectors with arterials, or arterials with arterials, the luminaire fixture shall be installed at 90 degrees to the higher classified roadway. If the intersecting roadways are of the same functional classification, the fixture may be oriented at 90 degrees to either roadway. **If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, latest revision. Illumination provided within the proscribed intersection area shall be a minimum of 1.5 times the required illumination level of the highest roadway classification at the intersection.** Washington County may require illumination in addition to the above-

stated minimums. Direct technical questions concerning this condition or the current Roadway Illumination Standards to Traffic Engineering at (503) 846-7950.

JZ:jw-b

Ruth Klein

From: Bonnie Kooken [wekookens@verizon.net]
Sent: Friday, September 05, 2008 5:47 PM
To: Ruth Klein
Subject: Questionnaire Venture Properties Orenco Woods Crossing
Attachments: Questionnaire Venture Properties Orenco Woods Crossing.doc

Ruth: Please enter the following questionnaire - answers into the Planning Commission packet.

Thank you for your help
Bonnie

Venture Properties Orenco Woods Crossing Questionnaire

September 04, 2008

The following questionnaire was sent to Orenco residents by email. The following is a summary of their comments. The numbers represent votes with no comments attached.

1) ____ I support Venture-WRG's present "proposal" which has no reduction in the total number of 252 dwelling units on the golf course property, but adds 2.98 acres of commercial development (2.98 acres of commercial development and 1.96 acres of 8 condominiums, each with 8 units each, which replaces 64-65 dwelling units.) because:

I don't support the venture proposal as tendered

NO ENTRACE INTO THE NEIGHBORHOOD!

No. I would support this project of front/rear –loaded products IF (1) those products were single family homes on a single lot for a distance of 1000 feet from Orenco, and (2) if there was 9 acres of open land around the McDonald House to preserve the context of its construction.

2) What type of commercial development would be acceptable to you? None – but if it is deemed to go forward read below

Low traffic and low impact – with high service value to the community – specialty ethnic restaurant, dry cleaners, law and/or accounting offices, low income retirement housing

UPS type store for copying, mailings, quick source of greeting cards. Coffee shop that is truly neighborhood oriented perhaps a local owner that show local artists. Small restaurant or historic bar grill. NOT a 7/11 McDonalds-Burgerthing-Tacothing (plenty of that now)

3) __4 __ I do **not** support, Venture-WRG's present "proposal" (2.98 acres of commercial development and 1.96 acres of 8 duplexes of 8 units each) because:

This density should be located within 1.2 mile of a light rail station. Orenco station is 1.14 miles away (by way of Quatama Rd.) and Quatama Crosing station is ¾ miles away. And, if the drawing (Venture's concept of the SE corner) is accurate there is too little parking shown for the 64 condominium units

Too much traffic. I thought there was some commercial bldg. to be included in the original plans. What happened to that and where were the buildings to be? Quatama RD. and Cornelius Pass Rd. are already too crowded. Remember when Wal-Mart wanted to build on Baseline – no way do we need more empty business buildings in our neighborhood

It would result in more traffic congestion to the area and our local streets, further adversely impacting o the Old Orenco Townsite and increasing chances of catastrophic traffic accidents on Quatama, 227th, Cornelius Pass Road, Dogwood, and possibly Birch, Chestnut, Alder.

It would mean more vehicular and human traffic would be in and out going, aside from the already existing one. The roads are not humps free that makes it easy for speeding and racing to occur especially on odd hours of the day. I live in the corner of Dogwood and 227th and I am a witness to this. I would hate to see a cross sign with flowers in the future because of the negligence

I Can't imagine how 252 new homes will be supported by the limited access points proposed much less an additional 290 home "product units" AND commercial. There is not reasonable transportation access now.

4) ____ I support the addition of commercial development under the following conditions (Choose as many as you wish and/or add your own reasons)

a) __5 _ If there is a reduction of residential units

So that the total traffic generated (from all residential units and from the commercial section) <u>is not greater</u> than was forecasted for the 252 residential units previously agreed to by the developer and the City.)

b) _8___If the total traffic generated (from all residential units and from the commercial section) <u>is no greater</u> than was forecast for the 252 residential units previously agreed to by the developer and the City. (8

NO. More modification is needed to be compatible with the vicinity and region

c) ___10_ If there are additional acres of open space/park for the entire project. (10)

Maybe

d) ___9_ If Cornelius Pass and Quatama are made pedestrian safe. Without a sidewalk between Quatama and Baseline, pedestrians will be in jeopardy with the entire new traffic heading into and out of the Orenco commercial and condominium development.(9)

e) ____ Other Conditions: **Quatama no longer connects to 227th (close the bridge to vehicular traffic pedestrian & bicycles only). Old Orenco still needs some method of slowing traffic (speed bumps would be best). If dogwood is to eventually connect with the new development (which I presume is inevitable) we will definitely need some additional speed control.**

As for the entrance into the development form Cornelius Pass Rd (right in/right out), I believe there should be a light, coordinated with Wilkins St (goes

east from Cornelius Pass Rd). This would eliminate the need for the RI/RO and safety concerns

I would like to see a guarantee that Dogwood and Birch streets will never be opened to through traffic between historic Orenco and the new housing development. Access for emergency vehicles is fine, but no cars or school buses should be allowed through. This should be written out as part of the requirements for approval for the business construction There should also be speed bumps put on Quatama just east of the Quatama-227 bridge, and on 227th just north of the bridge. This will help ensure cars don't come speeding through our neighborhood just to avoid traffic problems on Cornelius Pass. There have been several very dangerous near-collisions on the bridge between cars and bicyclists and pedestrians. The bridge is not safe for heavy traffic, and needs to have a way to slow traffic to safe speeds. I would also love to see a pedestrian walk way put on the side of the bridge, perhaps outside the safety railing, to ensure the safety of those who choose to walk there. The city needs to be made aware of the dangers of this bridge and of fast cars going through our streets so they understand the potential for injury and litigation if and when some is injured. This neighborhood currently has many pedestrians and bicyclists, and adding more cars will only endanger non-drivers.

IF there was a reasonable long-range plan for traffic support, and there was a complete presentation of the cumulative impacts (not just 2011 prospective build out conditions). We need to include discussion of just how all the new growth south of Baseline will be connected to Hwy. 26, since there is literally no plan for that now. Furthermore, what is the plan to connect people to mass transit? Busses running along TV Hwy are so slow they can not be considered a reasonable source of support for people traveling from Hillsboro to Beaverton.

5) ___x_ I do **not** support any commercial development because: **There are vacant spaces available within a three mile radius.**

The current traffic issues

Not needed, not necessary and not wanted. Look at the empty business building around here.

I do not support the addition of the 2.98 acres for commercial development because ther is already plenty of convenient shopping within a close radius of this area. Additional commercial business will lead to more traffic congestion on already congested Cornelius Pass Road. Cornelius Pass Road is not pedestrian or bike safe.

6) __x__ The amount of traffic that this project generates concerns me because: **Quatama R. ND Cornelius pass RI. Do not have walkways sufficient for pedestrian safety for destinations of Quatama Crossing, Cornel Rd. or Baseline R.**

Without any improvement to Quatama and Cornelius Pass, an intersection that is already problematical will become much worse than it is now.

Speed issues through our narrow streets

Look at the backed up traffic already on Cornelius Pass Rd.

It would result in more traffic congestion to the area and our local streets, further adversely impacting the Old Orenco Townsite and increasing chances of catastrophic traffic accidents on Quatama, 227th, Cornelius Pass Rd, dogwood, and possibly Birch, Chestnut and Alder

Additional commercial business will lead to more traffic congestion on already congested Cornelius Pass Road. Cornelius Pass Road is not pedestrian or bike safe.

The traffic it would bring is not safe for the neighborhood as well as the school kids in the Orenco Elementary School

The PC and CC have accepted a generic traffic study as adequate response for unique conditions. More consideration needs to be given the limitations of 2 bridges (MAX/CP & 227th / Quatama). The traffic counts for the current TIA for the 'modification' were collected in 2004 and in 2005 the same gang used 2000 data. This area is growing for too quickly for this to adequately represent current conditions, and certainly can't be applied to future cumulative impacts.

7) __x__ The amount of traffic that this project generates does **not** concern me because:

Only if I am driving drunk

8) __5__ I do not support any commercial development, but if there is commercial development, the total traffic generated (from all residential units and from the commercial section) should be no greater than was forecast for the 252 residential units that have already been approved. (5)

9) ____ I do not support any commercial development, but if there is commercial development I do not care how much traffic will be result.

10) ____ Additional Comments and opinions;

Defer development of this site until the 5-lane upgrade of Cornelius Pass Road is complete

When the 200+ houses were built on the south side of Quatama we saw two cars per house. Now it is more like 3 or 4. Traffic on Quatama Road is heavy during rush house and 20 minutes before school starts (I counted 80 cars going by our home in thes 20 minutes one morning) and 20 minutes before school get out. And drivers must not know or heed the 25 mph speed limit residential and 20 by the school. Some even hit 50. Is this safe for a new access and for the existing traffic? Think. The statement that the County can close the propose access from Cornelius Pass RD. needs serious thought. There are

problems on Cornelius Pass Rd. already, why does anyone think the problems would go away? Think about it- do you really think an access on Cornelius Pass Rd will be safe. Close this access then what? Be realistic. Don't let the development run the show

The need exists for ensuring safe passage for pedestrians/bicyclists walking / riding along either Cornelius Pass Rd north from Baseline to Quatama Road, or heading south or along Quatama Rd. west or east. Remember, there is the increasingly important ridership on the MAX train, and more people are walking to or from the station at 205th and Quatama, towards Cornelius Pass Rd and south toward the developments by Samantha Lane or further south to other developments nearer to Baseline Rd and even further south (Brown JHS and the very popular skateboard park there). It would be irresponsible for any major commercial development at Orenco Golf Course without taking into account the need to build sidewalks/bicycle lanes/wider lanes/ that are continuous along these streets, and not discontinuous as they currently exist.

An historic park surrounding the McDonald House abutting the old town of Orenco would solve much of the traffic problem this development presents. It would eliminate some of the houses hence the amount of traffic. A park will transition the Old town with the new development. It would be the first and possibly the only historic park for the City of Hillsboro. The parks department has a goal of 10 acres per 1000 people (master plan) There will be at least 500 people in the new department and there is definitely 500 people living in the old town. A task force consisting of someone from the City, Planning Department, Venture, Orenco, the Parks Department, a grant writer, a fund raiser should be appointed by the City to settle on a price and placement of a designated historic park.

Submitted by: Bonnie Kooken 09-04-08

Ruth Klein

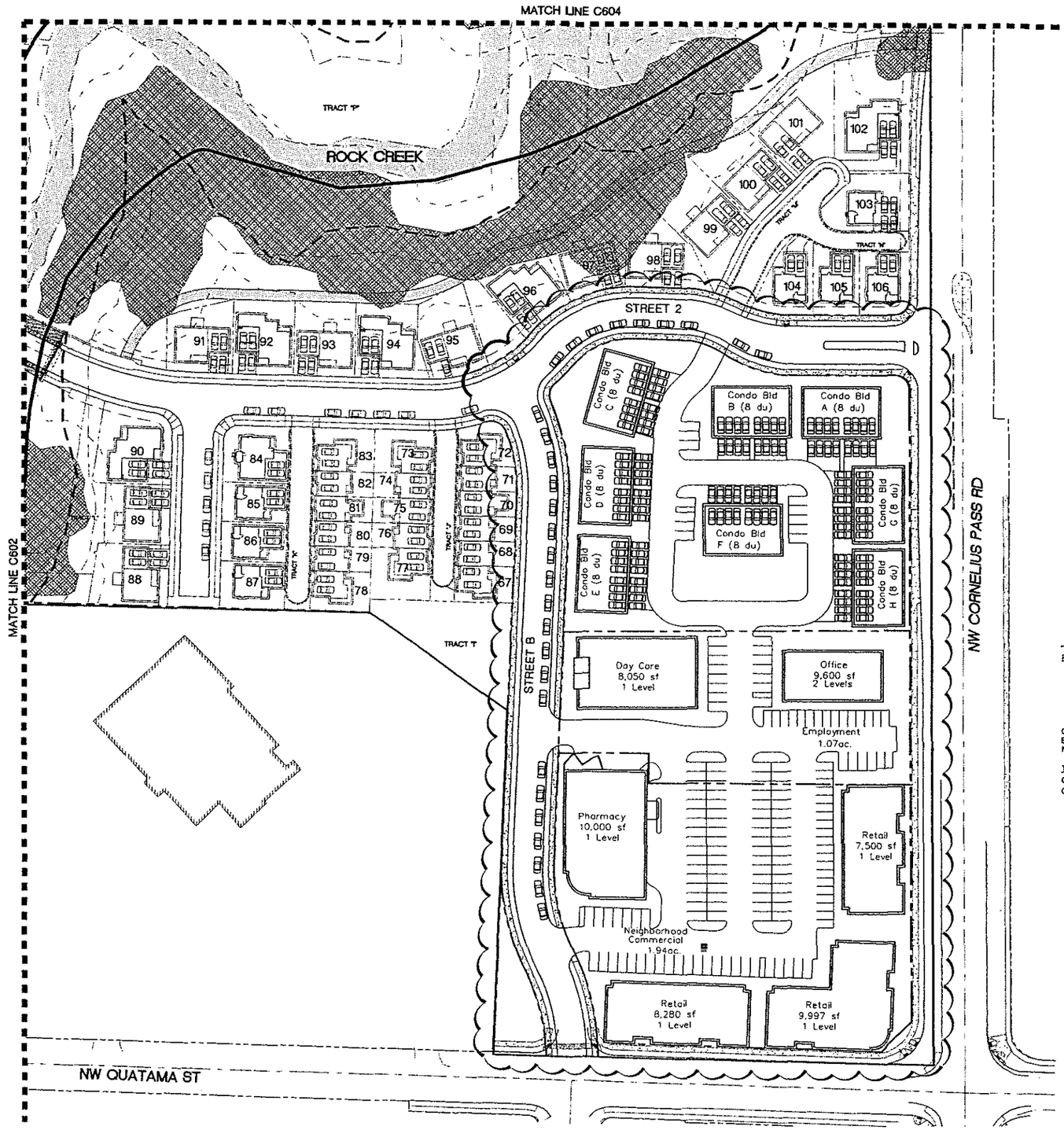
From: Mimi Doukas [mimi.doukas@wrgdesign.com]
Sent: Tuesday, September 02, 2008 3:31 PM
To: Ruth Klein
Subject: FW: Orenco Woods Crossing - Revised lot numbering PART ONE
Attachments: C604.pdf; C601.pdf; C602.pdf

From: Mimi Doukas
Sent: Tuesday, September 02, 2008 2:51 PM
To: Ruth Klein
Cc: Kelly Ritz; Mimi Doukas; John Howorth; Brian Dunn (brian@dunntraffic.com)
Subject: Orenco Woods Crossing - Revised lot numbering

Ruth – here are the Orenco Woods Crossing revisions for all sheets that show lot numbering. The project summary was correct: we have 249 dwelling units. As we discussed, the misnumbering occurred on the west side of the property and is not an indication of any other site plan modifications in that area.

Please let me know if you need anything else.

Mimi Doukas, AICP, RLA
Director of Land Use Planning
WRG Design, Inc
5415 SW Westgate Drive, Suite 100
Portland, Oregon 97221
phone: 503-419-2500
fax: 503-419-2600
www.wrgdesign.com



LEGEND

- EXISTING RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION RIGHT-OF-WAY LINE
- PROPOSED MODIFICATION LOT LINE
- EXISTING CENTER LINE
- EXISTING CURB LINE
- PROPOSED MODIFICATION CURB LINE
- EXISTING SIDEWALK
- PROPOSED MODIFICATION SIDEWALK
- EXISTING WETLAND LINE
- EXISTING 100 YR FLOODPLAIN LINE
- EXISTING 100 YR FLOODWAY LINE
- SNRO 25 FT UPLAND TREE IMPACT LINE
- CWS SNRO TITLE 3 SETBACK
- CWS SNRO 75' IMPACT LINE
- PROPOSED MODIFICATION BUILDING OUTLINE
- EXISTING UPLAND TREE RESOURCE AREA
- EXISTING CONCRETE SURFACE
- EXISTING CREEK
- PROPOSED MODIFICATION PARKING SPACE
- PARKING SPACE

PARKING ANALYSIS

PARKING SPACE DETAILS

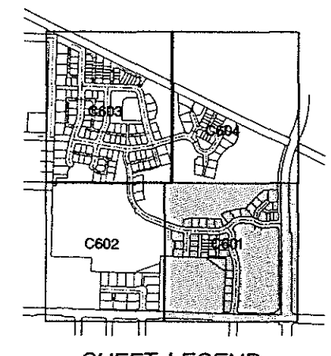
ON STREET PARKING: 23'
OFF STREET PARKING: 20'

ON/OFF STREET PARKING: 9'

CONDOMINIUM PARKING: 140 SPACES
EMPLOYMENT PARKING TOTAL SF: 17,650; PARKING: 46 SPACES
NEIGHBORHOOD COMMERCIAL TOTAL SF: 35,777; PARKING: 107 SPACES

TOTAL PARKING COUNTS (MODIFICATION)
OFF STREET PARKING: 293 SPACES
ON STREET PARKING: 29 SPACES

0 25 50 100



SHEET LEGEND

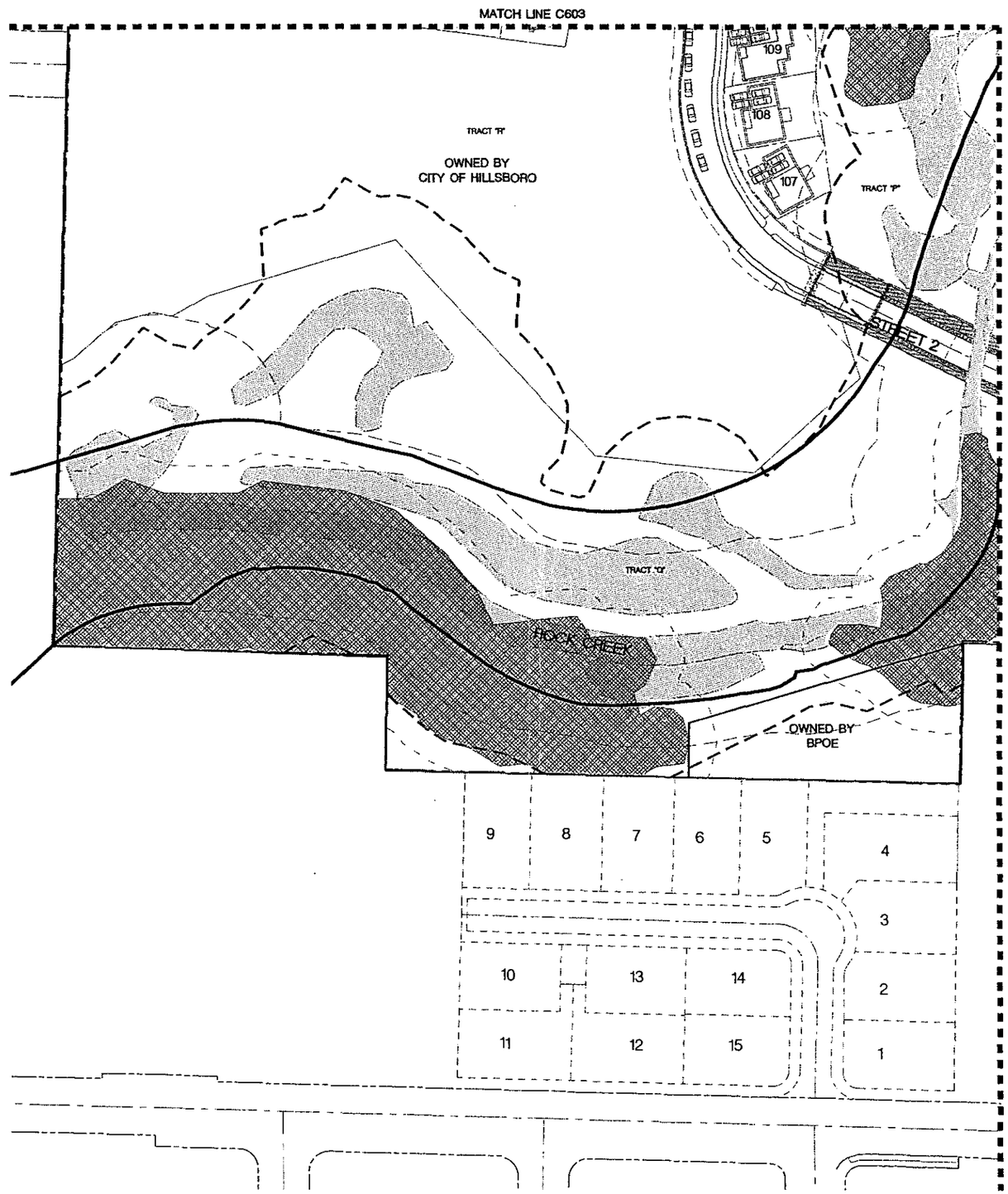
WRG DESIGN INC.
5415 SW Westgate Dr, Ste 100 Portland, OR 97221
Tel. 503.419.2500 Fax. 503.419.2600
PLANNERS • ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS

Orenco Woods CROSSING

SITE PARKING PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

SITE PARKING PLAN
C601



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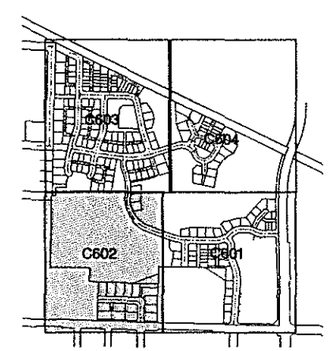
- EXISTING CONCRETE SURFACE
- EXISTING CREEK
- PROPOSED MODIFICATION PARKING SPACE
- PARKING SPACE

0 25 50 100



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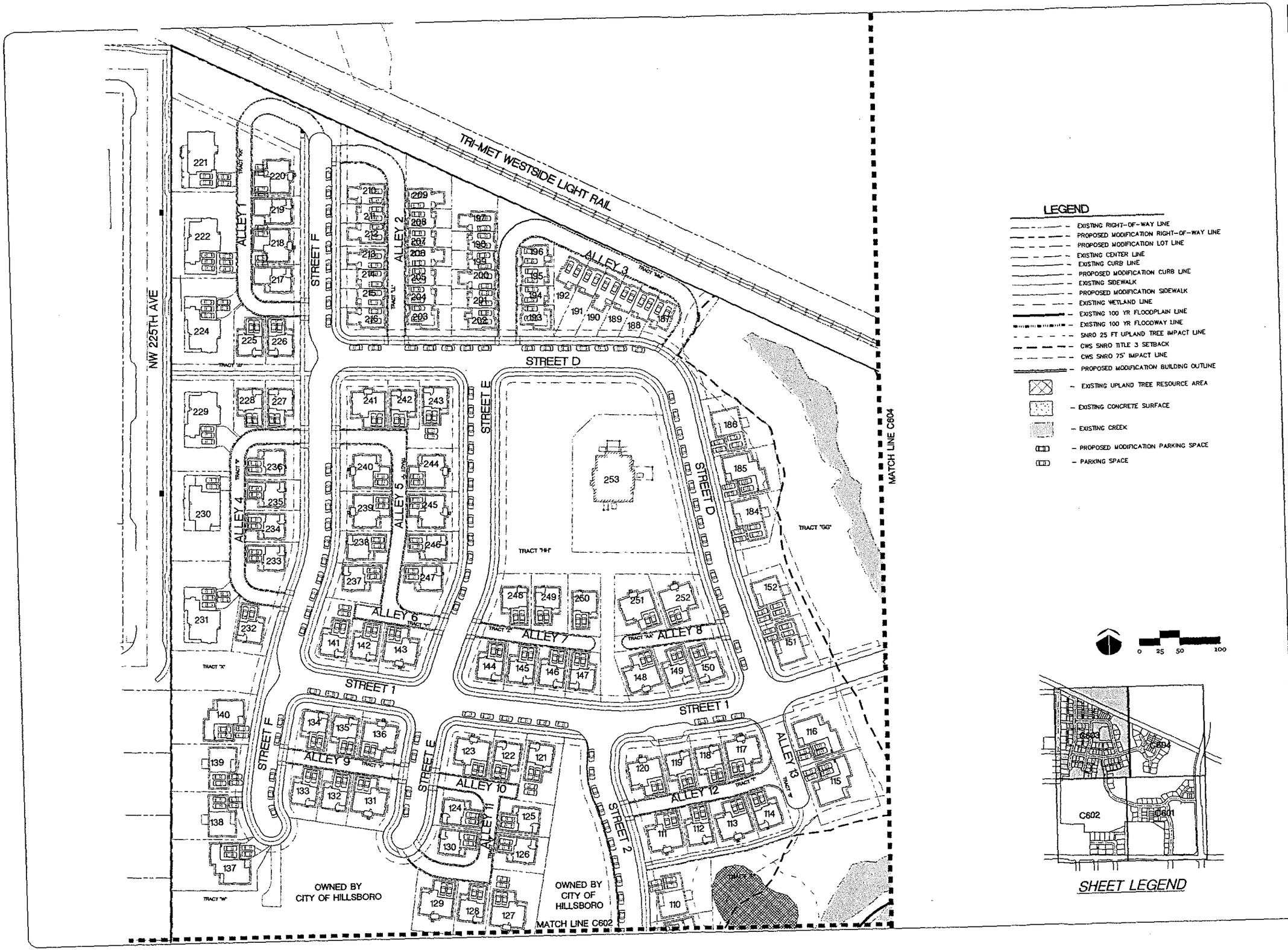
Orenco Woods
CROSSING

SITE PARKING PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

SITE PARKING PLAN
C602



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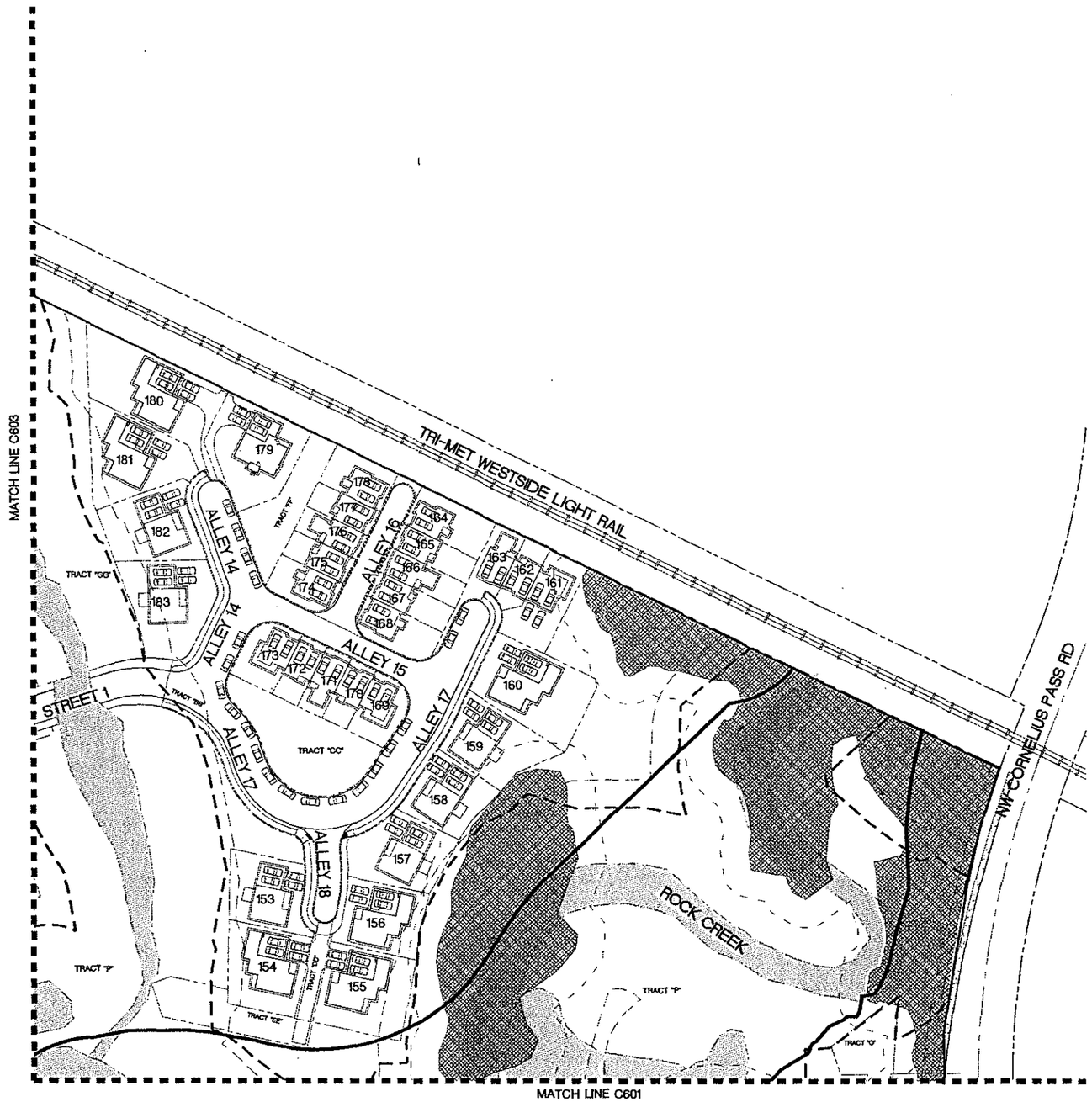
Orenco Woods CROSSING

SITE PARKING PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO.:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

SITE PARKING PLAN
C603



LEGEND

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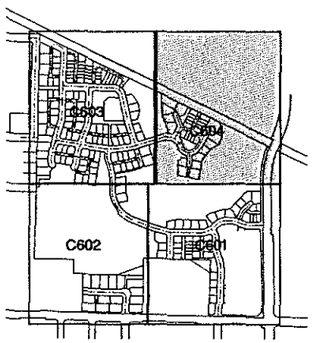
0 25 50 100



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Orenco Woods CROSSING

SITE PARKING PLAN
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

SITE PARKING PLAN
C604

SITE STATISTICS

RESIDENTIAL	APPROVED PDNW	PROPOSED PDAR
SINGLE FAMILY DETACHED	145 UNITS	[illegible]
TOWNHOUSE/SFDT	170 UNITS	[illegible]
CONDOMINIUM/TOWNHOUSE	142	[illegible]
TOTAL	457	[illegible]
NON-RESIDENTIAL	PROPOSED	[illegible]
	LAND AREA	[illegible]
NEIGHBORHOOD COMMERCIAL	[illegible] AC	[illegible]
OTHER SITE AREA	[illegible] AC	[illegible]
TOTALS	[illegible] AC	[illegible]

NOTES:

(1) [illegible] AND [illegible] ARE NOT INCLUDED

(2) [illegible] AND [illegible] DO NOT INCLUDE [illegible]

(3) NEIGHBORHOOD COMMERCIAL [illegible]

ACRE AGE TOTALS INCLUDE SITE ACREAGE [illegible]

(4) EMPLOYMENT USES ARE [illegible]

ACRE AGE TOTALS INCLUDE SITE ACREAGE [illegible]

(5) [illegible] NON-RESIDENTIAL USES [illegible]

W R G
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PLANNERS • ENGINEERS • LANDSCAPE ARCHITECTS • SURVEYORS

Orenco Woods CROSSING

OVERALL SITE PLAN 3
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO.:	VEN3778.00
DATE:	8/01/08
DESIGNED BY:	LDL
DRAWN BY:	LDL
CHECKED BY:	JDH

OVERALL SITE PLAN 3
C003

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 15

September 4, 2008 Supplemental Staff Report with Attachments:

- Vicinity Maps
- SCR-V Zone Development Table
- Resolution No. 2172 adopted by City Council
- Resolution No. 1561-P adopted by Planning Commission
- Letter from Washington County, dated September 2, 2008
- Letter from Clean Water Services, dated September 2, 2008
- Email from Bonnie Kooken, titled "Fw: Percent of Parks", received September 2, 2008.
- Email from Bonnie Kooken, titled "Support a Historic Park", with attachment, received September 2, 2008
- Letter from William Chapman, Mark David, Mark Waits, David Slansky, Susan Tompkins-Slansky, and Joan Krahmer, titled "Re: CDP 1-06 (MOD 1), Orenco Woods Crossing", received September 2, 2008.
- Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Request for a continuance", with attachments, received September 2, 2008
- Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Non-compliance with prior Condition of Approval (COA) regarding the historic McDonald House", with attachments, received September 2, 2008
- Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Possible request to revise or amend Condition of Approval # 9, Ordinance No. 5633, regarding

phasing of development", with attachments, received September 2, 2008

- Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Traffic Concerns", with attachments, received September 2, 2008
- Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Broken Promise", with attachment, received September 3, 2008
- Email from Steve Heino, titled "Orenco woods crossing" received September 3, 2008.
- Original Phasing Plan
- Revised Traffic Impact Analysis Report, with cover letter, from Brian Dunn P.E., Dunn Traffic Engineering, received September 2, 2008

CITY OF HILLSBORO

September 4, 2008

STAFF REPORT

TO: Planning Commission

FROM: Planning Department

RE: Request for a Modification to the Concept Development Plan Approval
Orenco Woods Crossing – File No. CDP 1-06 MOD 1

REQUEST

The applicant's representative, WRG Design, Inc., requests Planning Commission approval of a modification to the Concept Development Plan (CDP) for Orenco Woods Crossing; a phased residential development on a site approximately 55 acres in size.

The proposed modification to the CDP revises the approved layout at the southeast corner of the site. Since the modification is confined to this corner, this staff report will limit the discussion to that area unless other noted. The approved CDP layout, for the southeast corner, includes 26 detached single family residential lots and 40 attached single family residential lots. The requested layout includes 64 residential condominium units and six commercial buildings. The buildings are divided into two use categories with the first group containing four buildings totaling approximately 35,777 square feet in area and allocated for neighborhood commercial uses and the second group containing two buildings totaling approximately 17,650 square feet in area and allocated for other employment uses. The Hillsboro Zoning Ordinance defines "other employment uses" as including such things as day care and office uses.

The applicant and property owner is Venture Properties, Inc. The traffic engineer is Dunn Traffic Engineering, LLC.

BACKGROUND

The following is a timeline of prior land use approvals for the Orenco Woods Crossing development. All of the following approvals are vested and all appeals have concluded.

Annexation of Site

- July 20, 2004 the City Council approves the Annexation. (Case File No. AN 16-04)
- August 17, 2004 the City Council approves the second Annexation of remnant pieces. (Case File No. 23-04)

Minor Comprehensive Plan Land Use Map Change

- May 25, 2005 the Planning Commission recommends approval to the City Council. (Case File No. HCP 4-04)
- October 18, 2005 the City Council approves the Map Change following the appeal hearing.

Zone Change of Site

- March 20, 2006 the Planning and Zoning Hearings Board approves the Zone Change. (Case File No. ZC 18-05)
- April 18, 2006 the City Council approves the Zone Change.

Development Proposal

- May 10, 2006 the Planning Commission approves the Concept Development Plan, Subdivision Preliminary Plat, Detailed Development Plan, Floodplain Alteration Permit and Significant Natural Resources Permit. (Case File Nos. CDP 1-06, SUB 1-06, DDP 2-06, FA 1-06, and SNRP 1-06)
- July 18, 2006 the City Council approves the Concept Development Plan following the appeal hearing.
- The City Council decision was upheld by the Land Use Board of Appeals, Oregon Court of Appeals and Oregon Supreme Court.
- January 9, 2008, the Planning Director grants an extension of the Final Development Plan and Final Subdivision Plat for the initial phase to May 10, 2009.

120 DAY RULE

As per state law ORS 227.178, the City of Hillsboro has 120 days from the date an application is deemed complete to issue a final action. On August 1, 2008 the CDP modification application was deemed complete. On November 29, 2008 the 120 day time frame will end.

SITE DESCRIPTION

The subject site is generally located north of NW Quatama Road, south of Street 2, west of NW Cornelius Pass Road and east of Street B. Street 2 and Street B will not be the final names assigned to these streets. The street names were assigned by the applicant during the previous approval processes for ease of identification. The site contains a portion of Tax Lot 3400 on

Washington County Assessor's Tax Map 1N2-35. The site is currently vacant. The overall site contains the historic McDonald House located in the northwest portion of the site but it is not a part of the current modification request.

NW Cornelius Pass Road is identified as an Arterial, NW Quatama Road is identified as a Collector and NW 225th Avenue is identified as a Local Street on the City of Hillsboro Transportation System Plan Functional Classification Plan.

The City of Hillsboro Goal 5 Significant Natural Resources Inventory identifies no Significant Natural Resources (SNR) or associated Impact Area on this portion of the site. The Clean Water Services (CWS) Sensitive Areas Pre-Screen Map shows no potion of the site as being within the area of potential impact (see attached map).

DESCRIPTION OF SURROUNDING AREA

Area	Plan	Zoning	Land Uses
North	Medium Density Residential (RM)	SCR-V Station Community Residential - Village	Vacant land (Orenco Woods Crossing)
South	Low Density Residential (RL), Medium Density Residential (RM)	R-6: Single Family Residential R-9 Residential (County)	Single Family Residential
East	Station Community Planning Area (SCPA)	County TO:EMP: Transit-Oriented Employment SCI: Station Community Industrial	Agricultural and PGE Electrical Utility Substation
West	Commercial (C)	C-1 General Commercial	Elks Lodge

PUBLIC UTILITIES

Service	Provider	Size	Location	Distance from site
Water	City	18"	NW Cornelius Pass Road	Adjacent (east)
	City	12"	NW Quatama Road	Adjacent (south)
Sanitary Sewer	City	27"	Off of NW Dogwood Street	Adjacent (west)
	CWS	48"	Along Rock Creek	Adjacent (west)
Storm Drain	City	8"	NW Cornelius Pass Road	Adjacent (east)
	City	10"	NW Quatama Road	Adjacent (west)

TRANSPORTATION

Streets	Existing		Plan Designated	
	R-O-W	Improvement	R-O-W	Improvement
NW Cornelius Pass Road	60'+/-	28'+/-	98'	74'
NW Quatama Road	50'+/-	24'+/-	70'	46'
NW 225th Avenue	60'+/-	28'+/-	60'	26'

Sidewalk Improvements	Existing	Plan Designated
NW Cornelius Pass Road	None	5-foot
NW Quatama Road	None	5-foot
NW 225th Avenue	None	5-foot
Mass Transit	**Routes**	**Distance to Site**
Bus Stations	Tri-Met Route #47	Approx. ⅓ mile west on NW 231st Avenue
MAX Stations	MAX Orenco & Quatama Stations	Approx. 1/3 mile NW Approx. 3,000 feet E
Bicycle Lane	**Existing**	**Plan Designated**
NW Cornelius Pass Road	None	6-foot bike lane
NW Quatama Road	None	6-foot bike lane
NW 225th Avenue	None	None

APPLICANT'S SUBMITTAL

The applicant's proposed modification Concept Development Plan submittal includes the following items:

Narrative

Exhibit A - Plan set
- Overall site plan
- Overall site aerial
- Existing conditions/tree removal
- Site parking plan
- Typical street sections
- Public improvement plan

Exhibit B – Application
Exhibit C – Property Title Information
Exhibit D – Transportation Impact Analysis
Exhibit E – Revised Phasing Plan
Exhibit F – Zone Change Opinion
Exhibit G – Planning Commission Resolution No. 1561

AVAILABILITY OF SERVICES

The City Engineering and Water Departments must approve construction details of all public and private utilities. Public and private utility easements required to implement the approved utility plan, must be shown on the final plat.

Water: Water service is currently available in a 12-inch line located in the NW Quatama Road right-of-way. Public water would be extended to the site through the public streets: Street 2 and

Street B. If the proposed modification to the CDP is approved then the applicant shall be required to provide detailed utility within the Detailed Development Plan submittal.

Sanitary Sewer: Sanitary sewer for the subdivision is available within a 27-inch line located in the NW Dogwood Street right-of-way adjacent to its intersection with NW 225th Avenue and within a 48-inch line along Rock Creek that bisects the overall site. Public water would be extended to the site through the public streets: Street 2 and Street B. If the proposed modification to the CDP is approved then the applicant shall be required to provide detailed utility within the Detailed Development Plan submittal.

Storm Drainage: Storm Drainage for the subdivision is available within an 8-inch line located in the NW Cornelius Pass Road right-of-way and in a 10-inch line located in the NW Quatama Road right-of-way. If the proposed modification to the CDP is approved then the applicant shall be required to provide detailed utility within the Detailed Development Plan submittal.

APPLICABLE ZONING ORDINANCE STANDARDS

Section 136.II.H defines the SCR-V zone as follows:

> H. Station Community Residential – Village (SCR-V)
>
> The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.

APPROVAL CRITERIA

Zoning Ordinance No. 1945, Section 136 Station Community Planning Areas Subsection VII (B) specifies the review standards for a Concept Development Plan as follows:

B. Development Review - SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District

1. Purpose. It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA district so that larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:

   a. Promote flexibility in design and permit diversification in location of structures and infrastructure improvements consistent with the intent of the applicable SCPA district;

   b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

   c. Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;

   d. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;

   e. Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

   f. Provide greater compatibility with surrounding land uses than what may occur with a conventional project; and

   g. In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial development and other opportunities for employment in a manner that achieves the intent and purpose of the District.

2. General Provisions. Development Review within the SCR-V District shall be accomplished through the Concept Development process as provided in this subsection. Any phased development over thirty (30) acres within any SCPA commercial, industrial or institutional district shall be accomplished through the Concept Development process as provided in this subsection. At the election of the applicant, a commercial, industrial or institutional project of any size, that is <u>not</u> going to be accomplished in phases

may chose to take advantage of the Concept Development Plan in order to ensure an efficient processing of the application, or may proceed directly through the abbreviated Detailed Development Plan review process as provided in this subsection. An applicant shall request development approval in the following manner:

a. An applicant proposing a single phase project of less than thirty (30) acres shall file an application for Detailed and Final Development Plan review as provided for in this subsection.

b. An applicant proposing to construct a development project over time and in more than one phase (a "phased project") shall file an application for Concept Development Plan approval for the entire project area identified for development. Following Concept Development Plan approval, the applicant shall file applications for Detailed Development Plan and Final Development Plan approvals for each phase of the project in accordance with the approved Concept Development Plan and any conditions attached thereto; except that an applicant proposing a multi-phase project may request Detailed Development Plan approval for the initial phase or phases of the project concurrent with the application for Concept Development Plan approval.

c. [This subsection is applicable only within PUDs approved prior to adoption of a SCPA District designation.]

d. Except as provided in paragraph e., below, an applicant for Concept Development Plan approval may propose one or more alternative development or design elements for all and/or specific areas within the plan boundaries which supersede corresponding development regulations or design standards set forth in Sections 137 through 142. Such alternative elements shall be clearly and specifically identified within the plan submittals, and shall include an explanation and/or drawings justifying and substantiating the need for a variance from the standards of Sections 137 through 142.

e. Notwithstanding paragraph d., above, no alternative development or design element shall be allowed to replace the development regulations and design standards of Sections 137 through 142 that would propose to vary or make an exception from:

(1) The minimum floor area ratio;

(2) The minimum or maximum residential density;

(3) The minimum usable open space;

(4) The street and alley performance standards contained in Section 137.XVI;

(5) Any provision that would eliminate or effectively eliminate the required mix of residential, commercial and employment uses within the SCR-V District;

(6) To allow surface parking or loading areas between a major pedestrian route and an adjacent building, except as specifically provided in Sections 137 through 142;

(7) To allow off-street surface parking lots, or commercial service or loading areas outside the public right-of-way to be located or temporarily located or expanded adjacent to, cater-cornered or across the street from a light rail station site;

(8) The requirement for pedestrian-related office, service or retail uses on the ground floor of parking structures;

(9) The minimum access requirements; and

(10) The requirements of Section 138.XII.C., Streetscape Design Standards.

f. The Planning Commission may authorize a proposed alternative development or design provision only if it finds that the proposed standard meets the criteria set forth in Section 136.X.B.3., Variances and the intent of the district.

g. Subsequent to Concept Development Plan approval, an applicant may request additional Variances under the provisions of Section 136.X., Variances, except that the provisions of paragraph e. of this subsection, above, shall apply; and no Variance to any condition of approval imposed by the Planning Commission shall be allowed except by action of the Planning Commission.

3. Concept Development Plan Review Procedures. An application filed for a Concept Development Plan review shall be reviewed in accordance with the following procedures:

a. Initiation of Concept Development Plan Review. An application for Concept Development Plan review may be initiated only upon application by the record owner of the property, a contract or earnest money purchaser, or an agent authorized by the property owner in writing. Where there is more than one owner, the application shall be filed and signed by all owners having a record interest in the property within which the project is proposed. If the development involves the subdivision or partitioning of land, the applicant may request review of its subdivision or partitioning application concurrent with Concept Development Plan review or defer such review until the time of Detailed Development Plan review.

b. Concept Development Plan Submittal: Existing Conditions. [This subsection concerns requirements for materials to be submitted in the application].

4. Concept Development Plan Submittal: Development Information. The following information also shall be shown on the Concept Development Plan at a minimum scale of one inch equals one hundred feet (1"=100') and may include multiple sheets provided a single sheet depicting the entire plan area at greater scale is included with the submittal:

a. A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during Detailed Development Plan review.

b. The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian accessways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within 250 feet of the site. The map shall identify existing subdivisions and development and un-subdivided or un-partitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle accessways and utilities within 250 feet may be extended to and/or through the proposed development.

c. The approximate projected location, acreage, type and density of the proposed development.

For all projects within a SCR-V District and for residential projects within the SCRP District, this information shall be provided so as to identify these factors for all residential and non-residential development, by type. For purposes of residential phases of development, the applicant shall identify for each phase (1) the minimum and maximum number of housing units to be provided, by housing type; (2) the overall minimum number of housing units to be provided; and (3) the minimum and maximum lot sizes by housing type.

d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development. At the option of the applicant, this requirement may be delayed until submittal of the Detailed Development Plan, but in that case the Planning Commission shall give public notice of and hold a Hearing on this aspect of the development proposal.

e. The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

5. Concept Development Plan: Narrative Statement. A Concept Development Plan shall include a narrative statement addressing the following:

a. A description and approximate location of each proposed phase of development. Unless otherwise authorized by the Planning Commission, a phased development may not exceed five (5) years between commencement of development on the first and final phases. If this time expires before completion of the project, the project is subject to reauthorization under the procedures then in place for similar development projects within SCPAs. However, provided that at least one phase of the approved Concept Development Plan proceeds into final construction

and is completed at least every eighteen (18) months, the expiration date shall automatically be extended for another eighteen (18) months.

b. An explanation of how the proposed development is consistent with the purposes of this Section and the intent of the appropriate SCPA district.

c. A traffic impact analysis as specified in Section 137.XVI.B.2. Upon the request of the applicant and with the City Engineer's concurrence, the Planning Commission may limit this requirement to the specific phase under review upon a determination that some or all of such information is not necessary to evaluate the Concept Development Plan properly; in which case additional traffic impact analysis shall be required to be submitted during the Detailed Development Plan review phase of this process for all future phases of the development project. Any such future development phase traffic impact analysis report(s) are subject to review either through a public hearing or administrative process that includes the opportunity for review by affected agencies and interested parties, and the future development proposal is subject to imposition of appropriate conditions on that phase of the development project to mitigate identified traffic impacts of the proposed development.

d. A statement describing the impacts of the proposed development on natural resources and on any resources contained in the City's Inventory of Cultural Resources, that is within the proposed site.

6. Concept Development Plan Approval.

a. Notice of the public hearing on the Concept Development Plan before the Planning Commission shall be made in accordance with the procedures contained in Section 116 (1).

b. The Planning Commission shall approve an application for Concept Development Plan approval only upon finding that the following approval criteria are met:

(1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district;

(2) That the phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and

(3) That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138.

c. The Planning Commission may authorize and impose some or all of an applicant's proposed alternative development or design elements pursuant to the provisions of subsection VII.B.2.d. of this section.

d. The Planning Commission may impose such conditions as it deems necessary to ensure compliance with these elements and other applicable standards in Sections 137 through 142 of this Ordinance.

e. Concept Development Plan approval shall constitute approval in principle for the proposed phased development; provided, however, that Concept Development Plan approval shall be binding as to the following particulars:

(1) Minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole;

(2) Approximate location and type of permitted uses; and

(3) Consistency with the purposes identified in this section.

f. Concept Development Plan approval shall give the applicant the right to proceed with the filing of applications for Detailed Development Plan approval in a manner consistent with the approved Concept Development Plan, subject to compliance with the provisions of this subsection, all applicable requirements in Sections 136 through 142 of this Ordinance, all other applicable City ordinances and regulations, and such conditions of approval as the Planning Commission has attached to the Concept Development Plan approval. An application for Detailed Development Plan approval of the first phase of the Concept Development Plan shall be filed not more than

eighteen (18) months following the date of a final decision approving the Concept Development Plan.

In addition to these criteria, Zoning Ordinance Section 137, Table 1.h sets forth the general standards for development in the SCR-V zone. A copy of the table is attached for the Commissioners' reference.

PROCEDURAL BACKGROUND

The CDP approval procedure includes subsequent approval(s) of Detailed Development Plans (DDP). In the period between approval of the Orenco Woods CDP and submittal of the requested CDP modification the Planning Commission and City Council approved a procedural amendment to the Zoning Ordinance which establishes City staff review of a DDP application. The applicant has offered the Planning Commission the option of reviewing the DDPs for the southeast corner due to the level of examination this project has received. In anticipation of the Planning Commission accepting this offer a draft condition establishing Commission review has been prepared.
The DDP process is intended to provide City staff and the Planning Commission with the opportunity to evaluation the general framework of a proposal within which the applicant or developer can retain flexibility for future needs or market responsiveness. Once the applicant or developer solidifies their development plans then they apply for DDP approval. During, the DDP, the details of the site plan proposal are evaluated. The DDP procedures were intended to provide continuing opportunities for the City to review and condition the development approvals as the plans evolve and become more specific over time. These procedures were specifically intended to avoid the situation where repetitive modifications of a more specific original approval must be submitted to the Planning Commission throughout the history of a larger project. However, when modifications to the CDP are proposed the City's policy has been to return to the Planning Commission for their review which is limited to the proposed modification.

As specified in Section 136 (VII), the conceptual plans, approved by the Planning Commission in the CDP, subsequently become increasingly detailed submittals in the DDP. This process is similar to approval of industrial or commercial PUDs by the Planning Commission, which are most often conditioned for subsequent Development Review approval at a greater level of detail. In that context, the CDP process allows deferral of requirements such as building elevations and architectural details to the DDP phase, if these aspects of the development are then approved after a subsequent public hearing.

It should be emphasized that the CDP process is intended to provide opportunity for review and conditional endorsement of an overall concept plan, rather than a specific development proposal. As defined in the Zoning Ordinance, the process does not expect or require a CDP to provide the same level of detail in the application or the conditions of approval. With regards to the Orenco Woods Crossing site, the applicant's previous approvals (CDP, SUB, DDP, FA and SNRP applications) were consolidated within a single resolution. If approval of the requested modification is granted the previous resolution would not be modified and a new resolution with conditions specific to the southeast portion of the site would be created.

ELEMENTS OF PROPOSED MODIFICATION

The proposed modification to the CDP revises the approved layout at the southeast corner of the site. The approved CDP layout, for the SE corner, includes 26 detached single family residential lots and 40 attached single family residential lots. The requested layout includes 64 residential condominium units and six commercial buildings. The buildings are divided into two use categories with the first group containing four buildings totaling approximately 35,777 square feet in area and allocated for neighborhood commercial uses and the second group containing two buildings totaling approximately 17,650 square feet in area and allocated for other employment uses. The Hillsboro Zoning Ordinance defines "other employment uses" as including such things as day care and office uses. The submitted plan proposes to cluster the condominiums on the northern portion of the modification area and the non-residential buildings at the southern end.

Phasing

The Orenco Woods Crossing Concept Development Plan is proposed to be constructed in four phases within a period of five years, from the start of construction. A requested modification to the phasing plan is a part of the application and is shown in Exhibit E. The original phasing plan is attached to this staff report. The applicant is not proposing to modify the number of phases (four) or the timeline (5 years). The modified phasing would isolate the proposed commercial and condominium uses on the southeast corner of the site and change that portion from a Phase 1 to a Phase 3 construction schedule as follows: Phase 3a condominiums; Phase 3b other employment buildings; and Phase 3c neighborhood commercial buildings. The applicant is not proposing to postpone the construction of the street infrastructure along the modification area's northern and western borders.

Residential Density

The City Council established a maximum density for this site during the Minor Comprehensive Plan Land Use Map Change. Within the Map Change findings adopted by the City Council were ten development directions. The sixth development direction outlined a specific density of 240 units for the site, plus or minus five percent. This equates to a minimum of 228 and a maximum of 252 dwelling units for the entire site. On the approved Concept Development Plan within the southeast portion of the site, the applicant received approval for 26 single family residential lots and 40 attached single family residential lots. The proposed modification to the approved CDP reduces the number of total dwelling units to 64 and changes the housing type to condominium units for the southeast corner.

This development was approved with former Zoning Ordinance language that calculated minimum density for the site as the gross acreage of a parcel less "undevelopable" land, which would include such items as required right-of-way (ROW) dedication and storm water treatment facilities. Based upon the application material, the density on this approximately 55 acre site would be calculated as follows:

Gross acreage	55.23 acres
Less street right-of-way dedication	6.42
Less alleys with public access easement	3.14
Less storm water treatment	0.29
Neighborhood Park	5.15
Rock Creek corridor	19.14
100-year floodplain outside Rock Creek corridor	0.45
25% slopes outside Rock Creek corridor	1.21
Net Acreage	19.40 acres
Neighborhood Commercial Area	1.90
Other Employment Area	1.20
Residential Area	16.30
Dwelling Units	249

The applicant is proposing 249 dwelling units which conforms to the development directions established by the City Council during the Minor Comprehensive Plan Land Use Map Change. The net residential density based on the proposed residential area of 16.3 net acres is 15.28 dwelling units per net acre. This proposal complies with the minimum and maximum residential density standards established by the City Council and the density range for the SCR-V Single Family Residential – Village zone.

Site Access, Circulation, Traffic Impacts, and Parking

The southeast corner of the Orenco Woods Crossing site is beyond the 2,600-foot radius of the NW 231st Avenue/Orenco light rail station. No modifications to any portion of the street layout and pedestrian and bicycle connections to the light rail station through the historic Orenco neighborhood are proposed. The location of the access points on to NW Cornelius Pass Road and NW Quatama Road remain unchanged. The applicant's narrative states that the perimeter frontage improvements along NW Cornelius Pass Road and NW Quatama Road will be completed prior to the issuance of occupancy permits of any development in Phase 1.

The northern internal road, Street 2, remains in the same location, with the same cross-section. The western internal road, Street B, is proposed to be straightened and shifted to the western property line and would retain the same cross-section. The conceptual layout for the internal circulation within the southeast portion of the site has been provided by the applicant. The internal circulation details will be reviewed and conditioned during the DDP application process.

If the CDP modification is approved then the applicant will apply for DDP approval. The applicant will be required to submit with the DDP application site plans with greater detail. Those details will include landscaping and open space plans, site circulation and parking plans, building footprints, elevations and proposed materials.

A copy of the full Traffic Impact Analysis (TIA) was sent to ODOT, Washington County and the City Transportation Planning Engineer for comment. As of the date of this staff report no comment has been received. In response to preliminary comments from the County, Dunn

are attached for the Commission's review. Analysis will be provided by these agencies and individuals in the near future. A comprehensive list of recommended conditions cannot be provided by Planning staff until this analysis has been provided and reviewed.

DEPARTMENTAL COMMENTS

The following comments have been provided by various City departments and reviewing agencies regarding the proposed Concept Development Plan:

Building Department

- Provide complete structural calculations for the buildings.
- Buildings to be reviewed using 2007 Oregon Structural Specialty Code.
- Separate submittals required for each building.
- Clarify if a property line runs between through the project. Fire rated exterior wall and opening protection for some of the building may be required due to location on property.
- Provide copy of Geotechnical Investigation Report prior to submittal of any building permit applications.
- All rain, storm, and other surface water runoff from roofs, exposed stairways, light wells, courts, courtyards, and exterior paved areas shall be disposed of in compliance with local ordinances, state rules and regulations which will not cause flooding to adjacent properties. The approved points of disposal include but are not limited to: **a**. storm sewer, **b**. street gutter through curb, **c**. engineered storm sewerage system.
- Every building in which plumbing fixtures are installed shall have a connection to a public or private sewer.
- The portions of underground electrical, plumbing and gas utilities that are shared or in common use shall lie within a recorded easement and be recorded in a maintenance agreement as required by ORSC Section AO103.18. Separate utility services shall be provided to each individual dwelling unit. The locations of all site utilities, service equipment, and easements shall be clearly shown on the plans. Private utility easements shall be required when the utilities for one tax lot must run across another tax lot.

Engineering Department

- No Engineering issues related to sanitary or storm sewer. Refer to original suggested conditions of approval.
- Transportation and traffic issues to be reviewed by the Planning Department.
- NW Cornelius Pass Road and NW Quatama Road ½ street improvements as well as intersection and safety improvements to be per Washington County standards and permits.
- Water quality service to be per Clean Water Services Standards.

Fire Department

- Buildings exceeding 30 feet in height shall be provided with aerial apparatus roads a minimum of 26 feet in width in the immediate vicinity of such buildings. Roads shall be located a minimum of 15 feet and a maximum of 30 feet from the building(s) and shall be positioned parallel to one entire side of the building. [2007 Oregon Fire Code Section D105]

Water Department

- No water improvements shown on the proposed improvement plans. Contact the Water Department at (503)615-6576 to go over water system design requirements prior to submitting construction plans.
- Water Department does not review fire hydrant locations; please contact the Hillsboro Fire Department. Any changes to hydrant locations or a new fire service connection will require a second review of the water system by the Water Department.
- Backflow devise required on residential domestic water service unless certification is furnished that water well has been decommissioned.
- Public water line extension required. Contact Water Department for specific details.
- Contact Water Department prior to submitting construction plans.
- Wet tap of existing water main shall be done by a City approved contractor.
- Water mains shall be located in the street 6-feet from the south and east curb faces.
- Provide three (3) valves at mainline tees and four valves at mainline crosses. Specify types.
- Blow-off assembly required at end of public water line.
- All on-site water lines shall be private.

Washington County

A letter from Washington County, dated September 2, 2008 has been received and is attached for review. Washington County Transportation comments are still pending.

Clean Water Services

A letter from Clean Water Service, dated August 18, 2008, has been received and is attached for review.

Conditions of approval associated with Concept Development Plans do not typically include specifics regarding construction of infrastructure and buildings structures. The majority of the above comments will be addressed and conditioned as needed in subsequent DDP applications.

COMPLIANCE WITH APPROVAL CRITERIA

Under the CDP procedure, there are three general approval criteria, listed in Section 136 (VII) (B) (6) as follows:

b. The Planning Commission shall approve an application for Concept Development Plan approval only upon finding that the following approval criteria are met:

(1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district;

(2) That the phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and

(3) That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138.

The purpose of the Concept Development Plan process and the intent of the SCR-V District are indicated in Section 136(VII)(B)(1) and Section 136(II)(H) respectively, of the Zoning Ordinance and are excerpted on page 5 of the staff report. More specifically, the first approval criteria allows the Planning Commission to authorize or require any proposed alternative development standards, and to impose any conditions deemed necessary to ensure compliance with Sections 136 through 142. The applicant has not requested any alternative development standards and has addressed the development criteria within the narrative.

The second criterion states that the proposed phasing schedule must be reasonable and not exceed five years between commencement of development between the first and last phases. The applicant has addressed this issue on page 19 of the narrative and Exhibit E of the application. Attached to the staff report is a copy of the original phasing plan. The applicant is requesting a modification to the approved phasing that will postpone the construction of the residential condominium component and commercial building component to the third phase. Venture Properties has stated that the revised phasing will give them time to market the property for development. In addition, the developer who does purchase the commercial property will be drawing their customer base from the houses with the Orenco Woods Crossing development and would therefore want the houses constructed first and that customer base in place. Staff proposes that the condominium portion not be postponed to the third phase and that the flexibility of the phasing plan be increased to allow a commercial developer the option to build sooner rather than as a part of Phase 3.

Approval of the third criterion constitutes approval in principle of the entire phased development, with the three binding particulars of minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole. The applicant has addressed these issues on pages 25-26, 30, and 35-36 of the CDP modfication narrative.

The broad CDP criterion above and the opportunity for additional detailed review during the DDP process provide the Commission with the latitude to comfortably review the conceptual nature of the application. It is the applicant's burden of proof to provide documentation to the Commission that the application meets these standards.

PUBLIC TESTIMONY RECEIVED

The following is a list of written testimony received prior to the issuance of this staff report.

Email from Bonnie Kooken, titled "Fw: Percent of Parks", received September 2, 2008.

Email from Bonnie Kooken, titled "Support a Historic Park", received September 2, 2008, with attachment titled "Request to HLAC to support Historic Park 8.25.08.doc".

Letter from William Chapman, Mark David, Mark Waits, David Slansky, Susan Tompkins-Slansky, and Joan Krahmer, titled "Re: CDP 1-06 (MOD 1), Orenco Woods Crossing", received September 2, 2008.

Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Request for a continuance" received September 2, 2008, with attachment titled "ORS 197.763 (6a-7).

Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Non-compliance with prior Condition of Approval (COA) regarding the historic McDonald House" received September 2, 2008, with three attachments.

Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Possible request to revise or amend Condition of Approval # 9, Ordinance No. 5633, regarding phasing of development" received September 2, 2008, with three attachments.

Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Traffic Concerns" received September 2, 2008, with one attachment.

Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Orenco Woods Crossing Broken Promise" received September 3, 2008, with one attachment.

Email from Steve Heino, titled "Orenco woods crossing" received September 3, 2008.

RECOMMENDATION

The following is a list of preliminary conditions should the Planning Commission choose to approve the Concept Development Plan Modification for Orenco Woods Crossing. Additional conditions may be added both in response to pending traffic comments and testimony at the hearing.

1. Detailed Development Plan(s) and Final Development Plan(s) for that portion of the site located south of Street 2 and east of Street B shall be in substantial conformance with the Concept Development Plan Modification for Orenco Woods Crossing, approved as Case File No. CDP 1-06 (MOD 1).

2. Detailed Development Plan(s) for that portion of the site located south of Street 2 and east of Street B shall be reviewed and approved by the Planning Commission prior to development and construction.

3. The conditions of approval contained in Resolution No. 2172, which approved the Concept Development Plan for Orenco Woods Crossing (Casefile CDP 1-06) shall remain in full effect as a part of this Concept Development Plan Modification.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein
Urban Planner III

Attachments: Vicinity maps
SCR-V Zone Development Table
Resolution No. 2172 (City Council)
Resolution No. 1561-P (Planning Commission)
Letter from Washington County, dated September 2, 2008
Letter from Clean Water Services, dated September 2, 2008
Public testimony, as follows:
Email from Bonnie Kooken, titled "Fw: Percent of Parks", received September 2, 2008.
Email from Bonnie Kooken, titled "Support a Historic Park", received September 2, 2008, with attachment titled "Request to HLAC to support Historic Park 8.25.08.doc".
Letter from William Chapman, Mark David, Mark Waits, David Slansky, Susan Tompkins-Slansky, and Joan Krahmer, titled "Re: CDP 1-06 (MOD 1), Orenco Woods Crossing", received September 2, 2008.
Letter from Jim Lubischer, titled "Re: CDP 1-06 (MOD 1) Request for a continuance" received September 2, 2008, with attachment titled "ORS 197.763 (6a-7).
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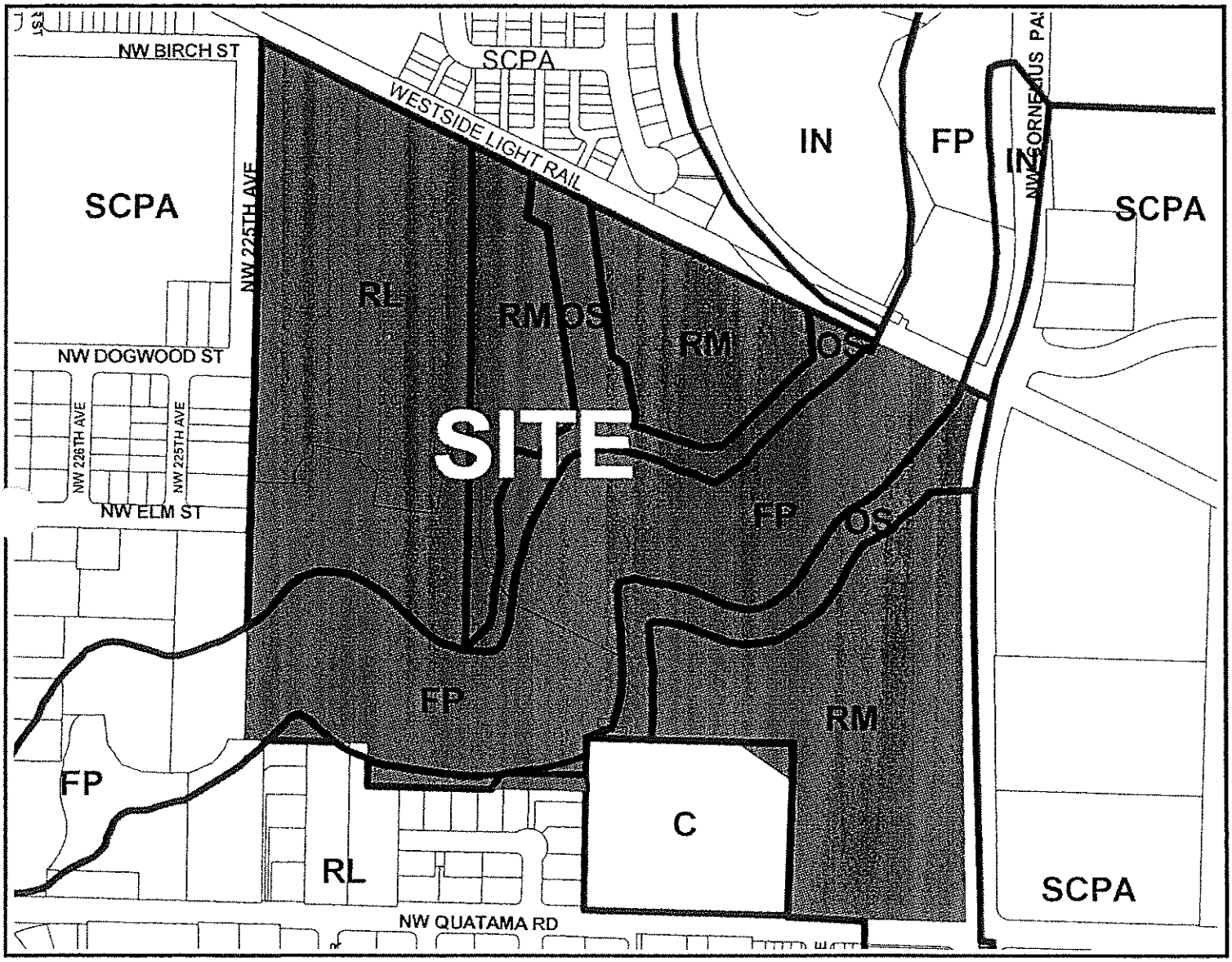
Original Phasing Plan

Revised Traffic Impact Analysis Report (with cover letter), dated September 2, 2008

CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

COMPREHENSIVE PLAN MAP



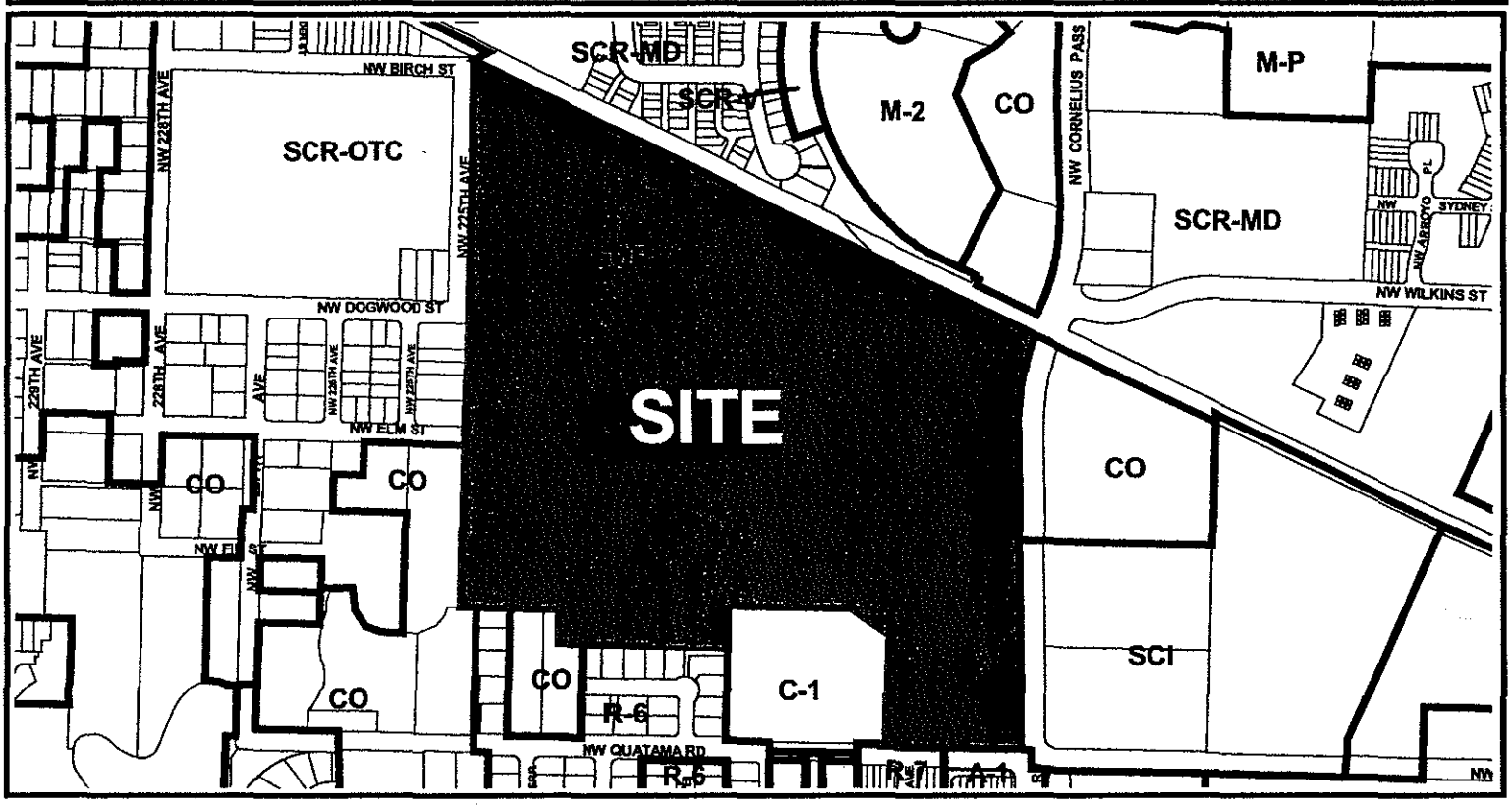
0 200 400 600 800 1000 1200 1400 Feet

Comprehensive Plan Designations					
RL	- Low Density Residential (3-7 units per acre)	C	- Commercial	MU	- Mixed Use
RM	- Medium Density Residential (8-16 units per acre)	IN	- Industrial	CO	- County
H	- High Density Residential (17-23 units per acre)	PF	- Public Facility		
RMR	- Mid-Rise Residential (24 - 30 units per acre)	OS	- Open Space		
SCPA	- Station Community Planning Area	FP	- Floodplain		

City of Hillsboro Planning Department: (503) 681-6153 http://www.ci.hillsboro.or.us/Planning_Department/

CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

ZONING MAP



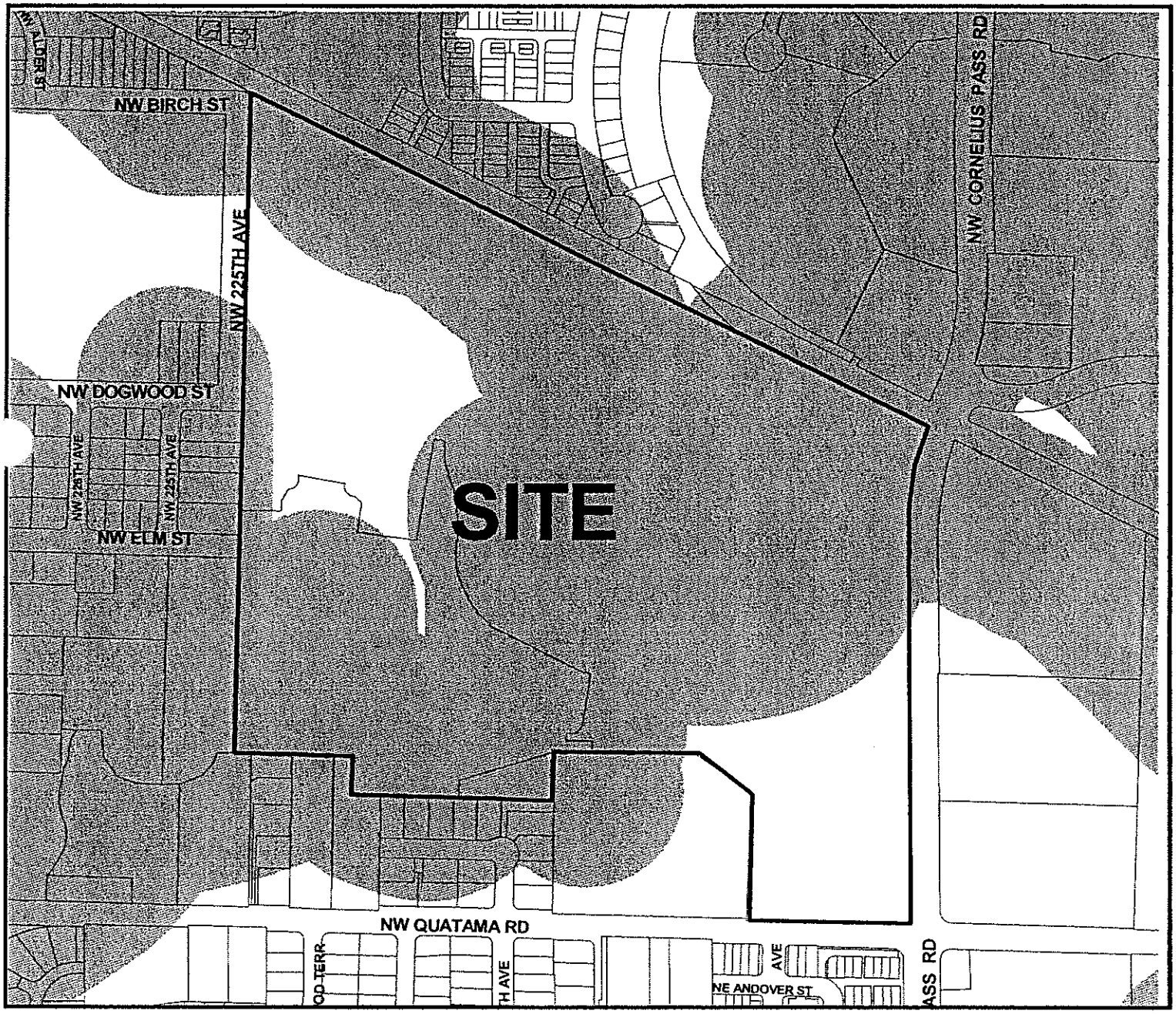
0 300 600 900 1200 1500 1800 2100 2400 2700 3000 Feet

City of Hillsboro Zoning Designations					
R- 4.5	Single Family Residential	R-7	Single Family Residential	R-10	Single Family Residential
R- 6	Single Family Residential	R-8.5	Single Family Residential	A-1	Duplex Residential
SCC-SC	Station Community Commercial - Station Commercial			A-2	Multi-Family Residential
SCC-MM	Station Community Commercial - Multi-Modal			A-3	Multi-Family Residential
SCC-CBD	Station Community Commercial - Central Business District			A-4	Multi-Family Residential
SCC-HOD	Station Community Commercial - Highway Oriented District			C-1	General Commercial
SCBP	Station Community Business Park			C-4	Neighborhood Commercial
SCRP	Station Community Research Park			PUD	Planned Unit Development
SCI	Station Community Industrial			M-2	Industrial
SCR-HD	Station Community Residential - High Density			M-P	Industrial Park
SCR-MD	Station Community Residential - Medium Density			MU-N	Mixed Use - Neighborhood
SCR-LD	Station Community Residential - Low Density			MU-C	Mixed Use - Commercial
SCR-V	Station Community Residential - Village			SID	Special Industrial District
SCFI	Station Community Fair Complex Institutional			SSID	Shute Special Industrial Di[illegible]t
SCR-OTC	Station Community Residential - Orenco Townsite Conservation Overlay			ANX	Recent Annexation
SCR-DNC	Station Community Residential - Downtown Neighborhood Conservation			CO	Unincorporated County

City of Hillsboro Planning Department: (503) 681-6153

CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

CLEAN WATER SERVICES SENSITIVE AREAS PRE-SCREEN MAP



SCLAIMER
is product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

SOURCE
Clean Water Services

Taxlots
CWS Stream Buffers

City of Hillsboro Planning Department: (503) 681-6153

Table 1.h: Development Criteria, Station Community Residential -- Village (SCR-V)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
1.	MINIMUM LOT SIZE	2,000 square feet for a single family detached dwelling without an ancillary dwelling unit; 4,500 square feet for a duplex or a single family detached dwelling with a detached ancillary dwelling unit; or 3,200 square feet for a detached single family dwelling with an attached ancillary dwelling unit. None for other use types.		
2.	MINIMUM LOT WIDTH	None		
3.	MINIMUM LOT DEPTH	None		
4.	RESIDENTIAL DENSITY:			
a.	MINIMUM	24 dwelling units per net acre	15 dwelling units per net acre	7 dwelling units per net acre
b.	MINIMUM/MAXIMUM ADJACENT TO ESTABLISHED RESIDENTIAL NEIGHBORHOODS	See Section 137.V.		
c.	MAXIMUM	None	60 dwelling units per net acre	45 dwelling units per net acre
5.	ANCILLARY DWELLING UNITS	Allowed See Section 137		
6.	MINIMUM FLOOR AREA RATIO	For non-residential uses, 0.50 within 1,300 feet of a light rail station site; 0.40 elsewhere in the District. 0.50 in all areas for emergency service facilities, hotels, residential hotels and indoor recreational facilities in free standing buildings, except hotels within 800 feet of a LRT station shall be 0.75		
7.	NON-RESIDENTIAL DENSITY OBJECTIVE	Target employment density within the District is 45 persons per net acre		
8.	MINIMUM SETBACK FROM STREETS AND ALLEYS	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 feet or less, or 19 feet or more, measured to the garage door.		
9.	MAXIMUM SETBACK FROM STREETS AND ALLEYS	Front: Mid-Rise Apartments: 15 feet Front: Multi-Family and Garden Apartments: 15 feet Front: Rowhouses and Townhouses: 13 feet Front: Single family detached and duplexes: 19 feet Side (all housing types): None Commercial development in the SCR-V shall comply with the setback requirements for the SCC-SC District.		
10.	VISION CLEARANCE (STREET & ALLEY INTERSECTIONS)	See Section 137.IX.		
11.	MINIMUM BUILDING HEIGHT	2 stories within 800 feet of a LRT station, otherwise 1 story. See also 137.X	1 story	
12.	MAXIMUM BUILDING HEIGHT	3 stories		
13.	MINIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3		
14.	MAXIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3		
15.	MINIMUM USABLE OPEN SPACE	See Section 137.XII.		
16.	MINIMUM LANDSCAPING	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., and 138.VIII.C.2. and D.		
17.	MIXED USE BUILDINGS	Where residential use is provided, retail and/or pedestrian-related office or service uses are permitted on the ground and second floors, office uses are permitted on and above the second floor, and residential units are permitted on and above the second floor. See also Sections 137.V. and XIV. for requirements in mid-rise apartments for commercial use.		
18.	SIDEWALKS	See Section 137.XV.		
19.	MINIMUM LOT FRONTAGE	None. All lots to be served by public or private streets or alleys.		
20.	OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	At least 50% of the net acreage in a SCR-V project shall be residential. Mixed use residential/commercial buildings may be up to an additional 20%. Up to 10% of net acreage may be neighborhood commercial uses. Up to 20% of net acreage may be other employment uses.		

(Amended by Ord. Nos. 4921/6-00, 4930/7-00, and 5779/8-07.)

RESOLUTION NO. 2172

CDP 1-06: ORENCO WOODS CROSSING

A RESOLUTION APPROVING THE CONCEPT DEVELOPMENT PLAN FOR ORENCO WOODS CROSSING, A 252-LOT DETACHED AND ATTACHED SINGLE FAMILY RESIDENTIAL DEVELOPMENT.

WHEREAS, the owners of certain tracts of land, described below, have filed a written application with the City of Hillsboro for concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit approval for a 252-lot detached and attached single-family residential development on said tracts, and

WHEREAS, the Planning Commission held public hearings on these applications on March 22nd, April 12th, and May 10, 2006, receiving testimony in support of the application as well as testimony in opposition regarding the proposal, and

WHEREAS, having received the materials and testimony submitted, the Planning Commission approved the concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit for the proposed detached and attached single family development as Resolution No. 1561-P, and

WHEREAS, the City Council, at their June 6, 2006 meeting, received an appeal of the Planning Commission's approval of the subject concept development plan and subsequently scheduled an "on the record" hearing on this matter, and

WHEREAS, the City Council, at a special July 11, 2006 meeting, held an "on the record" hearing regarding the appeal of Planning Commission's approval on this matter, received testimony in support of and in opposition to the appeal, and

WHEREAS, the City Council, closed the public hearing and after deliberation voted to uphold the Planning Commission's approval of the subject concept development plan, and

WHEREAS, the City Council at their July 18, 2006 meeting reviewed the revised conditions which correspond to the concept development plan as well as the associated detailed development plan, preliminary subdivision plat, significant natural resource permit, and floodplain alteration permit approvals, which are attached hereto as Attachment "A", and

WHEREAS, the City Council, at their July 18, 2006 meeting, reviewed the findings, which are attached hereto as Attachment "B".

NOW THEREFORE BE IT RESOLVED, by the Hillsboro City Council, that the Council, by and through this resolution, does hereby deny the appeal of the concept development plan and uphold, with modifications, the decision of the Planning Commission on the following described properties, imposes the conditions set out in Attachment "A" and adopts the supplemental findings set out in Attachment "B":

Tax Lots 3400 and 6600
on Washington County Tax Map 1N2-35,
Section 35, Township 1 North, Range 2 West, Willamette Meridian

Passed by the Council this 18th day of July, 2006.

Approved by the Mayor this 18th day of July, 2006.

Tom Hughes
Mayor

ATTEST: Gail Waibel
City Recorder

ATTACHMENT "A"
ORENCO WOODS CROSSING

1. Approval of the concept development plan, detailed development plan, subdivision tentative plat, floodplain alteration permit and significant natural resource permit is conditioned upon compliance with the conditions of the associated zone change request (Ordinance No. 5633).

2. Development and construction on the site shall conform substantially to the development plans and conditions approved by the Planning Commission and shall conform specifically to final construction plans reviewed and approved by the Planning Director, the City Engineer, the Building Official, the Fire Marshal, Parks and Recreation Director and Washington County. All plans shall comply with the applicable building, planning, and fire protection codes of the City of Hillsboro.

3. The developer shall assure the construction of all public streets and utilities within and adjacent to the plat as required by these conditions of approval, to the plans, standards, and specifications of the City of Hillsboro, except as otherwise approved by the Street Committee and the Planning Commission. The developer shall also provide to the City financial guarantees for construction of all public streets and utilities within and adjacent to the plat, as required by the conditions of approval, prior to the approval of the final plat. All construction plans shall be approved by the City Engineer and, as necessary, by Washington County prior to issuance of construction permits within the subdivision.

4. The developer shall dedicate right-of-way and construct half-street improvements along the site's frontage with NW 225th Avenue, NW Cornelius Pass Road and NW Quatama Road to the standards required in the transportation system plans for the City of Hillsboro and, as applicable, Washington County. Development is conditioned on compliance with the Washington County letter dated March 2, 2006.

5. The developer shall identify on the construction plans, five foot curb tight landscape strips along NW Cornelius Pass Road and NW Quatama Road. The landscape strips shall be constructed as a part of the infrastructure improvements. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and landscape plans for these frontages. The landscape plans shall be reviewed and approved by the Planning Director, City Engineer and, as applicable, Washington County. Approved landscape improvements shall be installed prior to acceptance of public infrastructure of the applicable phase.

6. The developer shall construct a half street improvement on NW 225th Avenue to the Street Standard Type "A" which is identified in HZO Section 140(II)(N)(3)(a) and Section 140(Figure 5.4). Street improvements shall include paving, Option B acorn street lights, sidewalk, and landscape strip. All improvements shall be subject to approval by the City Engineer.

7. The final plat shall show a 50 foot right-of-way dedication for public streets as follows:

   - Street 1 (except across culvert), Street 2 (except across bridge & adjacent to Park), Street A, Street B, Street C, Street D, Street E (north of Street 1) and Street F (north of Street 1).

- Street 1 shall terminate with a public hammerhead on the eastern side of the culvert crossing which shall be coordinated with the private improvements of Alley 17.

- Street F shall terminate with a public hammerhead at its northern terminus which shall be coordinated with the private improvements of Alley 1.

- A 50 foot right-of-way dedication shall be provided west of Street F and in alignment with Street 1 and NW Dogwood Street.

- A 50 foot right-of-way dedication shall be provided at the northern terminus of Street F, adjacent to the light rail line, and in alignment with NW Birch Street.

The final plat shall show a 55 foot right-of-way dedication for that portion of Street D located between Street E and Street F. The 5 feet of additional right-of-way shall be used to implement that portion of the McDonald House linear pedestrian amenities located on the south side of the Street D right-of-way. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and landscape plans for this frontage. The landscape plans shall be reviewed and approved by the Planning Director and City Engineer. Approved landscape improvements shall be installed prior to acceptance of public infrastructure of the applicable phase.

8. The final plat shall show a 20 foot tract for private Type A alleys as follows:

   - Alley 1, Alley 4, Alley 5, Alley 6, Alley 7, Alley 8, Alley 9, Alley 10, Alley 11, Alley 12, Alley 21a, Alley 22, Alley 23, Alley 24, Alley 25, Alley 26, Alley 27 and Alley 28.

9. The final plat shall show a 24 foot tract for private Type B alleys as follows:

   - Alley 2, Alley 3 Alley 15, Alley 16, Alley 19, Alley 20, and Alley 21.

10. The final plat shall show a 30-33 foot tract for a private Type A street as follows:

    - Alley 13

11. The final plat shall show a 41 foot tract for a private Type B street as follows:

    - Alley 14, Alley 17, and Alley 18.

12. The final plat shall show a 50 foot tract for a private street as follows:

    - Street E (south of Street 1) and Street F (south of Street 1).

13. The developer shall construct the public streets and private streets and alleys within the development, to the following improvement paving widths:

- Local Street	28 feet
- Private Street Type A	28 feet
- Private Street Type B	28 feet
- Alley Type A	16 feet
- Alley Type B	20 feet

14. Improvements shall substantially conform to the specific street sections as identified on Plan Sheet C700 of the Concept Development Plan application. All streets and alleys shall be improved to a public street section standard of either asphaltic concrete or Portland cement concrete.

15. The developer shall identify on the construction plans, items such as lane striping, signing plans, cross walk markings, speed sign locations, driveway locations, and stop sign locations based on MUTCD standards, vision clearances, and traffic volume.

16. Stop signs shall be required at points where a lower classification of street intersects with a higher classification of street, or as directed by the City Engineer.

17. The developer shall provide a street lighting plan with the construction plan submittal. Street lights for all public streets shall be PGE Option B acorn lights. All private streets and alleys shall have a private metered system per PGE standards with PGE Option B acorn lights.

18. The proposed names and directionals for the public and private streets and alleys within the subdivision shall be reviewed and approved by the Planning Director.

19. The final plats shall show the private streets and alleys as tracts to be owned and maintained by the Home Owners' Association. The Covenants, Conditions and Restrictions, or a separate document recorded with the final plats, shall provide for access and maintenance of the private streets.

20. The final plats shall provide for public and private utility, emergency vehicle access, private storm drainage, private access, and public pedestrian and bicycle easements on private street tracts, as applicable. The applicable final plat shall provide for a public pedestrian access easement over the entirety of Tract HH. All easements shall be reviewed and approved by the City Engineer and Planning Director prior to approval of the applicable final plat. Storm sewers located in the private streets and alleys shall be a private system owned and maintained by the Home Owners' Association. All private utilities shall be owned and maintained by the Home Owners' Association.

21. The final plat shall show public utility easements (PUEs) eight feet wide adjacent to all public rights-of-ways, within and adjacent to the plat unless the City Engineer and all utility companies that could locate infrastructure in the PUEs provide written approval of an alternate reduced width utility easement configuration.

22. The final plat shall show utility easements to the City of Hillsboro at any location in which water, sanitary sewer, or storm drainage lines are proposed for location outside public right-of-way. The minimum width for such easements shall be 15 feet for a single utility and 25 feet for two utilities placed within the same easement. Any utility easement to the City shall be reviewed and approved by the City Engineer, Water Department and Planning Director prior to approval of the final plats. In addition, prior to final plat approval or in conjunction with the recording of the plat, the applicant shall record off-site easements for all utilities to be constructed as part of the development within a portion of the development not yet platted. Submittal of final plats for each phase shall be accompanied by a utility plan for the area within the plat boundaries which clearly identifies the location of all utilities requiring easements. All easements shall be reviewed by the City Engineer and Planning Director.

23. Prior to approval of construction drawings, the applicant shall request Street Committee approval for parking prohibitions, the use of decorative sidewalks and crosswalks across some public right-of-ways, and bulb-outs on some public streets. If approved by Street Committee, parking prohibitions and/or improvements shall be identified on the applicable construction plans.

24. The utility plans, including line sizes for water lines, sanitary sewer lines, and storm drainage lines within the subdivision, shall be subject to review and approval by the City Engineering, Building, and the Water Departments prior to approval of construction plans for the development. Utilities shall be placed within easements, as approved by the City, when located outside public rights-of-way or when crossing property lines.

25. Prior to construction of private storm drain, sanitary sewer, or water lines, the applicant shall obtain plumbing permits from the City of Hillsboro Building Department.

26. Sanitary sewer lines shall be built to City of Hillsboro and Clean Water Services standards and utilized as part of the public system.

27. The developer shall construct a twelve inch water line connection in NW Cornelius Pass Road, from NW Quatama Road to the northern property line, to connect to the existing water line to allow for a looped system.

28. The developer shall install fire hydrants within the subdivision in conformance with the requirements of the Fire Marshal and City Engineer. The final utility plans shall show the placement of hydrants located within 300 feet of all exterior building walls as measured along an accessible route of travel. The right-of-way aligned with NW Dogwood Street, west of Street F and east of NW 225th Avenue shall include an integrated fire access and pedestrian improvement which shall be shown on the construction plans for the applicable phase. Prior to approval of construction plans, the plans shall be reviewed and approved by the City Fire Marshal and Planning Director and the access way improvements shall be installed prior to acceptance of the public infrastructure for the applicable phase.

29. Any lot adjacent to a City-installed water line and/or sanitary sewer line shall be subject to the City-installed rate at the time of building permit issuance.

30. All rain, storm, and other surface water runoff from roofs, exposed stairways, light wells, courts, courtyards, and exterior paved areas shall be disposed of in compliance with local ordinances and state rules and regulations which will not cause flooding to adjacent properties. The approved points of disposal include but are not limited to: a) storm sewer, b) street gutter through curb, and c) engineered storm sewerage system.

31. The developer shall provide three water quality facilities, designed and constructed per Clean Water Services and City of Hillsboro standards. The design shall include landscaping and a powder coated chain link fence. The landscaping and fencing plan shall be reviewed and approved by the City Engineer, the Planning Director and CWS prior to approval of construction plans. The water quality facilities shall be located in tracts owned by the City of Hillsboro. The water quality facilities shall be maintained by the City of Hillsboro and the landscaping adjacent to the fenced water quality facilities shall be maintained by the Home Owners' Association.

32. Prior to approval of construction plans, the developer shall submit water quality calculations for review and approval by the City Engineer.

33. Prior to approval of construction permits for the subdivision, the developer shall submit to the City Engineer for review and approval a storm drainage plan. The plan shall include but not be limited to, the following:

    a) Plans for roof drain connections from buildings on all lots to the storm drainage system;
    b) Plans conforming to Clean Water Services standards, as approved by the City Engineer; and
    c) Plans showing the capability of the receiving systems to accommodate drainage from the development.

34. Final construction drawings for the project shall include grading plans confirming that site grading within the subdivision will not impede or impound existing storm drainage from surrounding properties. If deemed necessary by the City Engineer, the grading plans and construction drawings shall include drainage tiles, private storm drainage lines or catch basins, or other alternative means to adequately convey the storm runoff away from adjacent properties to the new storm drainage lines in the development. Any drainage tiles, private storm drainage lines, catch basins, or other alternative improvements considered necessary by the City Engineer shall be included in the subdivision construction. The detailed grading plans shall also accurately depict the finished grades for the subject property. Site grading for lots adjacent to Rock Creek shall be minimized through the design and use of extended foundation walls and daylight basements for the detached single family dwelling units.

35. Prior to approval of the final plat for the applicable phase, the developer shall provide to the City financial guarantees for the provision of street trees internal to the applicable phase of the project. Street trees shall be a minimum of 2.5 inch caliper in size when measured four feet from the ground, and shall be planted within root barriers approved by the City Engineer. Street trees to be installed on public and private streets within and adjacent to the applicable phase. Street tree species shall be consistent with approved landscape plans. Prior to approval of the final plat for the applicable phase, the developer shall provide a final street tree plan which shall be reviewed and approved by the Planning Director.

36. The developer shall prepare Covenants, Conditions and Restrictions, or other applicable legal documents, which address the following issues:

    a. Formation of a Home Owners' Association (HOA);
    b. Maintenance agreements for all common structures on the site which ensure a unified level of design and maintenance throughout the attached single family portions of the project;
    c. Responsibilities for maintenance of landscaping around all sides of the attached single family dwellings.
    d. Responsibilities for the shared maintenance of the applicable open space tracts by both the detached and attached single family dwellings;
    e. Responsibilities for maintenance of private street, private alleys, and private utility lines, private parks, and all other common amenities;
    f. Ability of both the detached and attached single family residents to utilize common open space amenities throughout the site;

g. Requirement of the Home Owners' Association to maintain the street trees, landscaping and open space per City standards;

h. Authorization for the City to assess the Home Owners' Association for necessary maintenance of the landscaping within the public right-of-way, if not adequately maintained by the Home Owners' Association. This portion of the Covenants shall be written to prohibit subsequent revision without consent by the City;

i. Responsibility of the Homeowners' Association for the collection and distribution of funds for the maintenance and repair of such elements as, but not limited to common structures, landscaping, irrigation, fences, walls, entry signs, private parking areas, private sidewalks, and private utilities.

j. The Covenants, Conditions and Restrictions and/or other property encumbrances that are filed with the final plats for the subdivision shall include references to the street improvements on which parking is prohibited as identified by the Fire Marshal.

If the developer forms more than one Home Owners' Association for the subdivision, the Covenants, Conditions, and Restrictions for each Home Owners' Association shall include a provision to the effect that all Home ~~o~~Owners' Associations shall share the responsibility for and cost of maintaining all common space areas within the subdivision. The language of the Covenants, Conditions and Restrictions shall be submitted to the Planning Director and Building Official for review and approval prior to final plat approval.

37. Construction plans for public utilities and site grading within the development shall include a tree protection and removal plan to be followed during site construction. The purpose of the tree protection and removal plan will be to ensure the preservation of the maximum possible number of trees within and adjacent to the public rights-of-way and private property. The tree protection and removal plan shall identify all trees eight inches or larger in diameter four feet above the ground, as follows:

a) Trees which must be removed due to their location within the public/private street improvements or the alignments of the underground public or private utilities;

b) Trees which will be retained if possible, outside the underground utilities alignments but within the public right-of-way, private street improvements, or utilities easements. A fencing plan will be provided for these trees, and any proposed tree removal in these areas must be justified on the basis that construction will render the trees unsafe.

c) Trees that will be retained outside the public right-of- way, private street improvement, or public utilities easements, within the individual lots or the common open space tracts. A fencing plan shall be provided for these trees if the driplines extend into the utility alignments. No trees within these areas shall be considered for removal unless the tree is directly adjacent to the utility construction and construction will render the trees unsafe.

The tree protection and removal plan shall be prepared with the assistance of a certified arborist, and shall be reviewed and approved by the Planning Director prior to the issuance of grading or construction permits. No development grading or construction shall occur until a tree protection and removal plan has been approved by the City.

38. Following construction of the project, trees proposed to be retained on the individual lots are to be removed with City of Hillsboro approval only in the event where the tree(s) pose a threat of immediate danger to adjoining properties or where a certified arborist has determined that tree(s) are dead or severely damaged to the extent that the tree(s) require removal to minimize the threat of danger to adjoining homes and properties and/or to ensure the continued health of the remaining trees. Covenants, Conditions and Restrictions, conservation easements, and/or other property encumbrances recorded with the final plat shall specify such restrictions and shall be written to prohibit subsequent revision without consent by the City.

39. Spoil dirt from construction of public or private infrastructure improvements shall not be permanently disposed of within the driplines of the trees remaining within the plat's boundary. With the assistance of a certified arborist, the developer shall prepare and submit a spoils disposal plan for public infrastructure improvements. Said plan shall be approved by the Planning Director and City Engineer prior to issuance of grading or construction permits.

40. Dust suppression measures, as approved by the City Engineer, shall be provided during the course of construction within the development.

41. Erosion control measures in compliance with the City standards shall be provided during the course of construction within the development.

42. The developer shall coordinate the location of mailboxes with the City Engineer and the Hillsboro Post Office.

43. Crime Prevention Through Environmental Design (CPTED) concepts shall be incorporated throughout the development, addressing lighting, signage, entryways, and landscaping.

44. The submittal by the applicant for final plat review and approval shall include but not be limited to the following; a narrative identifying how the required conditions of approval have or will be met; the final plat; the final plat review fee; and any other materials required to display compliance with the conditions of approval. These items and the financial guarantees required in Condition No. 2 shall be provided prior to transmittal of a "plat release letter" to Washington County.

45. The developer shall construct a minimum 10-foot wide asphalt pathway along the riparian corridor of Rock Creek within Tract P. Prior to approval of construction plans the applicant shall submit a detailed plan showing the precise location of the path and plans for the removal of any trees. Said plan shall be approved by the City Engineer, Planning Director, and Parks Department prior to approval of construction drawings. Construction of the pathway shall be completed as part of infrastructure improvements for the appropriate construction phase. The trailhead design shall be approved by the City Planning Director and the City Parks Department.

46. Prior to any activity within sensitive areas, the applicant shall gain authorization for the project from the Oregon Division of State Lands (DSL) and US Army Corps of Engineers (USACE). The applicant shall provide the City Engineer with copies of all DSL and USACE project authorization permits.

47. Mitigation for encroachment into the Significant Natural Resource Overlay (SNRO) District shall be identified on a mitigation plan that shall be included with the engineering construction plans. The mitigation plan shall include a landscape plan with a planting schedule illustrating the mitigation proposed on the site. It shall be reviewed and approved by the Planning Director prior to the issuance of any engineering/construction permits. Either a performance bond shall be provided for the mitigation plantings prior to acceptance of the public infrastructure for the applicable phase or the mitigation plantings shall be installed prior to acceptance of the public infrastructure for the applicable phase. Should the performance bond be provided for the mitigation plantings of the applicable phase, it shall be released once the final certificates of occupancy for the attached single family dwelling units are issued, the final inspections for the detached single family dwelling units are completed, and final approval confirming compliance has been obtained from the Planning Director. Watering for the mitigation plantings specified in the mitigation plan shall be provided at a rate of at least 1" per week during the first two summer seasons (June 15 - October 15) to insure plant survival.

48. Prior to final plat approval, the applicant shall provide documentation regarding the distribution of responsibility for maintenance and preservation of the resources within the site's Significant Natural Resource Overlay. This shall be in the form of conveyance of tracts to the City, Covenants, Conditions and Restrictions, conservation easements, or other legal instrument subject to approval by the Planning Director, and which shall be recorded along with the final plat.

49. Development and construction on the site shall comply with the Hillsboro Zoning Ordinance No. 1945, Section 131A (9) and (14)c.

50. A detailed grading/soil erosion control plan shall be submitted to and approved by the City Engineer and Parks and Recreation Director prior to conducting any topographic alterations. All on-site grading and earthwork shall be substantially consistent with the plans approved by the Planning Commission. Prior to issuance of grading permits, the applicant shall include a narrative identifying how the required conditions of approval applicable to this condition have been met. The applicant shall submit copies of all approved permits from Clean Water Services, Division of State Lands, and U.S. Army Corps of Engineers as part of the grading/erosion control permit application.

51. All topographic alterations on the site shall conform substantially to the plans approved by the Planning Commission, and specifically to the final engineering plans approved by the City Engineer, Division of State Lands, U.S. Army Corps of Engineers and the Clean Water Services, as applicable. The applicant shall comply with all applicable conditions of approval of the Clean Water Services Service Provider Letter and this Significant Natural Resource Permit approval prior to acceptance of the public infrastructure for the applicable phase.

52. Approval of the special use permit for topographic alterations, including grading and construction of a water quality swale within the 100-year floodplain, shall be subject to the following:

a. Compliance with the Clean Water Services Service Provider Letter, dated January 29, 2003; and

b. Receipt of all necessary permits from the Division of State Lands and U.S. Army Corps of Engineers, and compliance with all conditions attached to such permits.

53. The applicant shall conduct a Phase I Environmental Site Assessment (ESA) on the subject site. The reports from the Assessments shall be submitted to the City Engineer and Planning Director prior to issuance of grading permits, or construction permits (whichever comes first). Remedial Actions to remove contaminated materials shall be accomplished prior to and/or during construction on the site in accordance with Department of Environmental Quality (DEQ) standards.

54. A geotechnical report, for the applicable phase, shall be submitted to the Engineering Department in conjunction with the submittal of the engineering construction plans for the proposed topographic alterations. The geotechnical report shall address slope stability, compaction of cut and fill areas and the interface of the subject site's topography to adjacent properties. In addition, prior to submittal of any building permit applications, the developer shall provide to the Building Official a geotechnical investigation report including slope stability studies, on-site site grading, cutting and filling, structural foundation requirements, surface and subsurface drainage recommendations, erosion vulnerability, and building or grading limitations, including top of slope offsets and areas restricted for site grading. Construction of streets, utilities, and structures on the site shall comply with any recommendations of the geotechnical investigation report. Building permit applications for on-site structures shall include a final geotechnical report identifying any portions of the site requiring further evaluation by a geotechnical or structural engineer.

55. Prior to final plat approval for the applicable phase, the developer shall provide final landscaping and improvement plans for the applicable open space tracts. The landscape plans shall be subject to approval by the Planning Director and improvements made to the tracts prior to acceptance of public infrastructure improvements by the City Engineer.

56. Enhanced landscaping shall be provided along the frontage of NW 225th Street, as shown in the Applicant's exhibits. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and front yard landscape plans for this frontage. The landscape plans shall be reviewed and approved by the Planning Director and City Engineer, and the developer shall provide a bond for the frontage landscaping improvements prior to approval of the applicable final plat. The landscaping shall be installed prior to final inspections for the applicable detached single family dwelling units and the bond shall be released once all the detached single family dwelling units along NW 225th Avenue have been constructed and final review and approval of the frontage landscaping by the Planning Director has been obtained.

57. Prior to final plat approval of the applicable phase, the developer shall provide final landscape plans for the front and street side yards of the attached single family dwelling units and a typical front and street yard landscape plan for the detached single family dwelling units. The landscape plans shall be substantially similar to the approved Detailed Development Plan landscaped plans and shall be review and approved by the Planning Director prior to final plat approval of the applicable phase. Front and street side yard landscaping for the detached single family dwelling units shall be installed prior

approval of the final inspections for the applicable dwelling unit. The common landscape areas around the attached single family dwelling units shall be installed prior to issuance of occupancy permits and shall be maintained by the Home Owners' Association.

58. Prior to final plat approval of the applicable phase, the Planning Director shall assure that all lots adjacent to NW 225th Avenue are at least 7,500 square feet in area.

59. The open space areas shall be shown on the final plat as tracts, which shall be owned and maintained by the Home Owners' Association or, as approved by the City of Hillsboro Parks Commission, shall be deeded to the City of Hillsboro. Should the City of Hillsboro acquire the Neighborhood Park, that area shall be either conveyed to the City on the final plat of the applicable phase or by separate legal instrument. Otherwise that area shall be owned by the applicant, its successors or assigns.

60. Setbacks within the subdivision shall comply with the standards of the SCR-V Station Community Residential – Village zone. The maximum front yard setback of 19 feet-for detached single family dwelling units may be increased to 25 on some lots due to the organic geometry of the site which resulted in curvilinear frontages for some lots. The minimum parking setback of 19 feet may be reduced to 17 feet for some lots due to the organic geometry of the site, and to minimize SRNO impacts. Determination of the application of the alternative standards shall be made by the Planning Director prior to issuance of the applicable building permit.

61. All homes on corner lots will be sold with mandatory upgrade packages, which will include additional windows, pop-out bays and other elements to enhance the side yard street frontage. No blank walls or blank gable ends will be allowed.

62. Adjacent single family detached homes shall not receive the same front elevation or color selection.

63. On front-loaded homes where possible, adjacent driveways shall be paired with a planting strip between, except where street grades exceed four percent.

64. Prior to final plat approval and within 60 days following the expiration of all appeals, applicant, Hillsboro Elks Lodge Number 1862, shall fund, file, and pursue in good faith an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director.

65. Not later than 120 days before residential construction begins on the northwestern quarter of the subject site, the applicants shall give notice to the Planning Director, Parks and Recreation Director, and the Orenco Neighborhood Association Chair at an address to be provided by the Planning Director.

66. Building permit submittals shall provide for the first floor of all front-loaded single family detached units and at least one-half of all alley-loaded single family detached units shall provide for at least a 36-inch wide door to the bath and toilet facilities on that floor.

67. Prior to approval of engineering construction plans, the developer shall coordinate with the Hillsboro School District, the Planning Director and the City Engineer to provide a final design of a school drop off point within the subdivision near to the Orenco School.

Such plan shall include a connecting path to NW 225th Avenue and the Orenco School and shall include parking restrictions. The objectives of such a plan shall include safety for the children using the path, visibility of those children by their parents making the drop off, and discouraging trips to the school outside the subject site. The Planning Director and City Engineer shall approve the final design of the drop off plan after finding that these objectives have been met. If adjustments to the lotting pattern are necessary to implement the drop off design, the revised lotting pattern shall be included in the school drop off plan and shall be reviewed and approved by the Planning Director. No lot adjacent to NW 225th Avenue shall be reduced below 7,500 square feet.

68. Prior to final plat approval, the developer shall work with the City Planning and Parks and Recreation Departments staff, and the staff of Clean Water Services to determine whether additional trail connections connecting the residential pods could be constructed without modification to the Clean Water Services Service Provider letter or Significant Natural Resources permit. If the developer is unable to provide the additional trail connections, the developer shall provide the City of Hillsboro Planning Director with documentation showing the applicant made a good faith effort to work with all involved parties. If the Planning Director accepts the applicant's documentation then the Planning Director may release the applicant from the requirements stated within this condition. If paths are able to be constructed, the path improvement shall be constructed prior to acceptance of the public infrastructure for the applicable phase. The Planning Director shall review and approve the proposed trail locations.

69. Construction plans submitted to the Engineering Department shall show the location of any existing wells and septic tank drainfields. Plans shall indicate the method and schedule for abandonment. Disposition of the wells and septic system shall be subject to review and approval by the City Engineer. Compliance with the approved plan shall be accomplished prior to completion of subdivision infrastructure improvements.

70. Fences within and adjacent to the subdivision shall be constructed in accordance with the City of Hillsboro Zoning Ordinance standards. Prior to final plat approval for the applicable phase, a master fencing plan, including any fencing on individual lots and decorative fencing adjacent to NW Cornelius Pass Road and NW Quatama Road, shall be provided to the Planning Department for review and approval. Such plan for fencing on individual lots shall be followed during and after home construction. Prior to acceptance of public infrastructure, the applicant shall construct a heavy double-sided channel groove style wood fence, with masonry columns and rail, maximum of six feet in height, adjacent to NW Cornelius Pass Road and NW Quatama Road, in order to provide visual and sound buffering from the adjacent vehicular traffic prior to occupancy of said residential units. The fence shall be constructed of quality materials such as 4x6 pressure treated posts, a 2x8 top cap with saw curf to prevent warping, 2x6 rails for horizontal stability and siding with a minimum ¾ inch actual thickness. The masonry columns shall be faced with cultured stone and the fence shall be treated with a protective stain.

71. Prior to approval of a final plat which includes attached dwelling unit lots, the applicant shall submit a maintenance agreement for the attached dwelling units. The maintenance agreement shall be reviewed and approved by the Building Department and shall be recorded in conjunction with the applicable phase's final plat.

ATTACHMENT "B"

BEFORE THE HILLSBORO CITY COUNCIL

IN THE MATTER OF APPROVAL OF A CONCEPT DEVELOPMENT PLAN FOR ORENCO WOODS CROSSING, A 252-LOT DETACHED AND ATTACHED SINGLE FAMILY RESIDENTIAL DEVELOPMENT.	**SUPPLEMENTAL FINDINGS (CDP 1-06)**

I. Introduction.

Hillsboro Elks Lodge No. 1862, Inc. and Venture Properties, Inc. ("Applicants") seek various land use and land division approvals for the Orenco Woods Crossing project. The City Council adopted two predicate approvals before the current requests: a plan amendment designating the property for medium and low density residential, open space and floodplain uses (Hillsboro Ordinance No. 5571) and a rezoning of the site to the Station Community Residential – Village ("SCR-V") zoning district (Hillsboro Ordinance No. 5633). The Planning Commission approved a concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit for the project.

The Orenco Neighborhood Organization ("Appellant") appealed the concept development plan approval and did not appeal the other findings, conclusions or actions of the Commission regarding the same or similar issues as those appealed. The Appellant raises five issues on appeal: that the Hillsboro Comprehensive Plan (HCP) controls specific site density and requires lower density and larger lots in the western portion of the site; that the Hillsboro Zoning Ordinance (HZO) requires that the site be developed as a mixed-use development with both residential and commercial components; that the conditions of zoning approval require placing the McDonald House on the National Register of Historic Places before the application is approved; that conditions of approval requiring parkland designation or reservation were unmet with respect to the area of the potential park; and, that the approval is inconsistent with transportation requirements in the Zoning Ordinance.

Following a public hearing on July 11, 2006, the City Council preliminarily voted to deny the appeal and uphold the decision of the Planning Commission. The Council adopts and incorporates Attachment B to Hillsboro Planning Commission Resolution No. 1561-P, which states findings and conclusions in support of the Orenco Woods Crossing approvals. These findings supplement the earlier findings and address only the issues raised in the appeal. The Council also incorporates by reference the facts stated in the staff reports dated February 28, March 13, March 17, March 22, April 6, April 7, April 20, April 27, May 4, May 5, May 8, May 10, June 1, July 6, and July 10, 2006.

The Council also adopts and incorporates the July 5, 2006 Memorandum in Support of Affirmance of the Planning Commission Grant of Permits by Resolution 1561-P (Orenco Woods Crossing), submitted by the Applicants. To the extent there are any conflicts between any of the incorporated documents and findings, and these findings, <u>these findings control</u>. The City

Council takes administrative notice of the City of Hillsboro Ordinance Nos. 5571 and 5633 and their attachments and Washington County Resolution and Order No. 86-95.

II. Appeal Issue One: Consistency with the Hillsboro Comprehensive Plan.

The Comprehensive Plan designates approximately 14.52 acres in the northwest portion of the site as "low density residential." HCP Section 14(I)(B)(1) states that the density range for areas shown as low density residential on the plan map is three to seven dwelling units/net acre. The Appellant contends that the density in this part of the site plan exceeds this limitation.

It was the intent of the Council at the time of the plan amendment and designation of the property for low and medium density and floodplain uses to strike a balance in limiting the effects of potential development on the Old Orenco neighborhood while still allowing sufficient residential development (i.e., 240 residential units, plus or minus 5%) to pay for the required infrastructure and dedications. The adopted findings for the plan change discuss HCP Section 12(III)(E) and the need for development to occur "at a sufficient density to allow for the economical provision of public facilities and services." Hillsboro Ordinance No. 5571, Attachment A, p. 16. Specifically, the intent of the Council in applying the low and medium density plan designations was to require an overall lower density for this tract than would be allowed by a SCPA plan designation and to provide for a somewhat lower density in the western portion of the development than elsewhere in the project.

To these ends the plan amendment findings suggest parameters on development that the Council found consistent with the plan diagram and text. These directives included reservation of five acres of parkland, protections for the Historic McDonald House ("House"), construction of transportation improvements, phasing of construction and, importantly, setting the "maximum number of residential dwelling units for the subject site shall be in the range of 240 dwelling units (plus or minus five percent)" with "[l]arger lots in the range of 7,500 square feet or more shall be provided along 225th Avenue in order to transition lot sizes in Old Orenco."

The Comprehensive Plan applies at the time that the property is zoned. Under HZO § 114(2) the zoning for property "must conform with the Hillsboro Comprehensive Plan and this Ordinance." Where there is more than one designation available to implement the plan designation, a zone should be selected "that is best suited for the particular site, based upon specific policies of the Hillsboro Comprehensive Plan." *Id.* Within the sequence of planning decisions for development (plan amendment, rezoning, land division and design review), the Comprehensive Plan controls the rezoning decision. The Plan is used as a decisional standard at the time of zoning.

The property at issue was rezoned from County Institutional to Station Community Residential – Village on April 18, 2006 by Hillsboro Ordinance No. 5633. The choice of that particular zoning district resulted from not only application of the Comprehensive Plan map but also applicable textual policies in the Plan. It was the intent of the Council to apply the SCR-V zoning to the property because of the particular development standards in that district and to require design review through the more full and participatory concept development plan/detailed development plan process in HZO § 136. This zoning district, more than other alternative

districts, carried out not only the plan designation for the property but also goals and policies in the Plan on citizen involvement, housing, natural resources, open space, scenic and historical sites, public facilities and services and transportation.

The zoning was applied with conditions. The requirements in the Zoning Ordinance for the SCR-V zoning district, together with the specific conditions of rezoning imposed by Hillsboro Ordinance No. 5633, are the Council's application of the Hillsboro Comprehensive Plan to this property. The low density residential plan designation in the western part of the site is implemented by Conditions 9 and 10 of the rezoning (requiring phasing of development, larger lots along the border of the property). More importantly, the zoning regulations implementing the plan, specifically HZO 137V(B)(6) and 137 Table 1.h provide for allocating density over an entire site that is zoned SCR-V.

At the time of concept development plan approval, the Comprehensive Plan is immaterial. The Plan is applied through the zoning and zoning conditions. The immateriality of the Plan at this point in the development process is a function of both local and state law. Under HZO § 136(VII)(B)(6) the approval criteria for a concept development plan requires consistency with the purposes of the station community planning chapter and the zoning district, a reasonable phasing schedule and compliance with minimum density, floor area and usable open space requirements. Under ORS 197.195, comprehensive plan provisions cannot be used to decide applications for a limited land use decision unless they are spelled out in the relevant zoning, subdivision or development ordinance. A concept development plan approval is a limited land use decision under ORS 197.015(13). Thus, plan consistency is not an approval criterion for a concept development plan; nor can it be such a standard under state law.

Appellant suggests that provisions of the City's subdivision regulations require plan consistency and that the design of the subdivision here must reflect the low density plan designation of a portion of the site. The Council rejects this contention for three reasons. First, the subdivision approval in this case was not appealed, so any plan conformity requirement issue is waived. Second, the Council does not interpret Article VI of the Subdivision Ordinance to state plan consistency as an approval criterion for subdivision and partition plats. That Article states "general principles" and speaks about plan elements that are established as standards by the Planning Commission. The actual land division standards are set out in Article II, section 4. Finally, as noted above, since the adoption of the City's subdivision regulations, ORS 197.195(1) provides that "limited land use decisions" are not reviewable for consistency with a comprehensive plan unless specific plan policies are made applicable as stated review criteria. The Hillsboro Subdivision Ordinance does not incorporate as a approval standard the specific requirement of consistency with the density shown on the plan map..

The Council agrees with the Applicants' arguments and rejects Appellant's first issue on appeal, interpreting the HCP and its relationship with zoning and the subject permits as follows: The HCP map is not independently applied to this concept development plan approval. Nor was the plan designation implemented by the rezoning to require larger lot sizes in the western part of the development, beyond the particular border lot size condition. The SCR-V zone itself allows the density of development that is sought for the western part of the site. The number and size of

lots are set in preliminary subdivision approval, which is not at issue in this appeal. For these reasons, the Planning Commission decision on this point is affirmed.

III. Appeal Issue Two: Consistency with Hillsboro Zoning Ordinance.

The second issue on appeal is whether the concept development plan complies with various sections of the Zoning Ordinance that discuss mixed uses and commercial development in the SCR-V zone. The Appellant claims that these code provisions require a commercial component in the development consistent with the "intent" of this zoning district.

The Appellant points to HZO § 136(II)(H) describing the SCR-V district as one intending to "assure the development of a . . . community containing . . . freestanding neighborhood commercial uses and employment opportunities" and including "commercial centers" with "a lively mix of neighborhood shopping and community services . . . ." HZO § 136(III)(YY) defines "residential village" as including "a variety of commercial and public services . . . [and] employment opportunities." HZO § 136 (VII)(B)(2)(f)(5) precludes variances from any "required mix of residential, commercial and employment uses within the SCR-V District."

On the other hand, the specific development requirements for the SCR-V zoning district do not state any minimum or mandatory commercial component. The intent of the detailed requirements in the station community planning zones is to set out "clear and objective development standards" for uses within the planning areas. HZO § 137(I). There are required minimum residential densities for the SCPA zoning districts and specific policies about the mandatory residential densities in the SCR-V zoning district. HZO § 137(V)(B). By contrast, the non-residential density provisions are "objectives" and not mandatory. HZO § 137(VII).

Most importantly, the specific development criteria for the station community zoning districts are listed in tables at HZO § 137(II). Table 1.h applies to the SCR-V zone. It states that "at least 50% of the net acreage in a SCR-V project shall be residential" but that "mixed use residential/commercial buildings may be up to an additional 20%" that "[a]t least 10% of net acreage may be neighborhood commercial uses," and "[u]p to 20% of net acreage may be other employment uses." The City Council interprets the requirement of "shall be" to be mandatory and the provisions stating "may be" to be discretionary.

There is a conflict between the specific and permissive development criteria for commercial and employment uses in the SCR-V zone in HZO § 137(II) and the general description of the purposes of the zoning district stated in HZO § 136(II)(H). The City Council resolves that conflict by preferring the specific requirements over the general description in the zoning district.

More importantly, the Council looks to the legislative history of HZO § 137(II) as set out in the April 7, 2006 memorandum from the Planning Department to the Planning Commission as well as the analysis of the City Attorney that was attached to the applicants' memorandum of July 5, 2006 and a May 19, 2000 Staff Report of Deborah Raber, Planning Supervisor for the City. Table 1.h was amended in 2000 to specifically change the commercial development requirement in the SCR-V zone, to make it optional and not mandatory. The intent of that

amendment was to allow residential development alone in the SCR-V zone. *See* City of Hillsboro Ordinance No. 4921. The adoption of Ordinance No. 4921 changed the intent of the Zoning Ordinance to no longer require mixed use development within the SCR-V zoning district.

Thus, the Council interprets the regulations of the SCR-V zoning district to not require non-residential uses for development in that district. This reading of the code is consistent with past zone changes and development review of property in the SCR-V zone, as set out in the April 7 staff report. Moreover, it is consistent with the past action of the Council changing the zoning district for the property to SCR-V with the understanding that the currently-proposed residential development was intended.

Finally, and alternatively, the Council adopts the reasoning of the Planning Commission that the open space, parkland, cultural resource and residential components of this development give it the character of a residential village and make it consistent with the purposes of the SCR-V zoning district stated in HZO § 136(II)(H). It should be noted that the floodplain and open space area that bisects this property make it developable in sections and at a smaller scale than envisioned by the 30-acre or larger, integrated SCR-V development discussed at HZO § 1136(II)(H). For these reasons, the Planning Commission decision on this point is affirmed.

IV. Appeal Issue Three: Historic Preservation and the McDonald House.

Appellant contends that a rezoning condition in Ordinance 5633 relating to funding and filing for National Historic Preservation listing for the Historic McDonald House was not met. Condition 2 to the rezoning ordinance requires that the developer provide information in the concept development plan/detailed development plan applications "verifying that funding has been dedicated" to a national historic structure listing "and the status of that application." The condition also requires that the application disclose landscaping and open space plans around the House "that will provide context to the House" and provide information on this context. The Appellant asserts that the application and funding must occur prior to the CDP application and that the submitted plans do not provide the appropriate context to the House.

The Planning Commission required that the application be made prior to final plat approval for the subdivision. The Council finds that this is consistent with Condition 2. The condition is a requirement for information in the CDP application and the completeness of that application is not before the Council. Even if the condition is construed as a requirement of development approval, the condition is reasonably implemented by its satisfaction before final plat approval by the City rather than before final design approval. Condition 64, the application and funding requirement of the Planning Commission, is a sufficient dedication of funding to satisfy Condition 2 of the zoning approval.

The Council concludes that it is not unreasonable for the City to assure fulfillment of this condition by the time of final subdivision approval, as opposed to before the applications before the Planning Commission were considered. The condition imposed by the Planning Commission was accepted by the applicant, is feasible, and assures that a good faith application for National Register listing will be funded and filed.

There was also extensive discussion over the adequacy of the open space provided around the House, with Appellant contending that information on context of the House was inadequate, that more open space was required, and that the five acres set aside for acquisition by the City of Hillsboro should be moved to be adjacent to the House.

The Council finds that the concept development plan application and submitted materials were adequate to address "consideration of the context of the McDonald House" under Condition 2(d) of the rezoning. Application, pp. 64 – 65 and Exhibit J. The information provided in the hearings before the Planning Commission supplemented this application. To whatever extent necessary, there was a sufficient basis in the record for determining the sufficiency of open space and landscaping around the House to provide "context to the House."

The Council believes and accepts the testimony of Rob Mawson of Heritage Associates, who found the historic significance of the House lay in its craftsman style of architecture, rather than its association with the former Town of Orenco or the nursery industry of Mr. McDonald. The Council further finds that the context of the House has already been changed over the years, as no industrial nursery exists at the site any longer and there never were any formal gardens associated with the House. Rather, there was until recently an active golf course, which is not part of the House use and may be excluded from the National Historic Register application. The Council believes and accepts the Mawson testimony to the effect that the 1.3 acres included as the landscaped/open space is sufficient for the application and notes that the State Historic Preservation Office concurs in this assessment. This is sufficient for satisfaction of the requirement in Condition 2(c) that the open space and landscaping plan "provide context to the House."

The Council rejects the Appellant's suggestion that an "independent" analysis of the historic significance of the House be undertaken, in addition to the information provided by the parties. There is no basis in the Zoning Ordinance for the imposition of further conditions on evaluation of the historic significance of the House. The information submitted to date and the landscape and improvement plan are sufficient to comply with Condition 2 and any related requirement in the Zoning Ordinance. The Planning Commission decision on this point is affirmed.

V. Appeal Issue Four: The Five Acre Community Park.

Appellant contends that there is not the full five acres for a community park as required by the rezoning conditions. The Planning Commission found otherwise, on the advice of City planning and parks and recreation staff.

The Council concludes that the Planning Commission was correct and, even if it were not, the rezoning condition is unambiguous. The rezoning conditions remain applicable under Condition 1 to this approval. If the amount of land is short, the condition requires it to be made up so that five acres will be acquired by the City. The precise location and metes and bounds of the park will be set in the final plat or in a deed from the Applicants to the City under Condition 59 to this approval. The concept development plan works to address generally the location of the

proposed park. City of Hillsboro Ordinance 5633, Condition 3. For these reasons, the Planning Commission decision on this point is affirmed.

VI. Appeal Issue Five: Transportation.

Appellant raises a number of issues dealing with transportation. The transportation issues are relevant in determining the extent of conditions to be placed upon concept development plan approval, not as a criterion in granting or denying the requested plan. The Zoning Ordinance requires preparation and submission of a traffic impact report as part of the application for development plans. HZO § 136(VII)(B)(5)(c)(2). That report is then used to impose "appropriate conditions . . . to mitigate identified traffic impacts of the proposed development." HZO § 136(VII)(B)(5)(c)(4). Lack of transportation impacts is not an approval criterion for a concept development plan under HZO § 136(VII)(B)(6)(b). Again, the issues in this part of the appeal are whether there is a sufficient factual basis for the imposition of appropriate conditions and whether additional conditions should be imposed, given the criticisms raised by the Appellant. The Council concludes that there is a sufficient factual basis in the record for determining appropriate transportation-related conditions on development and that the conditions are sufficient.

The first two issues relate to the methodology used by the Applicants to assess transportation impacts. In the first ground, Appellant complains that the weekday midday peak hour was not analyzed. The short answer to this contention is that the traffic impacts were assessed for the weekday a.m. and p.m. peak hours and that these periods always encompass higher traffic volumes than the midday peak hour, both in terms of the peaking characteristics of the proposed residential use and the peak hour of adjacent street traffic. Moreover, the standards set out in HZO § 137, Table 137.4 require an "acceptable" level of service D or better under the mid-day standards (as opposed to the same or a slightly lower level of service during the peak hours). The level of service for the intersections at issue here is projected to be D or better at peak periods of traffic. It follows that the level of service during the mid-day, with less traffic, would be D or better and consistent with the mid-day standards announced in Table 137.4. The analysis of traffic impacts was, therefore, conservative and evaluated worst-case conditions. The submission of any additional information on mid-day traffic would not affect the required transportation improvements and the condition of approval. Any deficiency in the traffic impact report along these lines is an insufficient reason to deny or further condition the concept development plan.

In the second ground, Appellant suggests the Applicants did not use traffic count data generated within a year of February 21, 2006, the date of the concept development plan application. The Applicants used traffic count figures generated more than a year before the application was filed, but that they also submitted (lower) figures generated in December, 2005, within a year of the filing of the application as well. The Council finds that sound and proper methodological analyses were used by the Applicants and that these analyses were peer-reviewed by the City's transportation consultant and City and County transportation staffs and found to be reliable and accurate, and express conservative, or worst-case conditions. The Council accepts the analysis by Dunn Engineering in both of its April 19, 2006 submissions as well as the one

dated April 26, 2006. The December, 2005 traffic counts were not untrustworthy because of the weather at the time of the data collection.

The third issue deals with the adequacy of the 227th Avenue bridge from a traffic flow and pedestrian safety standpoint. Appellant cites no code section allegedly violated. The Council believes the testimony of Brian Dunn, P.E. to the effect that the development will generate an insignificant number of trips (one car for every two minutes during peak hour periods) and that there is adequate capacity and width of the bridge so as not to constrain traffic flow. The Council notes that the approved development will provide pedestrians with an alternative to this bridge crossing of Rock Creek and finds that the Applicants have fulfilled their responsibilities under rezoning Condition 5. Finally, the Council finds that the record does not support the imposition of greater obligations on the Applicants than has been required under the Planning Commission's decision (with the additional condition imposed herein), since the existing conditions regarding transportation improvements are already proportionate to the impacts of the proposed development.

The last set of three issues is set forth in an "Other" category. The first issue relates to lack of capacity on streets in the Old Orenco Neighborhood. The Council has previously approved a development plan under which there are no street connections between the proposed development and the Old Orenco Neighborhood. The Council accepts and believes the testimony of the Applicants' transportation engineer, which was confirmed by the City's traffic consultant and City and County transportation staffs, that street capacity within this neighborhood is sufficient to meet transportation needs of existing uses and the traffic generated by this proposal. Moreover, the increase of traffic generated by the use will largely be confined to higher capacity collector roads which have the capacity to carry that flow. Finally, the transportation evaluation for the site was considered at the rezoning level and was found to be sufficient. The Council finds that this information does not affect the conditions that should be imposed by the concept development plan approval.

The second issue relates to year 2024 traffic conditions and alleged excessive queuing on NW Quatama adjacent to the site. The Council agrees with the Applicants that long-term impacts are not the standard for mitigation of impacts. Only short-term impacts are used and were used in this case to deal with mitigation. The Council finds that this information does not affect the conditions that should be imposed by the concept development plan approval.

The final issue relates to two turn movements at NW Quatama and Cornelius Pass Road with and without an access modification granted by Washington County. The Planning Commission found, on the basis of advice from the Applicants' transportation expert, the City's transportation consultant, and City and County Transportation Staffs, that the overall transportation condition is "no worse" with or without the modification. The Appellant provides no sound reason to depart from this conclusion and Council declines to do so.

The Planning Commission decisions on these transportation issues are affirmed.

VII. Appellant's "Suggestions"

The Appellant made a series of four "suggestions" that the approval be changed in certain ways. The first suggestion deals with a condition that the Applicants agreed to, but was inadvertently left off the final Planning Commission order. That condition was to place a public pedestrian access easement over tract HH, the open space area adjacent to the Historic McDonald House. The conditions imposed by the Planning Commission are amended to add this further condition.

The other "suggestions" are not assigned as error to the Council and do not need to be evaluated to resolve the appeal. In any event, the second and third suggestions are not practical. The location of the neighborhood park is supported by the record.

With the modification of the one condition relating to the public pedestrian access easement for Tract HH, the decision of the Planning Commission is affirmed and these additional findings are adopted to respond to the appeal issues.

RESOLUTION NO. 1561-P

CDP 1-06, DDP 2-06, SUB 1-06, SNRP 1-06 AND FA 1-06:
ORENCO WOODS CROSSING

A RESOLUTION APPROVING THE CONCEPT DEVELOPMENT PLAN, DETAILED DEVELOPMENT PLAN, PRELIMINARY SUBDIVISION PLAT, SIGNIFICANT NATURAL RESOURCE PERMIT AND FLOODPLAIN ALTERATION PERMIT FOR ORENCO WOODS CROSSING, A 252-LOT DETACHED AND ATTACHED SINGLE FAMILY RESIDENTIAL DEVELOPMENT.

WHEREAS, the owners of certain tracts of land, described below, have filed a written application with the City of Hillsboro for concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit approval for a 252-lot detached and attached single-family residential development on said tracts, and

WHEREAS, the Planning Commission held public hearings on this application on March 22nd, April 12th, and May 10, 2006, receiving testimony in support of the application as well as testimony in opposition regarding the proposal, and

WHEREAS, having received the materials and testimony submitted, the Planning Commission approves the concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit for the proposed detached and attached single family development with the conditions attached hereto as Attachment A, based on the findings attached hereto as Attachment B.

NOW THEREFORE BE IT RESOLVED, by the Hillsboro Planning Commission, that the Commission, by and through this resolution, does hereby approve the concept development plan, detailed development plan, preliminary subdivision plat, significant natural resource permit and floodplain alteration permit for Orenco Woods Crossing, as contained in Planning Department Case File Nos. CDP 1-06, DDP 2-06, SUB 1-06, SNRP 1-06 and FA 1-06, on the following described properties:

Tax Lots 3400 and 6600
on Washington County Tax Map 1N2-35,
Section 35, Township 1 North, Range 2 West, Willamette Meridian

Introduced and passed this 10th day of April, 2006.

John O. Coutts
President

ATTEST: Dawn Dunay
Secretary

ATTACHMENT A
ORENCO WOODS CROSSING

1. Approval of the concept development plan, detailed development plan, subdivision tentative plat, floodplain alteration permit and significant natural resource permit is conditioned upon compliance with the conditions of the associated zone change request (Ordinance No. 5633).

2. Development and construction on the site shall conform substantially to the development plans and conditions approved by the Planning Commission and shall conform specifically to final construction plans reviewed and approved by the Planning Director, the City Engineer, the Building Official, the Fire Marshal, Parks and Recreation Director and Washington County. All plans shall comply with the applicable building, planning, and fire protection codes of the City of Hillsboro.

3. The developer shall assure the construction of all public streets and utilities within and adjacent to the plat as required by these conditions of approval, to the plans, standards, and specifications of the City of Hillsboro, except as otherwise approved by the Street Committee and the Planning Commission. The developer shall also provide to the City financial guarantees for construction of all public streets and utilities within and adjacent to the plat, as required by the conditions of approval, prior to the approval of the final plat. All construction plans shall be approved by the City Engineer and, as necessary, by Washington County prior to issuance of construction permits within the subdivision.

4. The developer shall dedicate right-of-way and construct half-street improvements along the site's frontage with NW 225th Avenue, NW Cornelius Pass Road and NW Quatama Road to the standards required in the transportation system plans for the City of Hillsboro and, as applicable, Washington County. Development is conditioned on compliance with the Washington County letter dated March 2, 2006.

5. The developer shall identify on the construction plans, five foot curb tight landscape strips along NW Cornelius Pass Road and NW Quatama Road. The landscape strips shall be constructed as a part of the infrastructure improvements. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and landscape plans for these frontages. The landscape plans shall be reviewed and approved by the Planning Director, City Engineer and, as applicable, Washington County. Approved landscape improvements shall be installed prior to acceptance of public infrastructure of the applicable phase.

6. The developer shall construct a half street improvement on NW 225th Avenue to the Street Standard Type "A" which is identified in HZO Section 140(III)(N)(3)(a) and Section 140(Figure 5.4). Street improvements shall include paving, Option B acorn street lights, sidewalk, and landscape strip. All improvements shall be subject to approval by the City Engineer.

7. The final plat shall show a 50 foot right-of-way dedication for public streets as follows:

   - Street 1 (except across culvert), Street 2 (except across bridge & adjacent to Park), Street A, Street B, Street C, Street D, Street E (north of Street 1) and Street F (north of Street 1).

- Street 1 shall terminate with a public hammerhead on the eastern side of the culvert crossing which shall be coordinated with the private improvements of Alley 17.

- Street F shall terminate with a public hammerhead at its northern terminus which shall be coordinated with the private improvements of Alley 1.

- A 50 foot right-of-way dedication shall be provided west of Street F and in alignment with Street 1 and NW Dogwood Street.

- A 50 foot right-of-way dedication shall be provided at the northern terminus of Street F, adjacent to the light rail line, and in alignment with NW Birch Street.

The final plat shall show a 55 foot right-of-way dedication for that portion of Street D located between Street E and Street F. The 5 feet of additional right-of-way shall be used to implement that portion of the McDonald House linear pedestrian amenities located on the south side of the Street D right-of-way. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and landscape plans for this frontage. The landscape plans shall be reviewed and approved by the Planning Director and City Engineer. Approved landscape improvements shall be installed prior to acceptance of public infrastructure of the applicable phase.

8. The final plat shall show a 20 foot tract for private Type A alleys as follows:

   - Alley 1, Alley 4, Alley 5, Alley 6, Alley 7, Alley 8, Alley 9, Alley 10, Alley 11, Alley 12, Alley 21a, Alley 22, Alley 23, Alley 24, Alley 25, Alley 26, Alley 27 and Alley 28.

9. The final plat shall show a 24 foot tract for private Type B alleys as follows:

   - Alley 2, Alley 3 Alley 15, Alley 16, Alley 19, Alley 20, and Alley 21.

10. The final plat shall show a 30-33 foot tract for a private Type A street as follows:

    - Alley 13

11. The final plat shall show a 41 foot tract for a private Type B street as follows:

    - Alley 14, Alley 17, and Alley 18.

12. The final plat shall show a 50 foot tract for a private street as follows:

    - Street E (south of Street 1) and Street F (south of Street 1).

13. The developer shall construct the public streets and private streets and alleys within the development, to the following improvement paving widths:

- Local Street	28 feet
- Private Street Type A	28 feet
- Private Street Type B	28 feet
- Alley Type A	16 feet
- Alley Type B	20 feet

14. Improvements shall substantially conform to the specific street sections as identified on Plan Sheet C700 of the Concept Development Plan application. All streets and alleys shall be improved to a public street section standard of either asphaltic concrete or Portland cement concrete.

15. The developer shall identify on the construction plans, items such as lane striping, signing plans, cross walk markings, speed sign locations, driveway locations, and stop sign locations based on MUTCD standards, vision clearances, and traffic volume.

16. Stop signs shall be required at points where a lower classification of street intersects with a higher classification of street, or as directed by the City Engineer.

17. The developer shall provide a street lighting plan with the construction plan submittal. Street lights for all public streets shall be PGE Option B acorn lights. All private streets and alleys shall have a private metered system per PGE standards with PGE Option B acorn lights.

18. The proposed names and directionals for the public and private streets and alleys within the subdivision shall be reviewed and approved by the Planning Director.

19. The final plats shall show the private streets and alleys as tracts to be owned and maintained by the Home Owners' Association. The Covenants, Conditions and Restrictions, or a separate document recorded with the final plats, shall provide for access and maintenance of the private streets.

20. The final plats shall provide for public and private utility, emergency vehicle access, private storm drainage, private access, and public pedestrian and bicycle easements on private street tracts, as applicable. All easements shall be reviewed and approved by the City Engineer and Planning Director prior to approval of the applicable final plat. Storm sewers located in the private streets and alleys shall be a private system owned and maintained by the Home Owners' Association. All private utilities shall be owned and maintained by the Home Owners' Association.

21. The final plat shall show public utility easements (PUEs) eight feet wide adjacent to all public rights-of-ways, within and adjacent to the plat unless the City Engineer and all utility companies that could locate infrastructure in the PUEs provide written approval of an alternate reduced width utility easement configuration.

22. The final plat shall show utility easements to the City of Hillsboro at any location in which water, sanitary sewer, or storm drainage lines are proposed for location outside public right-of-way. The minimum width for such easements shall be 15 feet for a single utility and 25 feet for two utilities placed within the same easement. Any utility easement to the City shall be reviewed and approved by the City Engineer, Water Department and Planning Director prior to approval of the final plats. In addition, prior to final plat approval or in conjunction with the recording of the plat, the applicant shall record off-site easements for all utilities to be constructed as part of the development within a portion of the development not yet platted. Submittal of final plats for each phase shall be accompanied by a utility plan for the area within the plat boundaries which clearly identifies the location of all utilities requiring easements. All easements shall be reviewed by the City Engineer and Planning Director.

23. Prior to approval of construction drawings, the applicant shall request Street Committee approval for parking prohibitions, the use of decorative sidewalks and crosswalks across some public right-of-ways, and bulb-outs on some public streets. If approved by Street Committee, parking prohibitions and/or improvements shall be identified on the applicable construction plans.

24. The utility plans, including line sizes for water lines, sanitary sewer lines, and storm drainage lines within the subdivision, shall be subject to review and approval by the City Engineering, Building, and the Water Departments prior to approval of construction plans for the development. Utilities shall be placed within easements, as approved by the City, when located outside public rights-of-way or when crossing property lines.

25. Prior to construction of private storm drain, sanitary sewer, or water lines, the applicant shall obtain plumbing permits from the City of Hillsboro Building Department.

26. Sanitary sewer lines shall be built to City of Hillsboro and Clean Water Services standards and utilized as part of the public system.

27. The developer shall construct a twelve inch water line connection in NW Cornelius Pass Road, from NW Quatama Road to the northern property line, to connect to the existing water line to allow for a looped system.

28. The developer shall install fire hydrants within the subdivision in conformance with the requirements of the Fire Marshal and City Engineer. The final utility plans shall show the placement of hydrants located within 300 feet of all exterior building walls as measured along an accessible route of travel. The right-of-way aligned with NW Dogwood Street, west of Street F and east of NW 225th Avenue shall include an integrated fire access and pedestrian improvement which shall be shown on the construction plans for the applicable phase. Prior to approval of construction plans, the plans shall be reviewed and approved by the City Fire Marshal and Planning Director and the access way improvements shall be installed prior to acceptance of the public infrastructure for the applicable phase.

29. Any lot adjacent to a City-installed water line and/or sanitary sewer line shall be subject to the City-installed rate at the time of building permit issuance.

30. All rain, storm, and other surface water runoff from roofs, exposed stairways, light wells, courts, courtyards, and exterior paved areas shall be disposed of in compliance with local ordinances and state rules and regulations which will not cause flooding to adjacent properties. The approved points of disposal include but are not limited to: a) storm sewer, b) street gutter through curb, and c) engineered storm sewerage system.

31. The developer shall provide three water quality facilities, designed and constructed per Clean Water Services and City of Hillsboro standards. The design shall include landscaping and a powder coated chain link fence. The landscaping and fencing plan shall be reviewed and approved by the City Engineer, the Planning Director and CWS prior to approval of construction plans. The water quality facilities shall be located in tracts owned by the City of Hillsboro. The water quality facilities shall be maintained by the City of Hillsboro and the landscaping adjacent to the fenced water quality facilities shall be maintained by the Home Owners' Association.

32. Prior to approval o. construction plans, the developer ~ ıll submit water quality calculations for review and approval by the City Engineer.

33. Prior to approval of construction permits for the subdivision, the developer shall submit to the City Engineer for review and approval a storm drainage plan. The plan shall include but not be limited to, the following:

    a) Plans for roof drain connections from buildings on all lots to the storm drainage system;
    b) Plans conforming to Clean Water Services standards, as approved by the City Engineer; and
    c) Plans showing the capability of the receiving systems to accommodate drainage from the development.

34. Final construction drawings for the project shall include grading plans confirming that site grading within the subdivision will not impede or impound existing storm drainage from surrounding properties. If deemed necessary by the City Engineer, the grading plans and construction drawings shall include drainage tiles, private storm drainage lines or catch basins, or other alternative means to adequately convey the storm runoff away from adjacent properties to the new storm drainage lines in the development. Any drainage tiles, private storm drainage lines, catch basins, or other alternative improvements considered necessary by the City Engineer shall be included in the subdivision construction. The detailed grading plans shall also accurately depict the finished grades for the subject property. Site grading for lots adjacent to Rock Creek shall be minimized through the design and use of extended foundation walls and daylight basements for the detached single family dwelling units.

35. Prior to approval of the final plat for the applicable phase, the developer shall provide to the City financial guarantees for the provision of street trees internal to the applicable phase of the project. Street trees shall be a minimum of 2.5 inch caliper in size when measured four feet from the ground, and shall be planted within root barriers approved by the City Engineer. Street trees to be installed on public and private streets within and adjacent to the applicable phase. Street tree species shall be consistent with approved landscape plans. Prior to approval of the final plat for the applicable phase, the developer shall provide a final street tree plan which shall be reviewed and approved by the Planning Director.

36. The developer shall prepare Covenants, Conditions and Restrictions, or other applicable legal documents, which address the following issues:

    a. Formation of a Home Owners' Association (HOA);
    b. Maintenance agreements for all common structures on the site which ensure a unified level of design and maintenance throughout the attached single family portions of the project;
    c. Responsibilities for maintenance of landscaping around all sides of the attached single family dwellings.
    d. Responsibilities for the shared maintenance of the applicable open space tracts by both the detached and attached single family dwellings;
    e. Responsibilities for maintenance of private street, private alleys, and private utility lines, private parks, and all other common amenities;
    f. Ability of both the detached and attached single family residents to utilize common open space amenities throughout the site;

g. Requirement of the Home Owners' Association to maintain the street trees, landscaping and open space per City standards;

h. Authorization for the City to assess the Home Owners' Association for necessary maintenance of the landscaping within the public right-of-way, if not adequately maintained by the Home Owners' Association. This portion of the Covenants shall be written to prohibit subsequent revision without consent by the City;

i. Responsibility of the Homeowners' Association for the collection and distribution of funds for the maintenance and repair of such elements as, but not limited to common structures, landscaping, irrigation, fences, walls, entry signs, private parking areas, private sidewalks, and private utilities.

j. The Covenants, Conditions and Restrictions and/or other property encumbrances that are filed with the final plats for the subdivision shall include references to the street improvements on which parking is prohibited as identified by the Fire Marshal.

If the developer forms more than one Home Owners' Association for the subdivision, the Covenants, Conditions, and Restrictions for each Home Owners' Association shall include a provision to the effect that all Home Owners' Associations shall share the responsibility for and cost of maintaining all common space areas within the subdivision. The language of the Covenants, Conditions and Restrictions shall be submitted to the Planning Director and Building Official for review and approval prior to final plat approval.

37. Construction plans for public utilities and site grading within the development shall include a tree protection and removal plan to be followed during site construction. The purpose of the tree protection and removal plan will be to ensure the preservation of the maximum possible number of trees within and adjacent to the public rights-of-way and private property. The tree protection and removal plan shall identify all trees eight inches or larger in diameter four feet above the ground, as follows:

a) Trees which must be removed due to their location within the public/private street improvements or the alignments of the underground public or private utilities;

b) Trees which will be retained if possible, outside the underground utilities alignments but within the public right-of-way, private street improvements, or utilities easements. A fencing plan will be provided for these trees, and any proposed tree removal in these areas must be justified on the basis that construction will render the trees unsafe.

c) Trees that will be retained outside the public right-of- way, private street improvement, or public utilities easements, within the individual lots or the common open space tracts. A fencing plan shall be provided for these trees if the driplines extend into the utility alignments. No trees within these areas shall be considered for removal unless the tree is directly adjacent to the utility construction and construction will render the trees unsafe.

The tree protection and removal plan shall be prepared with the assistance of a certified arborist, and shall be reviewed and approved by the Planning Director prior to the issuance of grading or construction permits. No development grading or construction shall occur until a tree protection and removal plan has been approved by the City.

38. Following construction of the project, trees proposed to be retained on the individual lots are to be removed with City of Hillsboro approval only in the event where the tree(s) pose a threat of immediate danger to adjoining properties or where a certified arborist has determined that tree(s) are dead or severely damaged to the extent that the tree(s) require removal to minimize the threat of danger to adjoining homes and properties and/or to ensure the continued health of the remaining trees. Covenants, Conditions and Restrictions, conservation easements, and/or other property encumbrances recorded with the final plat shall specify such restrictions and shall be written to prohibit subsequent revision without consent by the City.

39. Spoil dirt from construction of public or private infrastructure improvements shall not be permanently disposed of within the driplines of the trees remaining within the plat's boundary. With the assistance of a certified arborist, the developer shall prepare and submit a spoils disposal plan for public infrastructure improvements. Said plan shall be approved by the Planning Director and City Engineer prior to issuance of grading or construction permits.

40. Dust suppression measures, as approved by the City Engineer, shall be provided during the course of construction within the development.

41. Erosion control measures in compliance with the City standards shall be provided during the course of construction within the development.

42. The developer shall coordinate the location of mailboxes with the City Engineer and the Hillsboro Post Office.

43. Crime Prevention Through Environmental Design (CPTED) concepts shall be incorporated throughout the development, addressing lighting, signage, entryways, and landscaping.

44. The submittal by the applicant for final plat review and approval shall include but not be limited to the following; a narrative identifying how the required conditions of approval have or will be met; the final plat; the final plat review fee; and any other materials required to display compliance with the conditions of approval. These items and the financial guarantees required in Condition No. 2 shall be provided prior to transmittal of a "plat release letter" to Washington County.

45. The developer shall construct a minimum 10-foot wide asphalt pathway along the riparian corridor of Rock Creek within Tract P. Prior to approval of construction plans the applicant shall submit a detailed plan showing the precise location of the path and plans for the removal of any trees. Said plan shall be approved by the City Engineer, Planning Director, and Parks Department prior to approval of construction drawings. Construction of the pathway shall be completed as part of infrastructure improvements for the appropriate construction phase. The trailhead design shall be approved by the City Planning Director and the City Parks Department.

46. Prior to any activity within sensitive areas, the applicant shall gain authorization for the project from the Oregon Division of State Lands (DSL) and US Army Corps of Engineers (USACE). The applicant shall provide the City Engineer with copies of all DSL and USACE project authorization permits.

47. Mitigation for encroachment into the Significant Natural Resource Overlay (SNRO) District shall be identified on a mitigation plan that shall be included with the engineering construction plans. The mitigation plan shall include a landscape plan with a planting schedule illustrating the mitigation proposed on the site. It shall be reviewed and approved by the Planning Director prior to the issuance of any engineering/construction permits. Either a performance bond shall be provided for the mitigation plantings prior to acceptance of the public infrastructure for the applicable phase or the mitigation plantings shall be installed prior to acceptance of the public infrastructure for the applicable phase. Should the performance bond be provided for the mitigation plantings of the applicable phase, it shall be released once the final certificates of occupancy for the attached single family dwelling units are issued, the final inspections for the detached single family dwelling units are completed, and final approval confirming compliance has been obtained from the Planning Director. Watering for the mitigation plantings specified in the mitigation plan shall be provided at a rate of at least 1" per week during the first two summer seasons (June 15 - October 15) to insure plant survival.

48. Prior to final plat approval, the applicant shall provide documentation regarding the distribution of responsibility for maintenance and preservation of the resources within the site's Significant Natural Resource Overlay. This shall be in the form of conveyance of tracts to the City, Covenants, Conditions and Restrictions, conservation easements, or other legal instrument subject to approval by the Planning Director, and which shall be recorded along with the final plat.

49. Development and construction on the site shall comply with the Hillsboro Zoning Ordinance No. 1945, Section 131A (9) and (14)c.

50. A detailed grading/soil erosion control plan shall be submitted to and approved by the City Engineer and Parks and Recreation Director prior to conducting any topographic alterations. All on-site grading and earthwork shall be substantially consistent with the plans approved by the Planning Commission. Prior to issuance of grading permits, the applicant shall include a narrative identifying how the required conditions of approval applicable to this condition have been met. The applicant shall submit copies of all approved permits from Clean Water Services, Division of State Lands, and U.S. Army Corps of Engineers as part of the grading/erosion control permit application.

51. All topographic alterations on the site shall conform substantially to the plans approved by the Planning Commission, and specifically to the final engineering plans approved by the City Engineer, Division of State Lands, U.S. Army Corps of Engineers and the Clean Water Services, as applicable. The applicant shall comply with all applicable conditions of approval of the Clean Water Services Service Provider Letter and this Significant Natural Resource Permit approval prior to acceptance of the public infrastructure for the applicable phase.

52. Approval of the special use permit for topographic alterations, including grading and construction of a water quality swale within the 100-year floodplain, shall be subject to the following:

a. Compliance with the Clean Water Services Service Provider Letter, dated January 29, 2003; and

b. Receipt of all necessary permits from the Division of State Lands and U.S. Army Corps of Engineers, and compliance with all conditions attached to such permits.

53. The applicant shall conduct a Phase I Environmental Site Assessment (ESA) on the subject site. The reports from the Assessments shall be submitted to the City Engineer and Planning Director prior to issuance of grading permits, or construction permits (whichever comes first). Remedial Actions to remove contaminated materials shall be accomplished prior to and/or during construction on the site in accordance with Department of Environmental Quality (DEQ) standards.

54. A geotechnical report, for the applicable phase, shall be submitted to the Engineering Department in conjunction with the submittal of the engineering construction plans for the proposed topographic alterations. The geotechnical report shall address slope stability, compaction of cut and fill areas and the interface of the subject site's topography to adjacent properties. In addition, prior to submittal of any building permit applications, the developer shall provide to the Building Official a geotechnical investigation report including slope stability studies, on-site site grading, cutting and filling, structural foundation requirements, surface and subsurface drainage recommendations, erosion vulnerability, and building or grading limitations, including top of slope offsets and areas restricted for site grading. Construction of streets, utilities, and structures on the site shall comply with any recommendations of the geotechnical investigation report. Building permit applications for on-site structures shall include a final geotechnical report identifying any portions of the site requiring further evaluation by a geotechnical or structural engineer.

55. Prior to final plat approval for the applicable phase, the developer shall provide final landscaping and improvement plans for the applicable open space tracts. The landscape plans shall be subject to approval by the Planning Director and improvements made to the tracts prior to acceptance of public infrastructure improvements by the City Engineer.

56. Enhanced landscaping shall be provided along the frontage of NW 225th Street, as shown in the Applicant's exhibits. Prior to approval of the applicable phase of the final plat, the developer shall provide final street tree and front yard landscape plans for this frontage. The landscape plans shall be reviewed and approved by the Planning Director and City Engineer, and the developer shall provide a bond for the frontage landscaping improvements prior to approval of the applicable final plat. The landscaping shall be installed prior to final inspections for the applicable detached single family dwelling units and the bond shall be released once all the detached single family dwelling units along NW 225th Avenue have been constructed and final review and approval of the frontage landscaping by the Planning Director has been obtained.

57. Prior to final plat approval of the applicable phase, the developer shall provide final landscape plans for the front and street side yards of the attached single family dwelling units and a typical front and street yard landscape plan for the detached single family dwelling units. The landscape plans shall be substantially similar to the approved Detailed Development Plan landscaped plans and shall be reviewed and approved by the Planning Director prior to final plat approval of the applicable phase. Front and street side yard landscaping for the detached single family dwelling units shall be

installed prior approval of the final inspections for the applicable dwelling unit. The common landscape areas around the attached single family dwelling units shall be installed prior to issuance of occupancy permits and shall be maintained by the Home Owners' Association.

58. Prior to final plat approval of the applicable phase, the Planning Director shall assure that all lots adjacent to NW 225th Avenue are at least 7,500 square feet in area.

59. The open space areas shall be shown on the final plat as tracts, which shall be owned and maintained by the Home Owners' Association or, as approved by the City of Hillsboro Parks Commission, shall be deeded to the City of Hillsboro. Should the City of Hillsboro acquire the Neighborhood Park, that area shall be either conveyed to the City on the final plat of the applicable phase or by separate legal instrument. Otherwise that area shall be owned by the applicant, its successors or assigns.

60. Setbacks within the subdivision shall comply with the standards of the SCR-V Station Community Residential – Village zone. The maximum front yard setback of 19 feet for detached single family dwelling units may be increased to 25 on some lots due to the organic geometry of the site which resulted in curvilinear frontages for some lots. The minimum parking setback of 19 feet may be reduced to 17 feet for some lots due to the organic geometry of the site, and to minimize SRNO impacts. Determination of the application of the alternative standards shall be made by the Planning Director prior to issuance of the applicable building permit.

61. All homes on corner lots will be sold with mandatory upgrade packages, which will include additional windows, pop-out bays and other elements to enhance the side yard street frontage. No blank walls or blank gable ends will be allowed.

62. Adjacent single family detached homes shall not receive the same front elevation or color selection.

63. On front-loaded homes where possible, adjacent driveways shall be paired with a planting strip between, except where street grades exceed four percent.

64. Prior to final plat approval and within 60 days following the expiration of all appeals, applicant, Hillsboro Elks Lodge Number 1862, shall fund, file, and pursue in good faith an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director, including written acknowledgement of receipt of the application by the appropriate agency. This application shall not be withdrawn prior to completion of Orenco Woods. Should the Elks wish to dispose of the McDonald House and the associated tract on which it is located, the City of Hillsboro shall have the right of first refusal for 120 days to acquire the property. Additionally, should the City acquire the McDonald House and its associated tract the Home Owners Assocation shall grant the City of Hillsboro the ability to purchase Tract HH. Provisions for this mechanism shall be incorporated into the CC&Rs for the applicable phase and shall not be modified without consent of the City of Hillsboro.

65. No later than 180 days before construction activity on phase 4, including the installation of infrastructure, the applicants shall give notice to the Planning Director, Parks and

Recreation Director, and the Orenco Neighborhood Organization Chair at an address to be provided by the Planning Director.

66. Building permit submittals shall provide for the first floor of all front-loaded single family detached units and at least one-half of all alley-loaded single family detached units shall provide for at least a 36-inch wide door to the bath and toilet facilities on that floor.

67. Prior to approval of engineering construction plans, the developer shall coordinate with the Hillsboro School District, the Planning Director and the City Engineer to provide a final design of a school drop off point within the subdivision near to the Orenco School. Such plan shall include a connecting path to NW 225th Avenue and the Orenco School and shall include parking restrictions. The objectives of such a plan shall include safety for the children using the path, visibility of those children by their parents making the drop off, and discouraging trips to the school outside the subject site. The Planning Director and City Engineer shall approve the final design of the drop off plan after finding that these objectives have been met. If adjustments to the lotting pattern are necessary to implement the drop off design, the revised lotting pattern shall be included in the school drop off plan and shall be reviewed and approved by the Planning Director. No lot adjacent to NW 225th Avenue shall be reduced below 7,500 square feet.

68. Prior to final plat approval, the developer shall work with the City Planning and Parks and Recreation Departments staff, and the staff of Clean Water Services to determine whether additional trail connections connecting the residential pods could be constructed without modification to the Clean Water Services Service Provider letter or Significant Natural Resources permit. If the developer is unable to provide the additional trail connections, the developer shall provide the City of Hillsboro Planning Director with documentation showing the applicant made a good faith effort to work with all involved parties. If the Planning Director accepts the applicant's documentation then the Planning Director may release the applicant from the requirements stated within this condition. If paths are able to be constructed, the path improvement shall be constructed prior to acceptance of the public infrastructure for the applicable phase. The Planning Director shall review and approve the proposed trail locations.

69. Construction plans submitted to the Engineering Department shall show the location of any existing wells and septic tank drainfields. Plans shall indicate the method and schedule for abandonment. Disposition of the wells and septic system shall be subject to review and approval by the City Engineer. Compliance with the approved plan shall be accomplished prior to completion of subdivision infrastructure improvements.

70. Fences within and adjacent to the subdivision shall be constructed in accordance with the City of Hillsboro Zoning Ordinance standards. Prior to final plat approval for the applicable phase, a master fencing plan, including any fencing on individual lots and decorative fencing adjacent to NW Cornelius Pass Road and NW Quatama Road, shall be provided to the Planning Department for review and approval. Such plan for fencing on individual lots shall be followed during and after home construction. Prior to acceptance of public infrastructure, the applicant shall construct a heavy double-sided channel groove style wood fence, with masonry columns and rail, maximum of six feet in height, adjacent to NW Cornelius Pass Road and NW Quatama Road, in order to provide visual and sound buffering from the adjacent vehicular traffic prior to occupancy of said residential units. The fence shall be constructed of quality materials such as 4x6 pressure treated posts, a 2x8 top cap with saw curf to prevent warping, 2x6 rails for horizontal stability and siding with a minimum ¾ inch actual thickness. The masonry

columns shall be faced with cultured stone and the fence shall be treated with a protective stain.

71. Prior to approval of a final plat which includes attached dwelling unit lots, the applicant shall submit a maintenance agreement for the attached dwelling units. The maintenance agreement shall be reviewed and approved by the Building Department and shall be recorded in conjunction with the applicable phase's final plat.

72. Prior to approval of the final plat for the applicable phase, the acquisition of the property for the Sequoia Park shall be finalized.

ATTACHMENT B

FINDINGS AND CONCLUSIONS IN SUPPORT OF APPROVAL, WITH CONDITIONS, OF FILE NOS. CDP 1-06; DDP 2-06; SUB 1-06; SNRP 1-06; FA 1-06

These findings and conclusions support the recommendation of the Planning Commission to the Hillsboro City Council that the applications of Venture Properties and the Hillsboro Elks should be approved, with the conditions set forth in the resolution to which these findings provide a supporting documentation. The applications before the Commission include:

1. A subdivision for 252 residential lots (SUB 1-06);
2. A Concept Development Plan (CDP 1-06);
3. A Detailed Development Plan (DDP 2-06);
4. A Significant Natural Resources Permit (SNRP 1-06); and
5. A Floodplain Alteration (FA 1-06).

The subject site is designated Medium and Low Density Residential, Open Space, and Floodplain on the Hillsboro Comprehensive Plan ("HCP") as the result of the adoption of the plan amendment enacted by Hillsboro Ordinance 5571. See File No. HCP 4-04. The plan amendment was not appealed to the Oregon Land Use Board of Appeals. The subject site was rezoned to Station Community Residential – Village ("SCR-V") in File No. ZC 18-05, which was adopted by the Planning and Zoning Hearings Board and, not being appealed, became final when adopted by the Hillsboro City Council on April 18, 2006 through Hillsboro Ordinance 5633. Both of these decisions form applicable criteria for these proceedings.

Additional criteria relevant to this proposal include applicable provisions of the HCP.[1] With respect to the individual applications, the Concept Development Plan ("CDP") is governed

[1] Under ORS 197.195(1), the City's comprehensive plan does not apply to "limited land use decisions," which include subdivision and design review applications.

by Hillsboro Zoning Ordinance ("HZO") 136-142. The applications were deemed complete on February 23, 2006. Hearings before the Planning Commission were held on March 22, 2006, April 12, 2006 and May 10, 2006. At the close of the oral hearing, the Planning Commission gave all parties until the close of business on April 19, 2006 to submit any additional testimony and evidence in these matters, and further gave all parties until the close of business on April 26, 2006 to submit any additional testimony and evidence in rebuttal to the submissions on April 19, 2006. The applicants were then given until the close of business on May 3, 2006 to submit final written argument in this matter. The applicants indicated to the Commission at the April 12, 2006 hearing that they would submit, as part of that final written argument, draft findings and conclusions, and suggest certain conditions of approval to the Commission for its consideration.

The Commission has the record of these proceedings before it, including the staff report for the hearing on March 22, 2006, and the supplemental staff reports for the April 12, 2006 hearing, in addition to the supplemental staff reports regarding the post hearing submission of testimony and other evidence and final written argument. These materials are hereby incorporated by reference in their entirety including any attachments or exhibits. To the extent there are any conflicts between the incorporated documents and these findings, these findings shall control. The Planning Commission and its members have based these decisions solely on the evidence contained in the public record and have not had an ex parte contacts with any party or party representative on any matter at issue in these cases.

I. The Concept Development Plan

At the outset, the Commission considers whether the proposed development constitutes a "village" under the Station Community Residential Planning Area ("SCPA") provisions of the HZO and concludes that it does. "Residential Village" is defined in Section 136(III)yy:

Residential Village. As used in conjunction with the Station Community Residential Village District of this ordinance, a residential village is a self-contained community where residents can live, work and recreate on a day-to-day basis without an over-reliance on the larger community or region, as opposed to being a euphemism for a quaint or intentionally picturesque housing project. A residential village project includes all of the following: a range of housing types to fully integrate the community without a feeling of exclusivity; a variety of commercial and public services, parks and natural areas, employment opportunities, and other amenities found in a small community; an integrated pedestrian-sensitive, multi-modal street and alley system to make it easy to walk and travel to, from and throughout the community; and an organized site plan that facilitates neighborhood self-sufficiency and a sense of community.

The applicants have proposed a diverse, integrated community where residents live, may work in home occupations or the Historic McDonald House, and enjoy the parks and open space facilities provided as part of this proposal. The site is connected with the Orenco neighborhood area through connections to the nearby Orenco School[2] and the regional trail system.[3] Nevertheless, the residents may use the parks and open space system for their recreation without leaving the development. The range of housing types are allowed in this zone under Table II of HZO section 136[4] and includes townhouses to single family houses and has been designed by the applicants to integrate with the existing Orenco neighborhood, in addition to its other neighbors. Being a part of the Orenco neighborhood, additional commercial services or employment centers other than those provided are not deemed necessary by the Commission, which also notes the

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[2] The Commission has voiced concern as to the connection to the Orenco School from the proposed development. The applicants have submitted alternative design proposals to meet those concerns, including parking restrictions. All agree that the school drop-off point should be safe, visible for parents to watch their children cross NW 225th to get to the school, and discourage trips out of the subdivision. Condition of Approval No. 80 provides direction to meet these concerns. There was also an issue as to whether the school facilities were sufficient. The Commission believes the school provider letter and concludes that there are sufficient facilities for this use, noting that the Hillsboro School District only provides statistical information and does not make a conclusion in reporting on availability of school facilities.

[3] The Commission requested the applicants to work with City and Clean Water Services staff to investigate the feasibility of adding to the trail system in the Open Space area. The applicants agreed to do so, and that agreement is reflected in condition of approval no. 81 to these development permits.

[4] No restricted or specially regulated use under HZO section 136(VI) is proposed in these proceedings.

pedestrian-oriented design of the streets and alleys to enable residents and others to walk and travel to, from, and throughout the community.[5] The parks, as well as the transportation systems constitute, in the view of the Commission, an "organized site plan that facilitates neighborhood self-sufficiency and a sense of community."

Moreover, the Commission notes the supplemental staff report and relating to this issue prepared by Deborah Raber, AICP, the project manager for various SCPA code changes, for the Commission's April 12, 2006 proceedings. The legislative history of the 2005 amendments to the SCR-V zone shows that commercial uses were an optional, rather than a mandatory, part of the zone. The Commission agrees and so construes the requirements of the zone.

The Commission notes that the specific proposal now before it has appeared in similar form before it, the Planning and Zoning Hearings Board, and the City Council and that its professional planning staff proposed the use of the SCR-V zone for this proposed development as meeting these standards and concludes that this proposal does, in fact meet those standards.

HZO 136(VII)(A) – Development Review Provisions Applicable to all Development within Station Community Planning Areas

HZO 136(VII) applies to all development in SCPA zones. Paragraph A of this subsection provides that HZO 133 applies to all development except detached single family or duplex houses on single lots and that the subdivision regulations continue to apply. The application of that section is treated below. The applicants have requested approval under both these HZO

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[5] These two systems also assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. As indicated in these findings, the Commission does not construe the provisions of the SCR-V District to require additional commercial facilities in every case and finds that the proximity of this site to existing commercial facilities, in addition to the actual and potential commercial uses of the site, are sufficient to meet the requirements of SCPA developments.

sections, as well as City subdivision regulations and have paid the applicable fees. The applications on file, including supplemental information, contain the information required by City regulations to provide the basis for the commitments to be required by the City for pedestrian and bicycle connections to other portions of the proposed development and public transportation facilities. In particular, the applicants have designated those areas proposed to be dedicated to public ownership and those to be retained by property owner associations, among other things, for the ownership and maintenance of common open space, private streets or alleys which are of a public nature and are not dedicated to and accepted by the City. The Homeowner Association provisions of this section are feasible and can be met at the time of final subdivision plat approval. The Commission concludes that HZO 136(VII)A is met.

HZO 136(VII)(B) SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District

The development criteria of HZO 136(VII)(B)(2) apply to SCR-V developments, including this proposal. These provisions require the filing of a CDP and DDP, both of which are before the Commission. The Commission finds and concludes that the applicants have filed applications consistent with these provisions.

HZO 136(VII)(B)(3), (4) and (5) deal with the CDP review procedures and required submittal information. The Commission finds and concludes that the applicants are authorized to seek approval of the CDP and DDP requests and that the existing conditions and development information submittal requirements of these subsections have been met.

The Commission notes that HZO 136(VII)(B)(6) provides for the approval criteria for CDPs and finds as follows:

a. That notice of these CDP proceedings has been given in accordance with HZO 116, as demonstrated in the record of these proceedings.

b. That the proposal meets the standards for CDP approval, as follows:

1. It meets the purposes of Development Review in the SCR-V District, which are set out in HZO 136(VII)(B)(1) as follows:

> "It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA district so that larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:"

The Commission finds that this language is aimed at City procedures, which are in place and the subject site exceeds thirty (30) acres in size.

> "a. Promote flexibility in design and permit diversification in location of structures and infrastructure improvements consistent with the intent of the applicable SCPA district;"

The Commission finds that the design and location of structures and infrastructure improvements are consistent with the intent of the SCR-V District, which states:

> "The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities."

The design in this case emphasizes the use of pedestrian and bike paths, provides sufficient roads and parking[6] to be auto-accommodating, contains a range of residential housing types, and provides the limited potential for further residential, commercial, and employment opportunities. As indicated above, commercial uses in the SCR-V zone are optional. This standard is met.[7]

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[6] The Commission notes that the applicants have provided for at least two off-street parking spaces per unit, and that most units have four spaces, all in addition to that provided on-street, and concludes that there is sufficient availability of parking for the proposed uses.

[7] The Commission notes that there was considerable discussion over the design of the proposed development at the southeast corner. The applicant contended that it was necessary to make a design that provided different housing types, a park, and met the density expected for the site. During the proceedings, the proposed park was redesigned to allow for an enlarged park facility, availability for use by children, and providing pedestrian connectivity to allow that park to be accessed over a short distance from the pod of houses in the area. The Commission accepts this revised design and layout.

"b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;"

By arranging the uses on the site to maximize available buildable land, increase open space, undergrounding utilities, and providing sufficient transportation connectivity, the Commission finds this standard is met.

"c. Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;"

The Commission finds that the applicants have preserved 47% of the site in open space or park areas, limited the residential use of the site within the density range imposed by the applicable zoning, and minimized site grading so as to utilize site features in a harmonious manner. This standard is met.

"d. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;"

The Commission finds that the applicants have provided for the conveyance of a usable public park, as requested by the City Parks Commission and its staff, and the conveyance of open space resources found on the site for public use if these permits be approved. The Commission further finds that the applicants have also arranged the allowable density on the site in a manner to allow for this dedication and preservation of land and that this standard is met.

"e. Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;"

With the conditions of approval assuring a clear path for final plan and plat approval and the conveyance of land set aside for park and open space use which conveyance shall occur on approval of these applications, the Commission finds that this standard is met.

"f. Provide greater compatibility with surrounding land uses than what may occur with a conventional project; and"

There was another concern raised during the proceedings regarding accessibility to bathrooms and bedrooms on the first floor. The applicants indicated their amenability to a condition to require all single family front-loaded homes and half of the alley-loaded homes to be required to provide this accessibility, which will consist of 3-foot wide doors to bathrooms.

With the conditions of approval arranging the public and private uses on this site, the proposed use will be compatible with surrounding uses, particularly the Old Orenco neighborhood, where lot sizes have been increased in abutting project areas, public streets and paths to provide access to the Historic McDonald House,[8] and general connectivity with that neighborhood. Additionally, the residential character of the proposal does not detract from the residential character of the surrounding residential uses. The Commission finds that this standard is met.

> "g. In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial development and other opportunities for employment in a manner that achieves the intent and purpose of the District."

As indicated above, there are a range of housing types proposed and the City does not require commercial or employment development in the SCR-V zone. Given the proximity of existing commercial and employment development in the area, the Commission does not find it necessary to place additional uses of this nature as part of this proposal. This standard is met.

2. "The phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and"

The applicants have represented that this standard will be met. As there is no request for a deviation from this standard, the ordinance provision applies and is an implicit condition of approval. This standard is met.

3. "That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138."

The applicants have demonstrated compliance with this criterion in its application materials and the Commission finds that this standard is met.

c. The Planning Commission may authorize and impose some or all of an applicant's proposed alternative development or design elements pursuant to the provisions of subsection VII.B.2.e. of this section.

No such elements were adopted by the Commission.

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[8] The Commission discussed the possibility of a pedestrian path connecting the Old Orenco Neighborhood and Orenco School with the Historic McDonald House. The applicants stated they were amenable to a condition to make such a connection across the subject site and the Commission has imposed a condition to do so.

d. The Planning Commission may impose such conditions as it deems necessary to ensure compliance with these elements and other applicable standards in Sections 137 through 142.[9]

The Commission has imposed conditions to assure compliance with HZO Sections 137 through 142. This standard is met.

e. If an applicant represents to the Planning Commission, either verbally, in writing as part of a submittal, the applicant's intention to impose restrictions beyond the minimum requirements of the applicable development code(s), including but not limited to Zoning Code Sections 136-142, or represents that certain actions or conditions, through the use of private Deed Covenants, Conditions and Restrictions ("CC&Rs") or otherwise, will occur, the Planning Commission may include such representations and/or CC&R provisions in its Concept Development Plan Approval Order.

The Commission has imposed additional conditions represented, or consented to, by the applicant. This standard is met.

f. Concept Development Plan approval shall constitute approval in principle for the proposed phased development; provided, however, that Concept Development Plan approval shall be binding as to the following particulars:

(1) Minimum residential density, minimum floor area ratio and minimum usable open space for the project as a whole;

(2) Approximate location and type of permitted uses, and

(3) Consistency with the purposes identified in this section.

The applicants and the Commission understand this provision to be applicable to this case. This standard is met.

g. Concept Development Plan approval shall give the applicant the right to proceed with the filing of applications for Detailed Development Plan approval in a manner consistent with the approved Concept Development Plan, subject to compliance with the provisions of this subsection, all applicable requirements in Sections 136 through 142 of this Ordinance, all other applicable City ordinances and regulations, and such conditions of approval as the Planning Commission has attached to the Concept Development Plan approval. An application for Detailed Development Plan approval of the first phase of the Concept Development Plan

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[9] The Commission notes that, contrary to the transportation standards found in HZO 137(XVI)(C)(1)(c), which have been met, some have suggested a standard that the traffic along NW Cornelius Pass and NW Quatama Roads be "no worse" than before the project. The Planning Commission did use that term in the Plan Amendment proceedings; however, the Council did not use the term in imposing the Development Directions for subsequent proceedings, nor did the Planning and Zoning Hearings Board impose a condition of this nature on the rezoning of the site. The Commission chooses to adhere to the standards set forth in the HZO and the conditions imposed on the rezoning and refuses to import a standard not found in the applicable criteria.

shall be filed not more than eighteen (18) months following the date of a final decision approving the Concept Development Plan.

The applicants have filed a Detailed Development Plan application concurrent with the Concept Development Plan and understand that this CDP approval imposes compliance standards as imposed by this paragraph. This standard is met.

h. If a Concept Development Plan was approved by the Planning Commission between August 6, 1996 and City Council approval of amendments to Sections 136-142 on April 15, 1997, at the option of the applicant, the provisions relating to the process and requirements for submittals for Concept, Detailed and Final Development Plans, and the binding requirements of subsection (f), above, in effect at the time of the application, shall remain applicable to that application.

This standard is not applicable.

II. The Detailed Development Plan

In addition to the standards for CDP approval, DDP approval requires approval under the standards and procedures of HZO 136(VII)(B)(7) through (9). The Commission finds that the applicants have submitted the information required under paragraphs 8 (Existing Conditions) and 9 (Development Information) and turns to the Review Standards for DDPs under paragraph 7 as follows:

a. The Planning Director has reviewed the DDP application under HZO 133 and the applicable fees have been paid. This standard is met.

b. The Planning Director has submitted the application to the Planning Commission for public hearing. This standard is met.

c. The applicants have filed a concurrent application for subdivision approval, which is a part of these proceedings. This standard is met.

d. The following findings can be made:

"1) The Detailed Development Plan complies with all applicable requirements of Sections 136 through 142 of this Ordinance and other applicable provisions, including the provisions of applicable overlay zones; and"

Findings related to compliance with HZO 136 appear in this first portion of the overall findings related to CDP and DDP approval and are supported by the justification found at pp. 13 to 23 of the applicants' DDP narrative. Compliance with HZO 137 and 138 are shown at pp. 23 to 61 of the applicants' CDP narrative. Sections 139 to 142 do not apply, as indicated at p. 61 of the applicants' CDP narrative. The Commission concurs with the applicants' submission on such compliance.

"2) If a Concept Development Plan has been approved, the Detailed Development Plan conforms with the Concept Development Plan, including conditions of approval attached thereto."

The DDP has been approved simultaneously with the CDP and does not deviate from it. This standard is met.

e. The DDP conforms to the CDP. This standard is met.

f. This section applies to appeals from a Director's decision which denies or conditions the DDP approval and is not applicable.

In addition, paragraphs 11-14 relate to later processes and proceedings in connection with CDP/DDP approval, which are not applicable at this time.

The remaining criterion is that of compliance with HZO 133, adopted by reference in paragraph 10. The Commission finds as follows:

Part I is a purpose statement, rather than an applicable criterion. Part II requires preapplication review, which has occurred. Part III sets out the applicability of the section and specifically includes SCPA development. Therefore the section is applicable, as shown at p. 13 of the applicants' CDP justification. Part IV requires submission of plans, which has been done, as shown at pp. 13-18 of the applicants' DDP justification. Part V requires conformity with certain standards. Compliance with these standards is shown at pp. 18-27 of the applicants' DDP justification. Part VI relates to special development standards at or near major transit stops and is not applicable to this request, as shown at p. 27 of the applicants' DDP justification. Part VIII relates to special standards for pedestrian/bicycle accessways and is met, as shown at pp. 27-31

of the applicants' DDP justification. The remaining provisions (Parts IX and X) relate to the review process and conflicts with other sections and are not substantive approval standards. The Commission concludes that Section 133 is met.

The Commission concludes that, with the approval conditions, the DDP criteria are met.

III. HILLSBORO SUBDIVISION ORDINANCE (ORD. 2808)

Ordinance 2808 sets the land division standards for approval which are applicable in this case. As applicable,[10] the Commission makes the following findings:

A. Section 4 Standards for Approval Among the standards for zoning approval, applicants must show that the request "complies with the zoning ordinance and other applicable land use regulations." As shown at the applicants' submittal p. 13 of the DDP application, this application was predicated on the SCR-V Zoning District imposed on the subject site by the City in File No. ZC 18-05, as well as the conditions of that rezoning approval. The submittal referred to above, as well as the findings relating to the CDP and DDP demonstrate compliance with the City's zoning ordinance. Similarly, compliance with the remaining portions of this section is demonstrated at pp. 11 to 15 of the applicants' subdivision submittal. The Commission finds this standard is met.

B. Section 5 Street and Pedestrian/Bicycle Design Standards Among other things, this section "encourages" through street connections between neighborhoods. The City Council made a policy decision to limit immediate connections with the adjacent Orenco neighborhood at the request of representatives of that neighborhood and the Commission respects that decision. With respect to the remaining requirements of this section,

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[10] ORS 197.195 provides that, unless a comprehensive plan standard is specifically made applicable by a land division ordinance, that comprehensive plan is not a standard for land division review. The Commission thus does not consider the HCP in the subdivision portion of these proceedings.

compliance is demonstrated at pp. 15 to 18 of the applicants' subdivision submittal. The Commission finds this standard is met.

C. Section 6 Pedestrian/Bicycle Accessways The applicants demonstrated compliance with this section at pp. 18 to 19 of its subdivision submittal. The Commission finds this standard is met.

The Commission concludes that the subdivision standards have been met.

IV. THE SIGNIFICANT NATURAL RESOURCE PERMIT

Because 16.4 of this 55.05 acre site lies within a Significant Natural Resources Overlay ("SNRO") area, as demonstrated in Exhibits A and D to the application for a Significant Natural Resources Permit ("SNRP Application"), a permit under HZO 131A is required. In this case, the applicants have requested a Type 2 permit under HZO 131A(5) to accommodate stream crossings by roads and utilities. At pp. 6-11 of their SNRP Application, the applicants have shown compliance with HZO 131A(8), (9), (11), and (14). At the request of the Commission, the applicants have provided for additional trail opportunities through a condition of approval to which the applicants have consented. The Commission finds that the applicants have met these criteria and concludes that the permit may issue.

V. THE FLOODPLAIN ALTERATION PERMIT

Similarly to the SNRP, the City's Floodplain regulations, found at HZO 131, prohibit erection of structures or alteration or filling of land without a Floodplain Alteration Permit ("FAP"). The applicants seek to place two creek crossing structures within the floodplain of Rock Creek, a bridge and a culvert, and alteration of a portion of that floodplain through grading is also proposed. Compliance with the applicable subsections of HZO 131, i.e., subsections (5) and (6), is demonstrated at pp. 11-15 of the applicants' FAP application. The

applicants have also submitted the Base Flood Elevation of 148 through a registered professional engineer, who has certified that no lot or dwelling unit will be located in the floodplain. The Commission concurs with the applicants and finds these subsections are met.

In addition, the standards of HZO 83, relating to conditional uses are applicable and addressed by the applicants at pp. 15-16 of their FAP submittal. The Commission finds that these standards are met for the reasons set forth in the submittal. Similarly, the Commission finds that the applicable City Comprehensive Plan Standards, which are set out at pp. 16-20 of the applicants' FAP submittal, are met for the reasons set forth in that portion of that submittal.

The Commission concludes that the FAP permit shall issue, subject to the conditions adopted concurrently with these findings.

VI. COMPLIANCE WITH REZONING CONDITIONS

The Council's Development Directions were imposed, with certain changes, as rezoning conditions through the actions of the Planning and Zoning Hearings Board. Those conditions included the following:

1) The applicant shall apply for and receive Concept Development Plan (CDP)/Detailed Development Plan (DDP) approval as a part of the development and site review for the subject property.

Response: The Commission finds this condition is met through these proceedings.

2) Within the Concept Development Plan / Detailed Development Plan applications, the developer shall provide the following:

a) Information on how the Historic McDonald House has been provided protection as a cultural resource under the HZO Section 132;

Response: The Commission takes official notice that the Historic McDonald House is presently on the City's inventory of historic properties and is protected from change or demolition without City approval under Statewide Planning Goal 5 and the City's acknowledged comprehensive plan. *See Demlow v. Hillsboro*, 39 OR LUBA 307 (2001).

b) Information verifying that funding has been dedicated to an application to place the McDonald House on the National Register of Historic Places and the status of the application. The developer and the owner of the property shall follow the advice and conditions provided by the State Historic Preservation Office and shall make a good-faith effort in filing such the application(s);

Response: The applicants have verified that such funding has been designated by the Elks and is available for a listing on the National Register of Historic Places. The application has not been filed; however, the Commission understands that the applicants are amenable to a condition of approval that applicant Hillsboro Elks, which will retain control of the House of Ruth, will nominate the Malcolm McDonald House to the National Register of Historic Places within 60 days of the expiration of all appeals in this case and prior to the filing of the final subdivision plat. Such a condition of approval will be imposed as part of these approvals. In this connection, the applicants have indicated that they will follow the advice of the State Historic Preservation Office in making such application. A condition of approval shall be imposed to assure that this rezoning condition is carried out as part of these development permits.

c) A landscape and improvement plan for an open space / landscaped area around the McDonald House which will provide context to the House; and

Response: The applicants have submitted such a plan and have provided the testimony of Rob Mawson, a professional historical consultant, that the landscape and improvement plan provides the historic context for the Historic McDonald House. The applicants have provided a one half acre parcel in addition to the Historic McDonald House and landscaping and buffering for the house. This standard is met.

d) Information on how consideration of the context of the McDonald House was addressed in the plans included in the CDP/DDP applications.

Response: Mr. Mawson and the applicants' development team have provided such information.

There shall be continued coordination between the Elks, and the existing charitable use of the McDonald House to ensure that the maintenance of that House is continued.

Response: The applicant Elks are amenable to a condition to assure for the maintenance of the Historic McDonald House for as long as that organization owns the property, and an additional condition that, should the Elks ever wish to dispose of the McDonald House or the land on which it is located, the City of Hillsboro will have a right of first refusal for 60 days to acquire the property.

3) The owners of the property shall cooperate with the City so that at least five acres located north of Rock Creek, outside the OS Plan designated area, and outside the City of Hillsboro Goal 5 Significant Natural Resource Overlay (SNRO) are available to be acquired by the City for development of a neighborhood park. The location of the park shall be addressed in the CDP/DDP applications. If appropriate arrangements can be made, those lands designated as

OS may also be acquired for public use. If the OS/SNRO lands cannot be acquired by the City for open space or park use, maintenance of these lands for open space use shall be specified during the CDP/DDP process and may include a required homeowners association, the Elks, or equivalent maintenance mechanism.

Response: The applicants have proposed a specific five-acre site in its CDP and DDP applications as available for City acquisition as a park. The Parks Commission has recommended approval of that park land acquisition. An opponent contends that the proposed park is short of the five acres required; however, while the five acres specifically excludes the Open Space Plan and SRNO lands, it does not exclude the Clean Water Service Buffers. The amount of parkland to be conveyed is 5.17 acres. The applicants have also proposed to convey SNRO lands to the City, both conveyances being contingent on approval of these development permits. This condition is met.

4) The applicant shall dedicate right-of-way and construct half-street improvements along the site's frontage with NW Cornelius Pass Road and Quatama Road to the standards required in the transportation system plans for the City of Hillsboro and Washington County.

Response: The applicants have represented to the Commission that:

Half-street improvements and right-of-way dedications will be made along NW Cornelius Pass Road and NW Quatama Road in a manner that is consistent with the conditions of approval established by Washington County in the staff report dated March 2, 2006.

This condition is therefore met.

5) The applicant shall construct a bridge across Rock Creek thereby providing a vehicular connection between the south and north sides of the property. The specific location, capacity and design of the bridge shall be identified on the CDP/DDP applications.

Response: The applicants have represented to the Commission that it will build the bridge required by the conditions and has provided information as to the capacity and location of the bridge in the applications now before the Commission.

Various opponents suggested to the Commission that the applicants should be required to widen, replace, or improve a bridge on 227th Ave. north of Quatama Road, in addition to the bridge required as part of the rezoning conditions. Brian Dunn, P.E., the applicants' transportation consultant, provided information to the Commission as part of the April 19th submission by the applicants regarding the safety, circulation and capacity impacts caused by the proposed project on this bridge.[11] The Commission agrees with these submissions and notes

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[11] For example, the recent traffic counts submitted by Dr. Lubischer, an opponent, show a peak hour volume of 243 vehicles in the 7:00 a.m. to 8:00 a.m. period. This equates to 4 vehicles per minute (approximately 2 vehicles per minute each way on the bridge considering the distribution pattern). Since it only take a few seconds to cross the bridge, bus drivers are not likely to encounter opposing traffic on the bridge very often. Nevertheless, when such a situation does occur, the bus driver's decision to slow down and wait for a gap in opposing traffic ensures that this bus crossing maneuver is safe. Otherwise, bus drivers would not be using this bridge at all.

that, under *Dolan v. City of Tigard*, 512 U.S. 374 (1994) as implemented in *Clark v. City of Albany*, 137 Or App 293, 904 P.2d 185 (1995), the burden would be on the City to show that such improvements were "roughly proportional" to the impacts created by the proposed use. No such evidence has been produced to the Commission, which declines to impose further bridge improvements on the applicants.

This Commission concludes that this condition is met.

6) The maximum number of residential dwelling units for the property shall be in the range of 240 dwelling units, plus or minus five percent, and the actual density shall be determined through the CDP/DDP application review.

240 x 5% = 12 units
240 + 12 units = 252 maximum
240 - 12 units = 228 minimum

Proposed Development Plan:
147 detached single family homes
105 attached townhouse single family homes
252 total proposed units

The applicants have proposed 252 units, which is within the range established by the City Council in the development directions, and the condition imposed by the Planning and Zoning Hearings Board. This condition is therefore met.

7) The western portion of the property shall not be connected with the street system of the Old Orenco neighborhood, except for pedestrian, bicycle, and emergency purposes; provided, however, the developer shall provide for future rights of way for one or more connections to Old Orenco. Should the City determine, following a public hearing that vehicular connections are warranted for safety, convenience or other transportation reasons and the City has determined that the safety of neither neighborhood will be compromised by such cross circulation connections, street improvements connecting Old Orenco and development on the subject site could then be constructed.

Response: The applicants have provided only bicycle, pedestrian and emergency connections with the Old Orenco neighborhood at this time, but has also provided for future rights of way for possible later decisions to make those connections. This condition is met.

The 20-foot paved width of the bridge helps to keep speeds at a prudent level. If the bridge were widened to address perceived bus safety issues, it is logical that vehicle speeds would increase across the bridge. The potential for accidents would now increase at the location immediately south of the bridge where NW Quatama Road transitions into NW 227th Avenue through a right-angle horizontal and vertical curve. A wider bridge crossing would also make the route defined by NW Quatama Road, NW 227th Avenue, and NW Dogwood Street more attractive for cut-through users, and local residents of the Orenco Woods Crossing development. This would violate the City's goal to dissuade site traffic from passing through the old Orenco neighborhood.

8) As a part of subsequent development applications, the developer shall demonstrate that each project phase will meet the standards of the Oregon Transportation Planning Rule (OAR 660, Div. 12) regarding the capacity of streets and intersections providing automobile access to the site. The City of Hillsboro shall make a determination that the standards of the Transportation Planning Rule are met regarding this matter prior to approval of the applications. Phased development shall be coordinated with street improvements to assure that capacity is available on the street system servicing the site to serve site generated traffic for each phase.

Response: The applicants have represented that:

The street and intersection operating standards enforced by the City of Hillsboro and Washington County will be satisfied by the construction of capacity and frontage improvements along Cornelius Pass and Quatama Roads, as well as at the intersection of those two roads.

All proposed site-frontage improvements will be constructed prior to the occupancy of any new residential structure. These improvements will provide sufficient capacity on the transportation system to support all remaining development phases, meets the Transportation Planning Rule, and will provide an immediate benefit.

9) Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeastern side transitioning to the northwest side with the final phase being located at the northwestern corner in order to provide the ability for future purchase of parkland beyond the five acres described in Condition 3, should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications.

Response: The Commission notes that no specific number of phases is required under this condition, and that the applicants have placed the first development phase at the southeastern portion of the subject site, planned the phasing and set out the phasing plan in the applications now before the Commission, all in accordance with the condition. In addition, the applicants have indicated that they are amenable to give a 120 day notice to the Hillsboro Planning and Parks and Recreation Director, and the Chair of the Orenco Neighborhood Association before commencement of residential construction of the last phase of the development, as set out in their application.

Opponents raised an issue over the placing of public facilities underground in undeveloped phases, so as to lower the cost of the housing provided by installing these improvements all at once. Kevin Smith, Parks and Recreation Development Manager, testified that this placement did not interfere with future acquisition of land and, in fact, may assist the City in providing services to future restrooms and taking away drainage from the site. The applicants indicated they understood a public agency could acquire the land, but nevertheless desire to loop the systems and install them now, rather than undertake those costs later. The Commission does not find this installation to be inconsistent with the Development Directions of the Council, nor the condition of approval imposed by the Planning and Zoning Hearings Board and concludes that this condition is met.

10) Larger lots in the range of 7,500 square feet or more in area shall be provided along NW 225th Avenue in order to transition lot sizes in Old Orenco to those on this property. Enhanced landscaping in the yards and planter strips along NW 225th Avenue shall also be provided. The specific lotting pattern as well as a plan identifying the enhanced landscaping shall be described in detail in the CDP/DDP applications.

Response: The applicants presented the Commission with alternative plans for the area along NW 225th, one of which met the 7500 square foot lot condition and one which was slightly less, so as to deal with other issues. The Commission determines that it wishes the 7500 square foot lots, along with the enhanced yard landscaping and planter strips along NW 225th, as provided in the CDP/DDP applications before the Commission. This condition is met, using the alternative with the 7500 square foot lots.

11) If granted by Washington County, the development shall include a minimum of one access onto NW Cornelius Pass Road. All access points shall be constructed to the standards required by the City of Hillsboro and Washington County.

Response: The applicants have represented and provided information to the Commission that:

Washington County has approved an Access Modification to allow a right-in, right-out, left-in access point on Cornelius Pass Road approximately 600 feet north of Quatama.

The Commission inquired of the applicants' traffic expert, as well as the City's transportation consultant, whether the loss of that access point would cause the project to violate capacity standards of Cornelius Pass Road. Both experts indicated it would not do so.

The Commission heard a great deal of transportation testimony from Dr. Jim Lubischer. Dr. Lubischer is not trained in transportation engineering or planning.[12] The Commission relies on the testimony of Brian Dunn, P.E., the applicants' transportation consultant, and Brett Ahrend, the City's Transportation Consultant, in arriving at its determination that this condition, as well as all transportation requirements applicable to these applications, has been met.

The Commission concludes this condition is met.

12) Construction vehicles used during site development shall access the site only from NW Cornelius Pass Road and/or NW Quatama Road; except that construction access may be allowed to the site from the west only with respect to: (1) the construction of the bridge described in Condition 5 and (2) the culvert crossing the Rock Creek tributary located in the north central portion of the site. No such alternative construction traffic access shall be allowed until a

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[12] The Commission notes that Dr. Lubischer caused a traffic count to be taken on the same day a major street construction project was taking place, causing heavy delays and detours. The Commission is sure that taking a count on that day was coincidental and not the result of wrongful intent. Nevertheless, this error demonstrates the need to rely on professionals in the field.

construction access management plan has been approved by the City Engineer and Planning Director.

Response: The applicants have represented that:

Venture Properties will honor the construction access restrictions, and anticipate a condition of approval to this effect for the Concept Development Plan, the Detailed Development Plan, and the Subdivision applications.

The Commission is aware the Planning and Zoning Hearings Board modified this condition slightly from the Development Directions originally imposed by Council and that Council subsequently adopted the rezoning of the subject site with that modification. The applications on file before the Commission show that the applicants (and in particular the only applicant which will undertake construction, i.e., Venture Properties) will meet this condition. The Commission concludes that this condition is met.

13) Pursuant to Zoning Ordinance Section 131(A).3.b.3, City Zoning on those portions of the property identified as Significant Natural Resource Area or as Impact Area on the City's adopted Goal 5 Inventory shall include the Significant Natural Resource Overlay District. Development on those portions of the property shall be subject to the provisions of Section 131(A) of the Zoning Ordinance.

Response: The applicants have represented that:

The SNRO Overlay district has been delineated and established with the completion of the Natural Resource Assessment.

The Commission agrees that the SNRO overlay district and impact area have been established as to the area delineated in the Natural Resource Assessment now before it and that such lands are subject to the provisions of HZO 131A. As part of these proceedings, the Commission has granted permits under HZO 131A, utilizing these delineations. The Commission concludes that this condition is met.

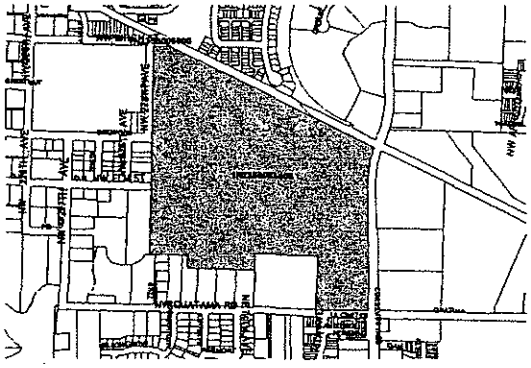
PDX_DOCS:372770.2
05/3/06 4:10 PM

WASHINGTON COUNTY, OREGON
Department of Land Use and Transportation, Land Development Services
155 North First Avenue, Suite 350-13, Hillsboro, Oregon 97124
(503) 846-8761 · FAX: (503) 846-2908

September 2, 2008

Ruth Klein
City of Hillsboro
Planning Department
123 W. Main Street, Suite 250
Hillsboro, OR 97123
Fax: 503-681-6245
No. of Pages: 1

RE: **Orenco Woods Crossing**
City File Number: **CDP 1-06 (MOD 1); DDP 2-06; SUB 1-06**
Tax Map and Lot Number: 1N2 35 3400, 1N2 35CB 8200, & 1N2 35CA 100
Location: **NW Quatama Road/NW Cornelius Pass Road**



Washington County Department of Land Use and Transportation has received notice of the above noted application. Since the approved site plan has been modified to include additional housing and commercial uses, a revised Traffic Impact Analysis was submitted to determine impacts to NW Quatama Road and NW Cornelius Pass Road, County-maintained Arterials.

The Traffic Engineer has not completed the review of the revised Traffic Impact Analysis. Please include the following as a condition of approval:**"Compliance with conditions deemed necessary by the County Traffic Engineer via review of the revised Access Report."**

Staff notes that the County provided comments for Orenco Woods Crossing dated February 2, 2006 (Traffic Staff Report), February 2, 2006 (Modification to W.C.U.R.I.D.S) and March 2, 2006. Those conditions continue to be applicable to the proposed development.

Thank you for the opportunity to comment. If you have any questions, please contact me at 503-846-3839.

Naomi Vogel-Beattie
Associate Planner

CleanWater Services
Our commitment is clear.

RECEIVED
AUG 21 2008
CITY OF HILLSBORO
PLANNING DEPARTMENT

MEMORANDUM

DATE: August 18, 2008

FROM: David Schweitzer, Clean Water Services

TO: Ruth Klein Urban Planner III City of Hillsboro, Planning Department

SUBJECT: Review Comments – CDP 1-06 (MOD 1): Orenco Woods Crossing

GENERAL COMMENTS

- This Land Use Review by Clean Water Services (District, CWS) does not constitute approval of storm or sanitary sewer compliance with the NPDES permit held by the District. The District, prior to issuance of any connection permit, must review and approve final construction plans.
- All provisions of the development submittal shall be in accordance with previous Clean Water Services Design and Construction Standards (Resolution and Order No. 04-09), and the current Intergovernmental Agreement between the City and CWS.
- Final construction plans must be reviewed by CWS for conformance with current CWS Design and Construction Standards.
- A Stormwater Connection Permit shall be required, as authorized by CWS, prior to construction of sanitary sewer, storm and surface water systems, and plat approval.
- Public sanitary and storm sewer easements shall be required in accordance with current CWS Design and Construction Standards, and shall be shown on final construction plans.
- **Two plan re-submittal letters dated March 15, 2007 for the off site improvements and April 11, 2007 for the on site improvements contain comments which shall be incorporated in the final construction plan set.**

SANITARY SEWER

- The proposed residential village development shown on Map/Tax Lots 1N2 3500-03400, 1N2 35CB-08200, and 1N2 35CA-00100 requires an individual direct gravity service to all lots in accordance with current CWS Design and Construction Standards. Laterals shall follow R&O 04-09 chapter 9 design requirements.
- The engineer shall verify public sanitary sewer availability to adjacent properties and extend public sanitary sewer to provide service to adjacent properties in accordance with current CWS Design and Construction Standards.

2550 SW Hillsboro Highway • Hillsboro, Oregon 97123
Phone: (503) 681-3600 • Fax: (503) 681-3603 • www.CleanWaterServices.org

STORM DRAINAGE AND WATER QUALITY

- Each lot in the development shall be provided with a gravity service lateral and individual connection to a public storm conveyance. Privately owned and maintained storm sewers, including water quality facilities, serving multiple lots shall not be approved.
- A hydraulic and hydrological analysis of the existing drainage and downstream storm conveyance system, in accordance with previous CWS Design and Construction Standards (R&O 04-09), is required. The applicant is responsible for mitigating downstream storm conveyance if the existing system does not have the capacity to convey the runoff volume from a 25-year, 24-hour storm event. Public (serving multiple tax lots and /or receiving flows from the public right of way) underground detention shall not be approved.
- Final construction plans shall show all existing and proposed public and private storm conveyance and easements.
- The Developer shall provide a water quality facility to treat all impervious surfaces constructed or created on site in accordance with CWS Design and Construction Standards 04-09 and as approved by the City. Access to the facility shall follow CWS Design and Constructions Standards 04-09 requirements. The facility shall be placed in a separate Tract with public easements and not part of any buildable lot.
- The engineer shall verify that public gravity storm service is available to adjacent properties, and extend public storm sewer service, if necessary, in accordance with CWS Design and Construction Standards 04-09.

SENSITIVE AREA

- A Service Provider Letter (SPL) has been issued for this site; CWS file 06-000301 dated August 16, 2006 and updated March 6, 2007. Development shall follow all conditions of the SPL; enhancement of the Vegetated Corridor shall follow conditions 16, 17, 18, 19, 20, 21, and 22. The SPL shall be updated as necessary to reflect all tax/map lots from this Review Notice dated August 5, 2008.
- SPL conditions 24-27 shall be shown on the final construction plans.
- All tracts and easements specified in the SPL shall be shown on final construction plans.

EROSION CONTROL

- New construction must meet all CWS erosion control requirements in accordance with current CWS Design and Construction Standards.
- Development that disturbs one plus acres shall require a NPDES 1200-C permit.

2550 SW Hillsboro Highway • Hillsboro, Oregon 97123
Phone: (503) 681-3600 • Fax: (503) 681-3603 • www.CleanWaterServices.org

Ruth Klein

om: Bonnie Kooken [wekookens@verizon.net]
ɔent: Tuesday, September 02, 2008 2:01 PM
To: Ruth Klein
Subject: Fw: Percent of Parks

Ruth Please attach this to my other document or include this email in the Planning Commissioners' packet.

CDP1-06 (MOD1): Orenco Woods Crossing. Hearing September 10, 2008

Please confirm that you receive this. I having been having computer troubles!!

Thanks
bonnie

----- Original Message -----
From: "Chris Havel" <Chris.Havel@state.or.us>
To: "Bonnie Kooken" <wekookens@verizon.net>
Cc: "Carrie Lovellette" <Carrie.Lovellette@state.or.us>
Sent: Tuesday, August 26, 2008 1:54 PM
Subject: Re: Percent of Parks

There's no rule, but there is a goal for _state park_ acres per thousand Oregonians. Some cities do have ordinances with different figures or specifics, but at the state level, this is what we have: a goal of 35 acres ›f state park land per thousand people (we have about 27 state park acres er thousand right now).

You should also know we have a community grants program, funded by our share of the Oregon Lottery, that provides matching money for just this sort of project. We've awarded nearly $40 million to both small and large communities to buy and develop public parks. You might want to read up on this as a possible source of financing:

http://www.oregon.gov/OPRD/GRANTS/local.shtml

--
Chris Havel
Communications, Office of the Director
Oregon Parks and Recreation Dept.
Desk: 503-986-0722
Cell: 503-931-2590
www.prd.state.or.us

>>> "Bonnie Kooken" <wekookens@verizon.net> 8/23/2008 4:38 PM >>>
Ms. Lovellette: I hope you can help me find a statistic that I need to have for a presentation that I am making before the City of Hillsboro Planning Commission and City Council.

Does the State of Oregon have any type of ruling that states that there should be so much land per so many people. For example, for every 1000 people there should be 10 acres of open space/park land? If there is an ordinance, law etc that would give me this information, I would really appreciate being able to include it in my presentation on September 10, 008.

I live in the historic community of Orenco, OR. It was a company town in 1906 with the largest nursery company in the US and Europe. The president of the Oregon Nursery Company built this magnificent home. This is the home

that the Community of Orenco wants to preserve by placing several acres around the house and creating the only historic park in Hillsboro.

Before the land was purchased for development it was a golf course. Now the proposed housing development has allotted 2 acres around the house. The Hillsboro Elk Lodge will keep ownership of the House, and the housing project HOA will maintain the grounds. HOAs are notorious of claiming for their own, what belongs to everyone. Therefore the community would prefer a historic City park. The park would also be a major buffer for the historic community of Orenco.

As in many other places there has been an over development of residents and not enough open space/parks designated for the areas. Of course the City is saying that there is no money to create such a park, but have continued to developed small activity parks throughout the city. Not everyone is capable or physically able to play basketball, soccer, or golf.

Any information that you can give me to help the community to obtain its goal would be appreciated.

Thank you for your time

Bonnie Kooken, President
Orenco Neighborhood Organization
wekookens@verizon.net
503-648-3743

No virus found in this incoming message.
Checked by AVG - http://www.avg.com
Version: 8.0.169 / Virus Database: 270.6.11/1639 - Release Date: 8/28/2008
7:39 AM

Ruth Klein

From: Bonnie Kooken [wekookens@verizon.net]
Sent: Tuesday, September 02, 2008 1:45 PM
To: Ruth Klein
Subject: Support a Historic Park
Attachments: Request to HLAC to support Historic Park 8.25.08.doc

Ruth: I will be sending 2 items to be placed in the Planning Commissioners' packet.

an email from the Oregon State park and rec and the following comments regarding developing an historic park in Orenco.

Would you please reply to me that you did recieve each document. I have been having some problems with my computer.

Thank you
bonnie

September 2, 2008

City of Hillsboro Planning Commission
C/o Ruth Klein
Planning Department
Email: ruthk@ci.hillsboro.or.us

Subject: Planning Commission recommends to the City of Hillsboro that acreage surrounding the McDonald House be extended to the West, abutting the Townsite of Orenco.

September 10, 2008 Venture Properties Inc. / WRG will present to the Planning Commission a modification to an approved Concept Development Plan (CDP) for the Orenco Woods Crossing residential community. The applicant, Venture Properties Inc., propose to revise the design of the approved CDP to the southeast corner (Quatama and Cornelius Pass Rd). The change is to keep 249 housing units for the entire project and add commercial property to the southeast corner of the property. SCR-V supports this type of development. The modification is based on Zoning Ordinance Section 136 (VII) (B) (6) (b) (1-3). Property owners of the portion of the site are Orenco Woods Crossing, LLC and Hillsboro Elks Lodge No 1862. This change in the CDP impacts the entire project, the Townsite of Orenco and people living along Quatama, the traffic count and lack of open space/parks. To eliminate some of the traffic congestion and area density, Orenco Neighborhood Organization (ONO) requests:

(B)(a)To assist this modification and promote flexibility in design and diversification (Zoning Ordinance Section 136, (VII) (B) (1a.) Orenco Neighborhood Organization (ONO) requests that additional land be purchased by the City of Hillsboro for a City Historic Park that surrounds the McDonald House extending west and abutting the Townsite of Orenco.

(B)(c). The historic park preserves, to the greatest extent possible, the existing landscape feature (the House). A park will transition the old town with the new development thus preserving the integrity of the House, enhancing the adjoining development and preserving the town of Orenco in a harmonious fashion.

(B)(d) A City park provides a more usable and suitably public and common facilities and maintains a flexible siting use. Presently, the Elks have denied ONO members from touring the House or to be anywhere on the grounds. It is proposed that a HOA will maintain the grounds around the House. It is common knowledge that if property is maintained by an HOA, the HOA members tend to consider it their own. Examples are the park areas of Orenco Gardens and Rosebud City Park in Orenco Station. A City park would be available to everyone – there would be no discrimination.

(B)(f) A City park provides greater compatibility with surrounding land uses than may occur with a conventional housing project. From 1952 -1972 the Venture-Elks property was accessible to the Orenco community. During this time period luncheons and events were held in the house and the Orenco Men's Golf Club met regularly in the basement. A

housing development that surrounds this historic house compromises the integrity of the house and property. The McDonald Historic Park belongs to everyone, not just a development. Open space - historic parkland is more compatible for the Orenco Woods Crossing project as well as all surrounding properties (Brownstone, Danbury, Stonewater, Orenco Garden, Orenco Meadows, and Orenco Station etc.) A historic park is a transition for the historic town of Orenco and the new project Orenco Woods Crossing.

As with the housing development, there is very little diversity within park development. Presently, the majority of parks in the City are activity parks, which focuses within a certain demographic category. In fact there are several parks within the Orenco area – all are classified as activity parks. The City of Hillsboro Parks and Recreation Department has purchased land for yet another activity park ($2.5million). This park will be located near Rock Creek and be part of the future Rock Creek trail. However, parts of this trail-park will be under water during the rainy months. The community welcomes and will use an activity park. However, a historic park provides an alternate route to walk-bike through the proposed historic park, continue through Orenco to 231, turn left, continue to Baseline to Noble Woods Park, and eventually arrive in Hillsboro. By bringing the Rock Creek trail through the new park, additional private, property would not have to be purchased to continue the trail to Hillsboro. This could be a possible financial savings to the City.

(B)(g) Even though the Elks claimed that the golf course would forever remain a golf course, times changed and the golf course is now to be a housing-commercial development. This is also true of the House of Ruth. There is no guarantee that this non-profit group will remain in the building. Should they decide to move to another location, the House could easily develop into offices similar to the Linklater House located on NE 2nd, the Carnegie Library now a restaurant, the Patterson House, lawyer offices on SE Lincoln or even a museum or bed and breakfast for tourists; thus, offering opportunities for employment in a marvelous setting. In addition, the area will present opportunities for, master gardeners, PCC master gardener classes, land use planners, land architects and grounds maintenance companies.

At this time there is no city ordinance or state law specifically stating park the amount of acreage per residential capita. However, some cities have developed their own ordinances with different specifics and the State of Oregon's goal is 35 acres of state park land per thousand people. (Chris Havel, Oregon Parks and Recreation Department)

It has been falsely stated that there are no funds for a historic park. There is financing available – community grants funded by the Oregon Lottery that provides matching money for projects like a historic park. Close to $40 million has been awarded to small and large communities to buy and develop public parks. (www.oregon.gov/OPRD/GRANTS/local.shtml) There are also Metro funds and grants for community projects.

This is the first and maybe the only opportunity for the City to establish a Historic Park - a tourist destination that is easily accessible by the Max line. This proposed park is compatible to all the communities surrounding Orenco, preserves historic Orenco, the integrity of the Malcolm McDonald House, and transitions the Townsite with the new development. This is the time for the City of Hillsboro, Orenco, and Venture to form a

partnership to create the first and maybe the only historic City park located in the Townsite of Orenco.

Bonnie Kooken
Orenco Neighborhood Organization
503-648-3743
wekookens@verizon.net

9-2-08

RECEIVED

SEP 02 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

To: Hillsboro Planning Commission

Re: CDP 1-06 (MOD 1), Orenco Woods Crossing

The Orenco Woods Crossing development was approved for 252 residential units. A request is now being made to add neighborhood commercial and other employment structures to the development. The Hillsboro Comprehensive Plan classifications for this property (Residential-Low Density, Residential -Medium density, Flood Plain, Open Space) do not allow for the proposed non-residential uses. The Comprehensive Plan controls and zoning designations must implement the Comprehensive Plan's classification.

While a Station Community Residential-Village zone allows for neighborhood commercial and other employment uses, the zone of Station Community Residential-Village on this property is not in compliance with the Comprehensive Plan classification for this property. The addition of neighborhood commercial and other employment structures to the Orenco Woods Crossing development is not allowed. The Oregon Supreme Court case titled Baker vs. City of Milwaukie supports this contention.

Thank you,

WILLIAM CHAPMAN

MARK DAVID

MARK WAITS

DAVID SLANSKY

Susan Tompkins-Slansky

JOAN KRAHMER

"CONTINUANCE LETTER"

RECEIVED
SEP 02 2008
CITY OF HILLSBORO
PLANNING DEPARTMENT

9-2-08

To: Hillsboro Planning Commission

From: Jim Lubischer

Re: CDP 1-06 (MOD 1)
Request for a continuance

President Coulter and Commissioners,

Pursuant to ORS 197.763 (6)(a), I would like to request an opportunity to present additional evidence, arguments or testimony regarding CDP 1-06 (MOD 1). If possible, I would like to specifically request a continuance to be held no sooner than two weeks after 9-10-08 as I will be out of state until ~~9-7-08~~ 9-20-08. Thank you for your consideration.

J Lubischer

Jim Lubischer
22720 NW Quatama
Hillsboro, Or 97124

Attachment: ORS 197.763, in part

ORS 197.763 (6a – 7)

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:

(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.

"COA LETTER"

RECEIVED
SEP 02 2008
CITY OF HILLSBORO
PLANNING DEPARTMENT

9-2-2008

To: Hillsboro Planning Commission
From: Jim Lubischer
Re: CDP 1-06 (MOD 1) Orenco Woods Crossing
Non-compliance with prior Condition of Approval (COA) regarding the historic McDonald House

President Coulter and Commissioners,

The request to "modify" CDP 1-06 (CDP 1-06, MOD 1) must be denied because of non-compliance with Resolution No. 2172, Condition of Approval #64. (Condition of Approval #64 implements Section 2(2)(b) of Ordinance No. 5633. Ordinance No. 5633 implements Condition of Approval #2 of the Planning and Zoning Hearings Board Opinion No. 1599).

Condition of Approval #64 of Resolution No. 2172 states,

> "Prior to final plat approval and within 60 days following the expiration of all appeals, applicant, Hillsboro Elks Lodge Number 1862, shall fund, file, and pursue in good faith an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director."

In fact, the correct text of COA #64 is found in Planning Commission Resolution No. 1561-P and states,

> "Prior to final plat approval and **within 60 days following the expiration of all appeals**, applicant, Hillsboro Elks Lodge Number 1862, **shall** fund, file, and pursue in good faith an application for the listing of the Historic McDonald House on the National Register of Historic Places and shall abide by the advice of the Oregon State Historic Preservation Office in the pursuit of such listing. Prior to final plat approval, documentation of the progress of the application shall be provided to the Planning Director, including written acknowledgement of receipt of the application by the appropriate agency. This application shall not be withdrawn prior to completion of Orenco Woods. **Should the Elks wish to dispose of the McDonald House and the associated tract on which it is located, the City of Hillsboro shall have the right of first refusal for 120 days to acquire the property.** Additionally, should the City acquire the McDonald House and its associated tract the Home

Owners Assocation [sic] shall grant the City of Hillsboro the ability to purchase Tract AA. Provisions for this mechanism shall be incorporated into the CC&Rs for the applicable phase and shall not be modified without consent of the City of Hillsboro." (Emphasis added)

(The Planning Department was made aware of this error but I was told that it could not be corrected. Review of the audio recordings show that there was no discussion to change the text of COA #64 that is found in Resolution No. 1561-P. The complete text as found in Resolution No. 1561-P is controlling. Please see attached letter "A" dated 10-29-06)

There is non-compliance with COA #64 in one, possibly two matters:

1) There is failure to "...file...an application for the listing of the Historic McDonald House on the National Register of Historic Places" "within 60 days following the expiration of all appeals." Appeals were made. On 7-24-07 the Oregon Supreme Court denied review. A Petition for Reconsideration was denied on 11-29-07. No appeal was made to the US Supreme Court, therefore the expiration date (60-90 days following the denial of the Petition for Reconsideration) "of all appeals" was no later than 3-1-2008. No filing of an application for listing the McDonald House was made until 7-1-2008, and even then, the application was "returned to the preparer for substantial rewriting". (See attached letter "B" from Cara Kaser of SHPO dated 8-6-08) This is a violation of COA #64.

2) There appears to be failure in compliance with the statement "Should the Elks wish to dispose of the McDonald House and the associated tract on which it is located, the City of Hillsboro shall have the right of first refusal for 120 days to acquire the property." It appears that 43.19 acres of the Orenco Woods Golf Course property, including the McDonald House lot, was sold to Venture Properties Inc. on 9-24-2007, then to Orenco Woods Crossing LLC on 10-11-07. (See attachment "C", the "Statutory Warranty Deed" signed 9-24-07, etc., and the "Statutory Bargain and Sale Deed" dated 10-11-2007 found in "Exhibit C" of the submitted application) There is no exclusion for the McDonald House or its lot on either the Deed signed 9-24-07 or 10-11-07. Apparently the McDonald House has been sold without giving the City of Hillsboro the "right of first refusal for 120 days to acquire the property." This is a violation of COA #64.

The applicants received approval for CDP 1-06 contingent upon compliance with the Conditions of Approval. The requirement to file an application for listing of the Historic McDonald House on the National Register of Historic Places was time sensitive. The deadline was no later than 3-1-2008. Because that deadline was not met COA #64 was not, nor can it now ever be, complied with. It is not feasible to satisfy COA #64 with a further Condition of Approval because COA #64 was time sensitive, that deadline has now passed. In addition, if indeed the McDonald House and its lot were sold to Venture Properties without giving right of first refusal to the City of Hillsboro then COA #64 has been violated.

Therefore, COA #64 has been violated on at least one, possibly two counts. The development cannot proceed legally because of failure to comply with Condition of Approval #64. Furthermore, it is not feasible to satisfy Condition of Approval #64 with another Condition of Approval as Condition of Approval #64 had a deadline, a time certain for compliance, which has been violated.

In summary, CDP 1-06 (MOD 1) cannot be approved because CDP 1-06's approval must be voided due to non-compliance with COA #64.

Thank you,

J Lubischer

Jim Lubischer

22720 NW Quatama
Hillsboro, Oregon 97124

Attachments:
A - 10-29-06 letter to Ruth Klein, Hillsboro Planning Dept.
B - August 6, 2008 letter from Cara Kaser
C - Statutory Warranty Deed signed 9-24-07

10-29-06

Ruth Klein
City of Hillsboro Planning Department,

Ruth,

I believe that Conditions of Approval #64 and #65 of Resolution No. 2172 (CDP 1-06: Orenco Woods Crossing) are incorrect. In addition, Condition of Approval #72 is missing.

Please see the text for each of these, copies of which are enclosed.

You will see that the Planning Commission Resolution No. 1561-P text for COA #64 has an additional 9-10 lines, which are missing from the City Council's Resolution No. 2172.

COA # 65 in Resolution No. 1561-P states "No later than 180 days before construction activity on phase 4, including the installation of infrastructure, the applicants shall give notice...", whereas Resolution No. 2172 states "Not later than 120 days before residential construction begins on the northwestern quarter of the subject site, the applicants shall give notice..."

I have reviewed the tapes of the 7-11-06 City Council special meeting (the appeal of CDP 1-06). There is no discussion of altering COA #64. There is also no discussion of changing the "180 days" back to "120 days". The only mention referring to the "180 days" is by Mr. Sullivan when he said "...wants us to name our price when we do the 180 day notice that we're going to build in the northwest quadrant..." (See Tape 1, side A, near the end of Mr. Sullivan's 30 minute presentation.) There is no discussion of changing the "phase 4" back to "the northwestern quarter". There is no discussion of deleting the "including the installation of infrastructure" language. All of these were discussed and agreed upon by the Planning Commission. The City Council made no changes. The Council likewise did not discuss removing COA #72.

I would hope that these Conditions can be corrected as they were meant to be.

One last item, I thought that the COA were to include a "right of first refusal" for the City to purchase the McDonald House and its property as well as "right of first refusal" for the 0.8 acres adjacent to it should it become available...

Thank you.

Jim Lubischer
22720 NW Quatama
Hillsboro, Or 97124

503-649-5257 (W) 503-640-1804 (H)

Oregon
Theodore R. Kulongoski, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St. NE, Suite C
Salem, OR 97301-1266
(503) 986-0707
FAX (503) 986-0793
www.hcd.state.or.us

"B"

August 6, 2008

Mr. Jim Lubischer
22720 NW Quatama Road
Hillsboro, OR 97124

Re: Inquiry of status of the McDonald House application for the National Register

Mr. Lubischer,

The nomination for the Malcolm McDonald House located in Hillsboro for inclusion in the National Register of Historic Places was received by the Oregon State Historic Preservation Office (SHPO) on July 1, 2008. After review by SHPO staff, however, the nomination was returned to the preparer for substantial rewriting with the understanding that the nomination would be resubmitted to the SHPO by November 1, 2008 for re-review by staff and, ultimately, the State Advisory Committee on Historic Preservation (SACHP) possibly in February 2009. Currently, the McDonald House is not listed in the National Register.

If you have other questions about the National Register process, please feel free to contact me at (503) 986-0784 or cara.kaser@state.or.us.

Regards,

Cara Kaser
Architectural Historian
National Register program
Oregon State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97301

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"C"

9 PAGES

Washington County, Oregon
09/27/2007 02:49:12 PM
D-DW Cnt=1 Stn=7 K GRUNEWALD
$30.00 $5.00 $11.00 $15,390.00 - Total = $15,436.00

2007-104249

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I, Richard Hobernicht, Director of Assessment and Taxation and Ex-Officio County Clerk for Washington County, Oregon, do hereby certify that the within instrument of writing was received and recorded in the book of records of said county.

Richard Hobernicht, Director of Assessment and Taxation, Ex-Officio County Clerk

THIS SPACE RESERVE

After recording return to:
Venture Properties Inc.
4230 Galewood Street #100
Lake Oswego, OR 97035

Until a change is requested all tax statements shall be sent to the following address:
Venture Properties Inc.
4230 Galewood Street #100
Lake Oswego, OR 97035

File No.: 7034-378816 (GJM)
Date: August 20, 2007

WASHINGTON COUNTY
REAL PROPERTY TRANSFER TAX
$15,390.00 FEE PAID 9-27-07 DATE

Recorded By
First American Title Insurance Company of Oregon
No. 378816-LT

9-24-07

STATUTORY WARRANTY DEED

Hillsboro Elk Lodge No. 1862, Grantor, conveys and warrants to **Venture Properties Inc., an Oregon corporation** , Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

Subject to:

1. The **2007-08** Taxes, a lien not yet payable.
2. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **$15,390,000.00**. (Here comply with requirements of ORS 93.030)

C-1

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.

Dated this 24 day of September, 2007.

Hillsboro Lodge No 1862 BPO Elks

By: Ray Wold, Trustee

By: Ellis R. Shipley, Trustee

By: Robert B. Cox, Trustee

By: Pamala Billingslea, Trustee

By: David M. Edwards, Trustee

C-2

1110

STATE OF Oregon)
)ss.
County of Washington)

This instrument was acknowledged before me on this 24 day of September, 2007 by Authorized signatures as as Trustee's of Hillsboro Lodge No 1862 BPO Elks, on behalf of the Oregon Non Profit Corporation.

Notary Public for Oregon
My commission expires: 10. 14. 07

OFFICIAL SEAL
LEIGH THOMAS
NOTARY PUBLIC-OREGON
COMMISSION NO. 372423
MY COMMISSION EXPIRES OCTOBER 14, 2007

C-3
1111

O.W.C. + RIPARIAN

EXHIBIT A

PARCEL I:

A PORTION OF THAT LAND DESCRIBED AS TRACT 1 (RESULTANT PARCEL OF ORENCO WOODS) IN DEED DOCUMENT NUMBER 2006-131962, WASHINGTON COUNTY DEED RECORDS, LOCATED IN THE EAST HALF OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A 2 INCH BRASS DISK AT THE SOUTHWEST CORNER OF THE ISAAC BUTLER D.L.C. NO. 48 ON THE CENTERLINE OF NW QUATAMA ROAD (COUNTY ROAD NUMBER 462); THENCE ALONG SAID CENTERLINE SOUTH 88° 28' 14" EAST, 1958.14 FEET TO THE INTERSECTION OF SAID CENTERLINE WITH A SOUTHERLY EXTENSION OF THE EASTERLY LINE OF THAT LAND DESCRIBED AS TRACT 2 (RESULTANT PARCEL OF ELKS LODGE NUMBER 1862) OF SAID DEED DOCUMENT NUMBER 2006-131962; THENCE ALONG SAID SOUTHERLY EXTENSION NORTH 02° 08' 47" EAST, 25.00 FEET TO THE SOUTHEAST CORNER OF SAID TRACT 2 BEING THE POINT OF BEGINNING; THENCE ALONG SAID EASTERLY LINE OF SAID TRACT 2 NORTH 02° 08' 47" EAST, 329.22 FEET TO AN ANGLE POINT IN SAID LINE: THENCE ALONG THE NORTHEASTERLY LINE OF SAID TRACT 2 NORTH 54°21'35" WEST, 161.77 FEET TO AN ANGLE POINT IN SAID LINE; THENCE ALONG NORTHERLY LINE OF SAID TRACT 2 NORTH 88°29'41" WEST, 266.67 FEET TO A POINT; THENCE LEAVING SAID NORTHERLY LINE NORTH 08° 55' 59" EAST, 29.06 FEET; THENCE NORTH 88° 30' 23" WEST, 68.55 FEET; THENCE NORTH 01° 29' 37" EAST, 18.68 FEET; THENCE SOUTH 88° 30' 23" EAST, 21.92 FEET; THENCE NORTH 43° 43' 09" EAST, 27.51 FEET; THENCE NORTH 09° 09' 48" EAST, 71.16 FEET; THENCE NORTH 09° 09' 48" EAST, 63.25 FEET, TO A POINT OF 318.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 20° 55' 15" EAST, 318.00 FEET) THROUGH A CENTRAL ANGLE OF 02° 54' 32" AN ARC DISTANCE OF 16.15 FEET (THE CHORD OF WHICH BEARS NORTH 67° 37' 29" WEST, 16.14 FEET); THENCE SOUTH 23° 49' 47" WEST, 4.34 FEET; THENCE NORTH 63° 32' 49" WEST, 271.68 FEET; THENCE NORTH 33° 27 25" EAST, 5.57 FEET, TO A POINT OF 205.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 33° 27' 25" EAST, 205.00 FEET) THROUGH A CENTRAL ANGLE OF 12° 41' 51" AN ARC DISTANCE OF 45.43 FEET (THE CHORD OF WHICH BEARS NORTH 50° 11' 39" WEST, 45.34 FEET); THENCE NORTH 46° 09' 16" EAST, 4.50 FEET, TO A POINT OF 200.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 46° 09' 16" EAST, 200.50 FEET) THROUGH A CENTRAL ANGLE OF 50° 53' 33" AN ARC DISTANCE OF 178.09 FEET (THE CHORD OF WHICH BEARS NORTH 18° 23' 57" WEST, 172.30 FEET), TO A POINT OF 409.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 82° 57' 11" WEST, 409.50 FEET) THROUGH A CENTRAL ANGLE OF 27° 47' 51" AN ARC DISTANCE OF 198.67 FEET (THE CHORD OF WHICH BEARS NORTH 06° 51' 06" WEST 196.73 FEET), TO A POINT OF 115.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 69° 14' 58" EAST, 115.50 FEET) THROUGH A CENTRAL ANGLE OF 25° 48' 05" AN ARC DISTANCE OF 52.01 FEET (THE CHORD OF WHICH BEARS NORTH 07° 50' 59" WEST, 51.57 FEET); THENCE NORTH 05° 03' 03" EAST, 13.14 FEET, TO A POINT OF 23.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 84° 56' 57" WEST, 23.50 FEET) THROUGH A CENTRAL ANGLE OF 33° 53' 08" AN ARC DISTANCE OF 13.90 FEET (THE CHORD OF WHICH BEARS NORTH 11° 53' 31" WEST, 13.70 FEET); THENCE NORTH 82° 16' 08" WEST, 25.55 FEET; THENCE SOUTH 10° 01' 25" WEST, 262.24 FEET;THENCE NORTH 82° 16' 08" WEST, 151.13 FEET; THENCE NORTH 07° 43' 52" EAST, 76.86 FEET, TO A POINT OF 68.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 36° 26' 58" EAST, 68.00 FEET) THROUGH A CENTRAL

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ANGLE OF 18° 28' 58" AN ARC DISTANCE OF 21.94 FEET (THE CHORD OF WHICH BEARS NORTH 44° 18' 33" WEST, 21.84 FEET), TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 05° 50' 02" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 114° 38' 20" AN ARC DISTANCE OF 50.02 FEET (THE CHORD OF WHICH BEARS NORTH 38° 30' 52" WEST, 42.08 FEET); THENCE NORTH 79° 58' 35" WEST, 118.64 FEET, TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS SOUTH 65° 37' 46" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 115° 21' 02" AN ARC DISTANCE OF 50.33 FEET (THE CHORD OF WHICH BEARS SOUTH 33° 18' 17" WEST, 42.25 FEET); THENCE SOUTH 30° 55' 46" WEST, 34.92 FEET; THENCE SOUTH 01° 31' 19" WEST, 26.39 FEET; THENCE NORTH 88° 28' 41" WEST, 106.18 FEET TO A POINT ON THE WEST LINE OF SAID TRACT 1; THENCE ALONG SAID WEST LINE NORTH 01° 31' 46" EAST, 1060.83 FEET TO THE NORTHWEST CORNER OF SAID TRACT 1; THENCE ALONG THE NORTHERLY LINE OF SAID TRACT 1 SOUTH 63° 41' 50" EAST, 1905.75 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF NW CORNELIUS PASS ROAD (COUNTY ROAD 1014), TO A POINT OF 848.51 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY AND SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS SOUTH 70° 18' 33" EAST, 848.51 FEET) THROUGH A CENTRAL ANGLE OF 20° 10' 58" AN ARC DISTANCE OF 298.89 FEET (THE CHORD OF WHICH BEARS SOUTH 09° 35' 58" WEST, 297.35 FEET); THENCE CONTINUING ALONG SAID WESTERLY RIGHT-OF-WAY SOUTH 00° 29' 31" EAST, 983.86 FEET TO THE INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NW QUATAMA ROAD; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE NORTH 88° 28' 14" WEST, 417.22 FEET TO SAID POINT OF BEGINNING.

PARCEL II:

A PORTION OF THAT LAND DESCRIBED AS TRACT 1 (RESULTANT PARCEL OF ORENCO WOODS) IN DEED DOCUMENT NUMBER 2006-131962, WASHINGTON COUNTY DEED RECORDS, LOCATED IN THE EAST HALF OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, WASHINGTON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A 2 INCH BRASS DISK AT THE SOUTHWEST CORNER OF THE ISAAC BUTLER D.L.C. NO. 48 ON THE CENTERLINE OF NW QUATAMA ROAD (COUNTY ROAD NUMBER 462); THENCE ALONG SAID CENTERLINE SOUTH 88° 28' 14" EAST, 1958.14 FEET TO THE INTERSECTION OF SAID CENTERLINE WITH A SOUTHERLY EXTENSION OF THE EASTERLY LINE OF THAT LAND DESCRIBED AS TRACT 2 (RESULTANT PARCEL OF ELKS LODGE NUMBER 1862) OF SAID DEED DOCUMENT NUMBER 2006-131962; THENCE ALONG SAID SOUTHERLY EXTENSION AND SAID EASTERLY LINE NORTH 02° 08' 47" EAST, 354.22 FEET TO AN ANGLE POINT IN SAID LINE; THENCE ALONG THE NORTHEASTERLY LINE OF SAID TRACT 2 NORTH 54°21'35" WEST, 161.77 FEET TO AN ANGLE POINT IN SAID LINE; THENCE ALONG NORTHERLY LINE OF SAID TRACT 2 NORTH 88°29'41" WEST, 266.67 FEET TO THE POINT OF BEGINNING; THENCE LEAVING SAID NORTHERLY LINE NORTH 08° 55' 59" EAST, 29.06 FEET; THENCE NORTH 88° 30' 23" WEST, 68.55 FEET; THENCE NORTH 01° 29' 37" EAST, 18.68 FEET; THENCE SOUTH 88° 30' 23" EAST, 21.92 FEET; THENCE NORTH 43° 43' 09" EAST, 27.51 FEET; THENCE NORTH 09° 09' 48" EAST, 71.16 FEET; THENCE NORTH 09° 09' 48" EAST, 63.25 FEET, TO A POINT OF 318.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 20° 55' 15" EAST, 318.00 FEET) THROUGH A CENTRAL ANGLE OF 02° 54' 32" AN ARC DISTANCE OF 16.15 FEET (THE CHORD OF WHICH BEARS NORTH 67° 37' 29" WEST, 16.14 FEET); THENCE SOUTH 23° 49' 47" WEST, 4.34 FEET; THENCE NORTH 63° 32' 49" WEST, 271.68 FEET;THENCE NORTH 33° 27 25" EAST, 5.57 FEET, TO A POINT OF 205.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 33° 27 25" EAST, 205.00 FEET) THROUGH A CENTRAL ANGLE OF 12° 41' 51" AN ARC DISTANCE OF 45.43 FEET (THE CHORD OF WHICH BEARS NORTH 50° 11' 39" WEST, 45.34

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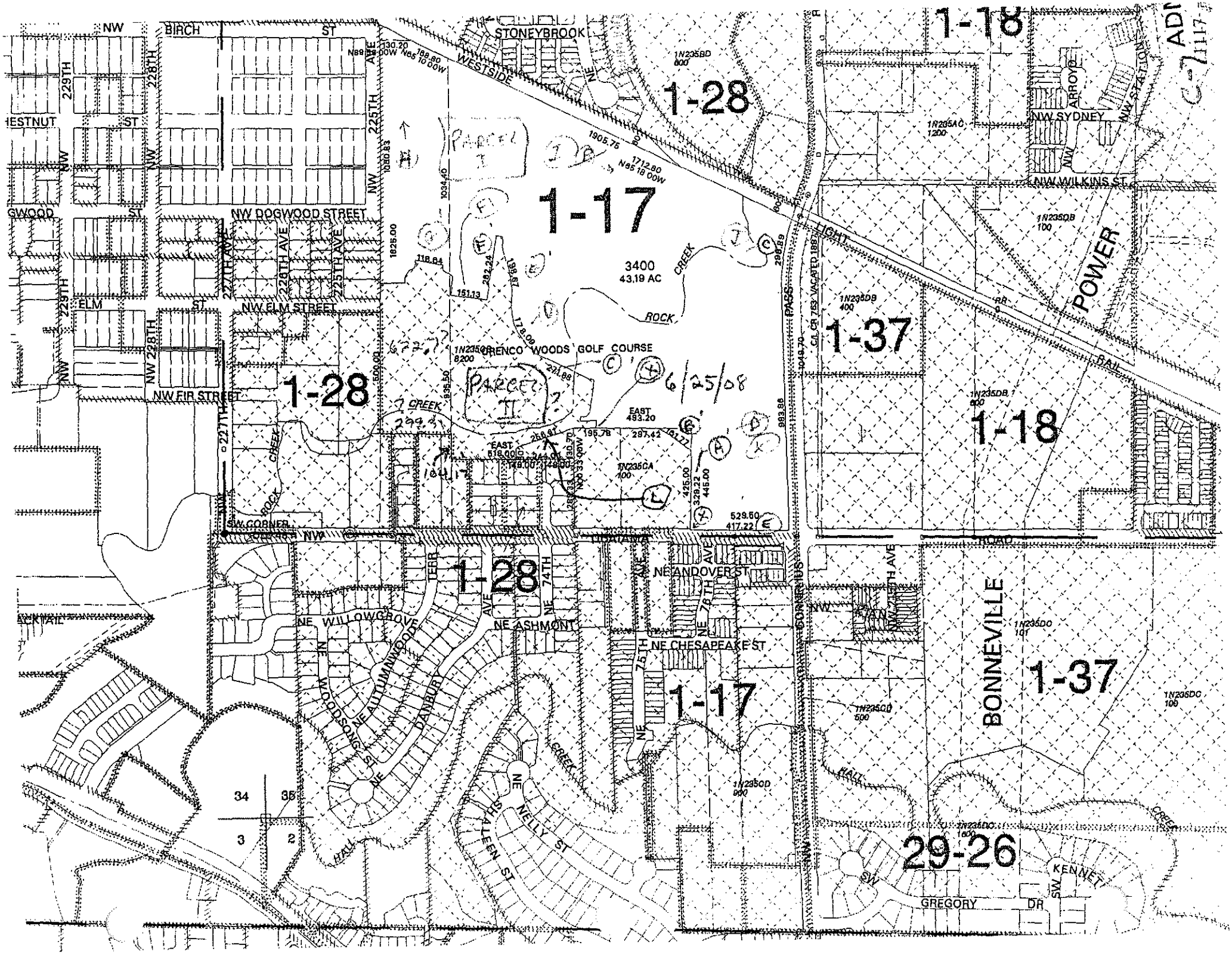
FEET); THENCE NORTH 46° 09' 16" EAST, 4.50 FEET, TO A POINT OF 200.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 46° 09' 16" EAST, 200.50 FEET) THROUGH A CENTRAL ANGLE OF 50° 53' 33" AN ARC DISTANCE OF 178.09 FEET (THE CHORD OF WHICH BEARS NORTH 18° 23' 57" WEST, 172.30 FEET), TO A POINT OF 409.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 82° 57' 11" WEST, 409.50 FEET) THROUGH A CENTRAL ANGLE OF 27° 47' 51" AN ARC DISTANCE OF 198.67 FEET (THE CHORD OF WHICH BEARS NORTH 06° 51' 06" WEST, 196.73 FEET), TO A POINT OF 115.50 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 69° 14' 58" EAST, 115.50 FEET) THROUGH A CENTRAL ANGLE OF 25° 48' 05" AN ARC DISTANCE OF 52.01 FEET (THE CHORD OF WHICH BEARS NORTH 07° 50' 59" WEST, 51.57 FEET); THENCE NORTH 05° 03' 03" EAST, 13.14 FEET, TO A POINT OF 23.50 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (THE CENTER OF WHICH BEARS NORTH 84° 56' 57" WEST, 23.50 FEET) THROUGH A CENTRAL ANGLE OF 33° 53' 08" AN ARC DISTANCE OF 13.90 FEET (THE CHORD OF WHICH BEARS NORTH 11° 53' 31" WEST, 13.70 FEET); THENCE NORTH 82° 16' 08" WEST, 25.55 FEET; THENCE SOUTH 10° 01' 25" WEST, 262.24 FEET; THENCE NORTH 82° 16' 08" WEST, 151.13 FEET; THENCE NORTH 07° 43' 52" EAST, 76.86 FEET, TO A POINT OF 68.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 36° 26' 58" EAST, 68.00 FEET) THROUGH A CENTRAL ANGLE OF 18° 28' 58" AN ARC DISTANCE OF 21.94 FEET (THE CHORD OF WHICH BEARS NORTH 44° 18' 33" WEST, 21.84 FEET), TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS NORTH 05° 50' 02" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 114° 38' 20" AN ARC DISTANCE OF 50.02 FEET (THE CHORD OF WHICH BEARS NORTH 38° 30' 52" WEST, 42.08 FEET); THENCE NORTH 79° 58' 35" WEST, 118.64 FEET, TO A POINT OF 25.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (THE CENTER OF WHICH BEARS SOUTH 65° 37' 46" WEST, 25.00 FEET) THROUGH A CENTRAL ANGLE OF 115° 21' 02" AN ARC DISTANCE OF 50.33 FEET (THE CHORD OF WHICH BEARS SOUTH 33° 18' 17" WEST, 42.25 FEET); THENCE SOUTH 30° 55' 46" WEST, 34.92 FEET; THENCE SOUTH 01° 31' 19" WEST, 26.39 FEET; THENCE NORTH 88° 28' 41" WEST, 106.18 FEET TO A POINT ON THE WEST LINE OF SAID TRACT 1; THENCE ALONG SAID WEST LINE SOUTH 01° 31' 46" WEST, 622.70 FEET TO THE MOST WESTERLY SOUTHWEST CORNER OF SAID TRACT 1; THENCE ALONG THE SOUTHERLY LINE OF SAID TRACT 1 SOUTH 88° 28' 14" EAST, 299.31 FEET; THENCE ALONG THE WESTERLY LINE OF SAID TRACT 1 SOUTH 00° 59' 43" WEST, 104.17 FEET; THENCE ALONG THE SOUTHERLY LINE OF SAID TRACT 1 SOUTH 88° 29' 49" EAST, 274.05 FEET TO THE WESTERLY LINE OF SAID TRACT 2; THENCE ALONG SAID WESTERLY LINE NORTH 01° 08' 22" EAST, 50.00 FEET TO THE MOST WESTERLY NORTHWEST CORNER OF SAID TRACT 2; THENCE ALONG THE NORTHERLY LINE OF SAID TRACT 2 NORTH 73° 06' 09" EAST, 256.61 FEET; THENCE CONTINUING ALONG SAID NORTHERLY LINE SOUTH 88° 29' 41" EAST, 91.62 FEET TO SAID POINT OF BEGINNING.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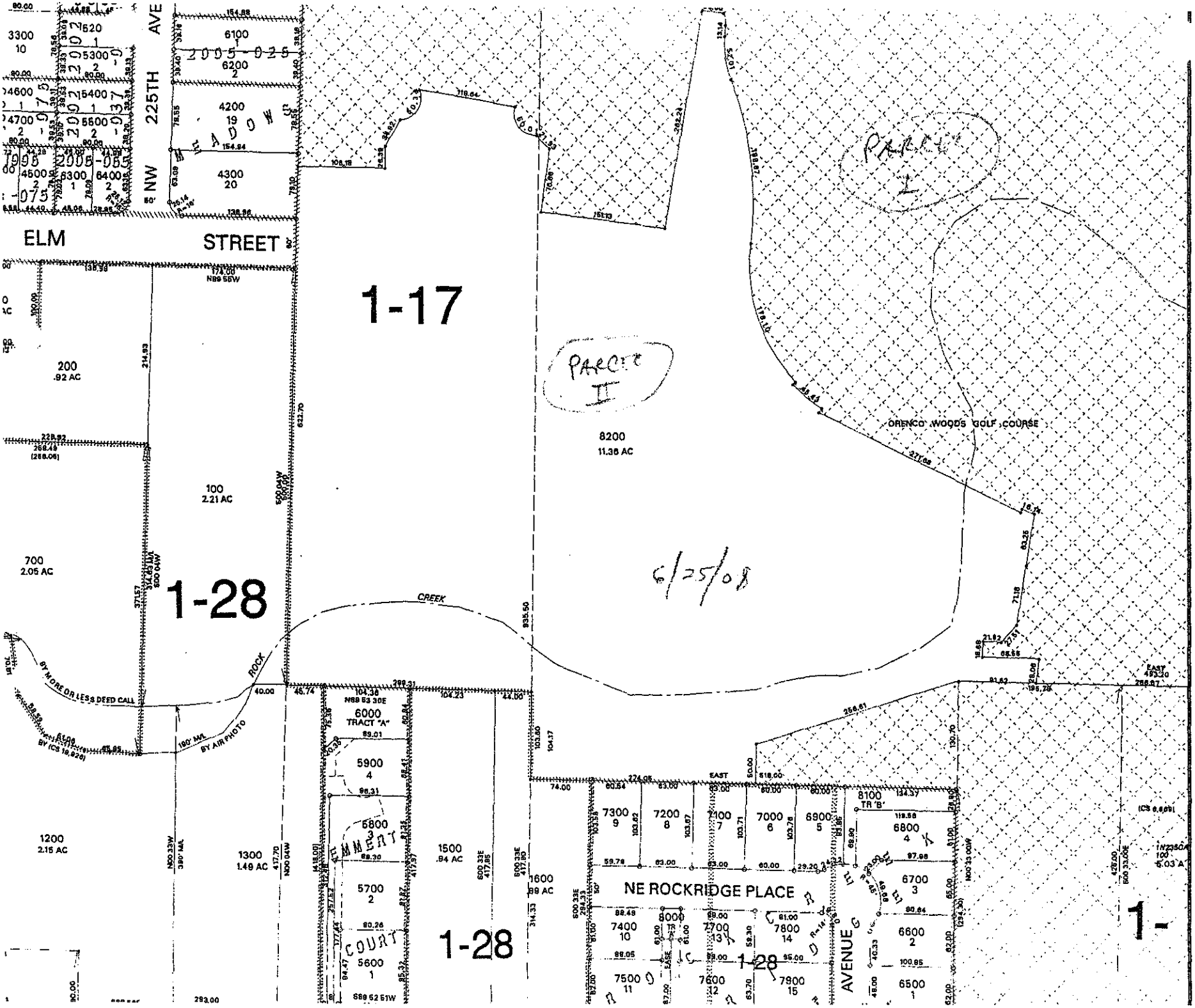
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BY AIR PHOTO
NE ROCKRIDGE PLACE
AVENUE
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TRACT "A"
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WASHINGTON COUNTY OREGON

JIM

avigation: Washington County » GIS » Reports: A&T Report 1N2350003400 |

General Information
- interactive maps
- map gallery
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- frequently asked questions

Property Search
- property / taxlot
- tax maps

Survey Search

Land Services

Building Services

Assessment & Taxation Report

130

General Property Information

Site Address:	22210 NW BIRCH ST. HILLSBORO OR, 97124
Tax Lot ID:	1N2350003400
Property Account ID:	R727271 ,
Property Classification:	2015
Neighborhood Code:	ZTV
Latitude / Longitude:	45.5244629 / 122.903302
Ownership Information:	Information Withheld - why?

OWNER LLC
DWC, 10-12-07

Sales / Deed Information

Sale Date	Sale Instrument	Deed Type	Sale Price
09/24/2007	2007104249	WARRANTY DEED	$15,390,000
/ /			$0
/ /			$0

Assessed Values for Account R727271

Roll Date:	09/18/2007
Taxcode:	001.17
Market Land Value:	$15,735,660
Market Bldg Value:	$448,330
Market Total Value:	$16,183,990
Taxable Assessed Value:	$648,160
Legal:	ACRES 43.19, PORTION OF ACCOUNT NON-ASSESSABLE
Lot Size:	A&T Acres: 43.19 - Sq. Feet: 1881356.4
Bldg Sq Ft:	0
Year Built:	N/A

Improvement Information

Total Improvement Value:	
Plumbing	
Bedrooms	

Improvement Details

Description	Value	Square Feet
2ND FLOOR		2201
MAIN AREA		4402
MAIN AREA		

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846-8711

C-9

"PHASING LETTER"

RECEIVED

SEP 02 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

9-2-08

To: Hillsboro Planning Commission

From: Jim Lubischer

Re: CDP 1-06 (MOD 1) Orenco Woods Crossing
Possible request to revise or amend Condition of Approval # 9, Ordinance No. 5633, regarding phasing of development

President Coulter and Commissioners,

If Exhibit E and the text of page 14 of applicant's application are accurate, CDP 1-06 (MOD 1) appears to contain an indirect attempt to revise or amend Condition of Approval # 9 of Hillsboro Ordinance No. 5633. Condition of Approval # 1 of Resolution No. 2172 stipulates compliance with Ordinance No. 5633, including Condition of Approval # 9. Condition of Approval # 1 of Resolution No. 2172 states,

> "Approval of the concept development plan, detailed development plan, subdivision tentative plat, floodplain alteration permit and significant natural resource permit is conditioned upon compliance with the conditions of the associated zone change request (Ordinance No. 5633)."

Condition of Approval # 9 of Ordinance No. 5633 states,

> "Construction shall be phased so that the first development phase is located at the southeastern side of the property. Subsequent phases shall be constructed from the southeast side transitioning to the northwest side, with the final phase being located in the northwest corner in order to provide the ability for future purchase of parkland beyond the five acres described in Condition 3 should funds become available. The specific phasing plan shall be provided in the CDP/DDP applications." (Underline added)

The text of applicant's application states on page 14 that "The proposed project will be built in multiple phases, as shown in Exhibit E". Exhibit E, titled "Revised Phasing Plan" in the table of contents, is at odds with Ordinance No. 5633, Condition of Approval # 9. The revised phasing plan depicted on the Exhibit E map does not comply with Condition of Approval # 9 because "subsequent" phases 3a, 3b, and 3c replace part of the phase 1 area and do not "transition" the development from the

SE corner to the NW corner as stipulated. Rather, development in the NW corner (phase 2) occurs prior to development in the SE corner (phases 3a, 3b, and 3c). This appears to be an indirect attempt to revise or amend Condition of Approval # 9 of Hillsboro Ordinance No. 5633. (Attached is a copy of the previously approved phasing plan, dated 1-16-08, contained in CDP 1-06.)

If indeed Exhibit E and the text on page 14 are correct, the applicant is, in effect, indirectly requesting to revise a "Condition of Approval" which was placed by the Planning and Zoning Hearings Board with their approval of the Station Community Residential – Village zoning (Opinion No. 1599) and approved by the City Council with Ordinance No. 5633. Review of Hillsboro Zoning Ordinance (HZO) Section 130, Planning and Zoning Hearings Board, reveals no process for revising or amending a Condition of Approval. Nor could I find any process for revising or amending a Condition of Approval in the rest of the HZO. Therefore, there does not appear to be process for "amending" or "revising" Condition of Approval # 9, Ordinance No. 5633, in the HZO, certainly not in a request to "modify" an already approved CDP. (There is no process contained in the HZO to "modify", "revise", or "amend" an already approved CDP. Please see attached E-mail from Ruth Klein of 8-29-08.)

Applicant is obligated to follow Condition of Approval # 9. The only possible avenue, though arguable, that would allow proper public review and input would be for the applicant to submit a request, subject to a public hearing, to the Planning and Zoning Hearings Board to change Opinion No. 1599. To allow changing Condition of Approval # 9 at this point in time (via an "amended" CDP application which also does not have codified process in the HZO) prejudices our substantial rights of having fair public development review following established rules.

Having said all that, the text on page 17 of applicant's application states that, "The Applicant would like to amend the Phasing plan to include additional subareas to Phase 1, and revise the general expected development timeline." This statement is not consistent with Exhibit "E" and the text on page 14. This inconsistency needs to be explained or corrected. If the applicant erred and phases 3a, 3b, and 3c were really meant to be phases 1a, 1b, and 1c then the error should be corrected and enforced with a Condition of Approval specific to this issue.

Finally, the whole issue of "phasing" is really quite silly because the applicant has indicated in prior hearings that "phasing" refers only to the construction of structures and does not include infrastructure placement. I would argue that a "development phase" begins at the initiation of any development actions ~~and~~, includes infrastructure placement, and concludes with the completion of the structure construction. In prior proceedings this issue resulted in the Planning Commission inclusion of Condition of Approval # 65 with Resolution 1561-P:

> "No later than 180 days before construction activity on phase 4, including the installation of infrastructure, the applicants shall give notice to the Planning Director, Parks and Recreation Director, and the Orenco Neighborhood Organization Chair at an address to be provided by the Planning Director."

Somehow, the language of Condition of Approval # 65 changed when Resolution No. 2172 was approved by the City Council despite the absence of any discussion by the City Council regarding this matter. (See attached letter of 10-29-08 to Ruth Klein of the Planning Department.) Condition of Approval # 65 of Resolution No. 2172 states,

> "No later than 120 days before residential construction begins on the northwestern quarter of the subject site, the applicants shall give notice to the Planning Director, Parks and Recreation Director, and the Orenco Neighborhood Organization Chair at an address to be provided by the Planning Director."

It might be appropriate for the Commission to define what does "phasing" really mean.

In summary, CDP 1-06 (MOD) appears to contain an indirect attempt to change Condition of Approval # 9 of Ordinance No. 5633. The code contains no process for such a change. The applicant must abide by Condition of Approval # 9. Approval of CDP 1-06 (MOD 1) also approves revision of Condition of Approval # 9 without proper process.

Respectfully submitted,

J Lubischer

Jim Lubischer
22720 NW Quatama
Hillsboro, Or 97124

Attachments: 1) August 29, 2008 E-mail from Ruth Klein, Urban Planner
2) Approved Phasing Plan of 1-16-2006, in CDP 1-06
3) 10-29-06 letter to Ruth Klein, Urban Planner

anne lubischer

n: Ruth Klein [ruthk@ci.hillsboro.or.us]
: Friday, August 29, 2008 9:16 AM
To: anne lubischer
Subject: RE: Orenco Woods Crossing development

Good morning,

The responses are inserted below.

Thanks,
Ruth

Ruth Klein, Urban Planner
City of Hillsboro Planning Department
(503) 681-6465 – Phone
(503) 681-6245 – Fax

From: anne lubischer [mailto:annejim1@verizon.net]
Sent: Monday, August 25, 2008 7:39 AM
To: Vickie Ward
Cc: Ruth Klein
Subject: Orenco Woods Crossing development

8-25-08 (Faxed at 07:40 PST)

Hillsboro Planning Department and Ruth Klein,

1) I would like to ask if the Orenco Woods Crossing development (Resolution No. 2172) received final plat approval? I understand that a request for modification of their previously approved CDP has been made but I am interested in finding out if final plat approval has been made on their prior request?

No the final plat has not been submitted. An extension was granted on January 9, 2008. If you like I will bundle the letter ar the request in with your copy of the staff report.

2) I would like to request a complete copy be made of Venture Properties current application for CDP modification recently submitted on I believe 8-20-08. I hopefully can pick this up today. Please call me when available, 503-649-5257 or 503-649-5456 or at 503-640-1804.

I heard that you were able to pick up a copy yesterday. If you have any questions about the materials I will do the best I car to answer them.

3) The recent application by Venture is for a "modification" to their previously approved CDP. I have been unable to find any specific provision(s) in the Zoning Ordinance that allows for a "modification", "revision", or "amendment" to a previously approved CDP. HZO Section 136 VII.B.7.f and HZO Section 136 VII.B.4.f mak reference to amendments but do not appear applicable and certainly do not provide any guidelines for a "modification" or "amendment" process other than "may apply for an amendment to the CDP under the applicab provisions of Section 136 VII.B.3-6" or "approval of an amended CDP under then current regulations" --- [what would those applicable provisions or current regulations be in this case?] ---

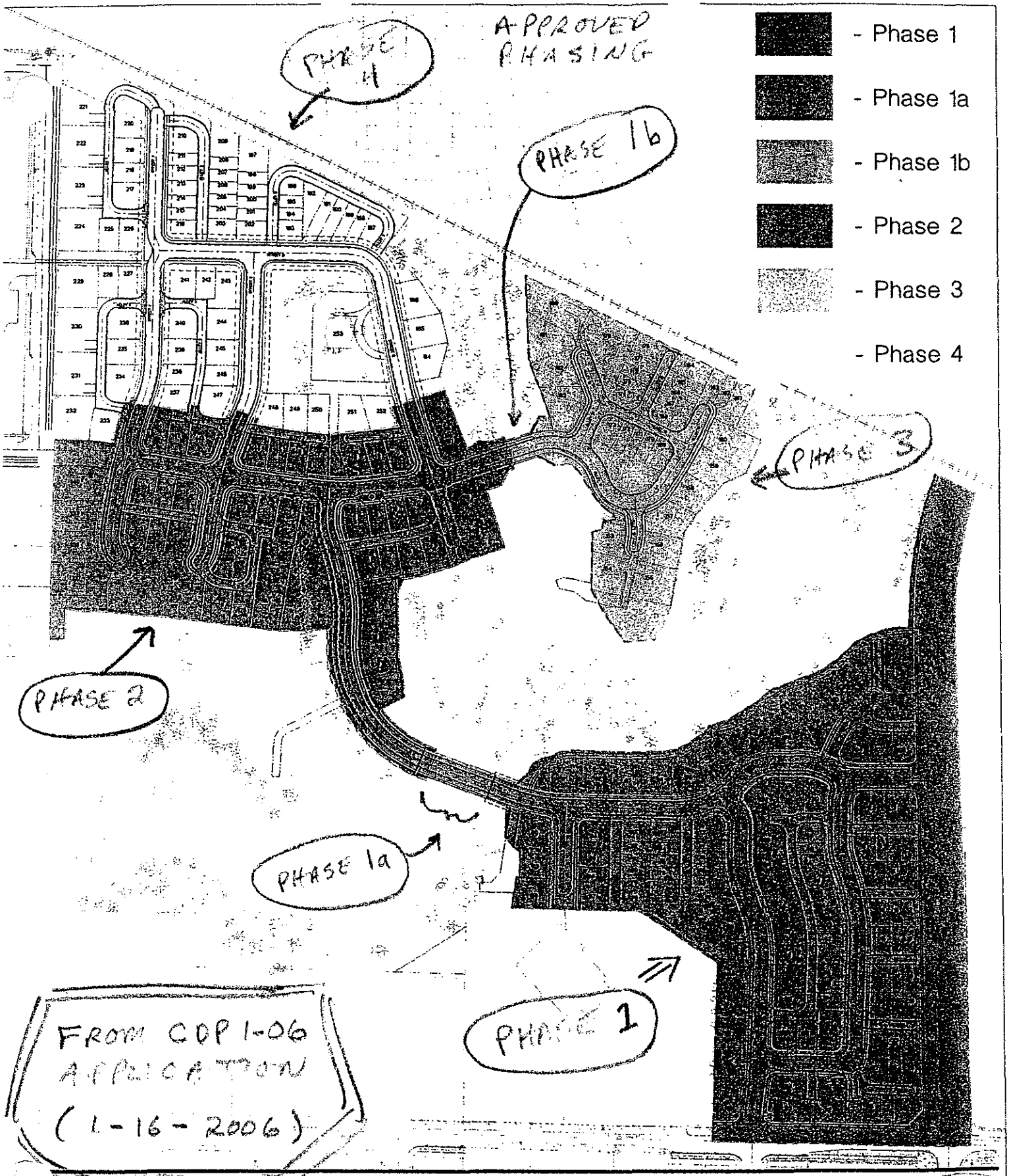
HZO Section 136 VII.A.1 contains the word amendment but I don't see how proper interpretation of this provisic could be basis for allowing a "modification" of a previously approved CDP.

There is no process in the Zoning Ordinance for modification of the CDP. Staff discussed this with our legal counsel and

eached the conclusion an applicant reque. .g a modification to a CDP application sho. file the modification request just as they vould file a new CDP application but addressing the changes in the approved CDP. The modification application must include all the lements otherwise required for a CDP submittal and would be processed in the same manner as the original CDP. There is recedent for this approach to modifications of approved CDP's in the City.

I would very much appreciate if you could provide me the basis per our Zoning Ordinance upon which a "modification" to a previously approved CDP can be made.

Thank you, Jim Lubischer



DESIGN INC.

PHASING MAP
ORENCO WOODS CROSSING

VENTURE PROPERTIES, INC.
HILLSBORO, OREGON

PROJECT NO. VEN3778
DATE: 01/16/2006
BY: NTS
SCALE: FSW
SHEET NO. PH-1

10-29-06

Ruth Klein
City of Hillsboro Planning Department,

Ruth,

I believe that Conditions of Approval #64 and #65 of Resolution No. 2172 (CDP 1-06: Orenco Woods Crossing) are incorrect. In addition, Condition of Approval #72 is missing.

Please see the text for each of these, copies of which are enclosed.

You will see that the Planning Commission Resolution No. 1561-P text for COA #64 has an additional 9-10 lines, which are missing from the City Council's Resolution No. 2172.

COA # 65 in Resolution No. 1561-P states "No later than 180 days before construction activity on phase 4, including the installation of infrastructure, the applicants shall give notice...", whereas Resolution No. 2172 states "Not later than 120 days before residential construction begins on the northwestern quarter of the subject site, the applicants shall give notice..."

I have reviewed the tapes of the 7-11-06 City Council special meeting (the appeal of CDP 1-06). There is no discussion of altering COA #64. There is also no discussion of changing the "180 days" back to "120 days". The only mention referring to the "180 days" is by Mr. Sullivan when he said "...wants us to name our price when we do the 180 day notice that we're going to build in the northwest quadrant..." (See Tape 1, side A, near the end of Mr. Sullivan's 30 minute presentation.) There is no discussion of changing the "phase 4" back to "the northwestern quarter". There is no discussion of deleting the "including the installation of infrastructure" language. All of these were discussed and agreed upon by the Planning Commission. The City Council made no changes. The Council likewise did not discuss removing COA #72.

I would hope that these Conditions can be corrected as they were meant to be.

One last item, I thought that the COA were to include a "right of first refusal" for the City to purchase the McDonald House and its property as well as "right of first refusal" for the 0.8 acres adjacent to it should it become available...

Thank you.

Jim Lubischer
22720 NW Quatama
Hillsboro, Or 97124

503-649-5257 (W) 503-640-1804 (H)

"TRAFFIC LETTER"

RECEIVED

SEP 02 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

9-2-08

To: Hillsboro Planning Commission
From: Jim Lubischer
Re: CDP 1-06 (MOD 1)
Traffic Concerns

President Coulter and Commissioners,

I have several concerns with the revised Transportation Impact Analysis (TIA) Report (Exhibit D), submitted with the CDP 1-06 (MOD 1) application.

1) No "Mid-Day One Hour Standard" analysis. Pursuant to HZO Section 137 XVI C.1.c.,

> "The required report shall comply with the standards listed below...c) The general performance standards for transportation facilities... shall be the Level of Service ("LOS") measurements shown in Table 137.4..."

The revised TIA does not include analysis for the required "Mid-Day One Hour Standard". The revised TIA states at page 12,

> "...a more recent 24-hour road tube count was conducted along NW Cornelius Pass Road, just north of NW Quatama Road in July 2008. This count also showed that the weekday a.m. and p.m. peak hours are the critical time periods. These road tube count results are provided in Appendix "A" of this study. Taken together, these counts show that the weekday midday peak hour is not a critical time period for any of the study area intersections. Therefore, the midday peak hour time period was not analyzed as part of this study."

The Revised TIA dismisses the "Mid-Day One Hour Standard" as "not a critical time period". However, analysis of the Mid-Day One Hour Standard is a requirement for a CDP application. Since there is non-compliance with this application requirement the application must be rejected until said traffic standard analysis is included. This is especially important when one of the assumed commercial uses is a pharmacy which has peak PM traffic "between 12:00 pm and 6:00

pm and a peak AM traffic "between 11:00 am and 12:00 pm." (See Attachment A, page 1) Also, other commercial uses with much higher traffic than a pharmacy may occur. (See Concern # 3)

2) Possibly no access to Cornelius Pass Road, incomplete revised Traffic Impact Analysis

> "Proposed access to the site will be from two external public street connections consisting of a full access to NW Quatama...and a limited right-in/right-out/left-in only access to NW Cornelius Pass Road...An 'Access Modification Request' letter containing a long-range traffic impact analysis has been prepared separately from this study and submitted to Washington County to seek an exception to the County's access spacing standard. A previous access modification request was approved by Washington County for the original site plan." (Revised TIA, page 2)

It is imperative that the results of the current access modification request be known before any decision is made on CDP 1-06 (MOD 1). The revised TIA is incomplete without a critical piece of information, that being, if it is possible to have an access to Cornelius Pass Road. The revised TIA is dependent on this assumption. It is also imperative that any conditions attached to the approval of the Access Modification Request be known at this stage so that all possible ramifications can be considered. The Commission should be aware that when the previous access exception was approved by the County it contained the caveat that,

> "If it is found that there are a significant number of violations of the restricted turning movements or safety/operational problems arise, the applicant will be responsible for assuring the safe operation of the access. This may require that the applicant retrofit additional traffic control devices to limit turning movements and or physical improvements to the roadway. All changes will be subject to Washington County approval. If the retrofit(s) is (are) unsuccessful the County reserves the right to close the access." (From the previous Access Modification Request approval. See attachment page 1a and 1b)

Who will pay for the "retrofits" (i.e. stoplights, road widening) when the development is complete and Venture Properties Inc. and / or the Limited Liability Corporation (Orenco Woods Crossing LLC) dissolves or enters bankruptcy? More importantly, if the County closes the access what will be the effect on Quatama Road and on the streets of the Orenco Townsite. Will the pressure become so great that the development will have to be connected directly to the streets of the Orenco Townsite? (See Condition of Approval # 7, Ordinance No.5633). Also, please remember that the access exception

request may be underestimating the future traffic from this commercial use. (Please see concern # 3.) Finally, submission of the Access Modification Request letter which "[contains~~ing~~] a long-range traffic impact analysis" should be required as it should be considered an integral part of the revised TIA. In the previously approved Access Modification Request blockage at the Quatama access was expected by the year 2024. (Please see Concern #8) Without the Access Modification Request letter and Washington County's decision, including any conditions, the submitted revised TIA is incomplete and should be rejected until said information is included.

3) Possible underestimation of commercial traffic generation.

For the Neighborhood Commercial use portion of this proposal the revised TIA Average Daily Trip (ADT) assumes construction of a "Pharmacy w/Drive Thru" and a "Shopping Center" (See revised TIA, page 24). There are no assurances that other commercial uses with higher ADT generation will not result. Some possibilities include:

Commercial Use	(ITE code)	Size	ADT	(See attachments pages 3-9
Pharmacy w/Drive Thru	881	10,000 sq ft	882	(88.16 ADT / sq ft)
Shopping Center	820	25,777 sq ft	2813	(?109.12 ADT / sq ft)
Convenience Market (Open 24 hrs)	851	2,000 sq ft	1476	(737.99 ADT / sq ft)
Sit Down (High Turnover) Restaurant	932	7,000 sq ft	890	(127.15 ADT / sq ft)
Fast Food Restaurant w/Drive Thru	934	3,000 sq ft	1488	(496.12 ADT / sq ft)
Convenience Market with Gasoline Pumps	853	4 pumps	2170	(542.60 per pump)

Also, consider AM and PM peak hour traffic:

	Size	AM peak	PM peak
Fast Food Restaurant w/Drive Thru.	4000 sq ft**	212 / hr	186 / hr
Pharmacy w/Drive Thru	10,000 sq ft	27 / hr	86 / hr
Shopping Center	25,777 sq ft	69 / hr	256 / hr
Convenience Market with Gasoline Pumps	4 pumps	____	____

This development site has only one definite access site (See # 2 concern above) and on its western border is the historic Orenco Townsite Conservation district with roadways that are limited to 20 feet (HZO Section 140 III.N.) and limited to few sidewalks (HZO Section 140 III.M. (See attachment page 2) A worst-case traffic impact scenario should be considered before allowing this additional commercial

traffic. In previous proceedings this development site was limited to a specific amount of residential density in order to limit the impact on the surrounding areas. The maximum number of residential units was 252. The expected traffic impact to the area from this maximum density was 2000 Average Daily Trips of "ADT" (See attachment page 10). The present proposal reduces the number of residential units by 67 but adds 8 condominiums with 8 units each. The net result is an expected traffic impact from residential development of 1824 ADT. The proposed commercial uses (a pharmacy and shopping centers) and "other employment" uses are expected to generate an additional 2848 ADT. Therefore, with the assumption that the commercial development will be limited to a 10,000 sq ft pharmacy and 25,777 sq ft of shopping centers this proposal expects to add an additional 2848 ADT of traffic impact. Again, this is in addition to the 1824 ADT expected with the 249 residential units. If instead, a different mix of commercial uses result, say, for example 18,777 sq ft of shopping centers (2048 ADT), a Fast Food Restaurant w/Drive Thru (1488 ADT), a Convenience Market with 4 Gasoline Pumps (2170 ADT), and a Sit Down-High Turnover Restaurant (890 ADT) then the additional traffic is 4126 ADT (6596 – 37.4% "internal" and "bypass" traffic. This 37.4% similar to the % in the TIA for the proposed uses, but since the uses are different the actual % will be somewhat different.)

In summary, the traffic impact of CDP 1-06 (MOD 1) as proposed will be 142% higher than what the City expected when they approved a maximum residential density of 252 units with CDP 1-06. The traffic impact with the above example of different commercial uses would be 206% higher than what the City expected when they approved a maximum residential density of 252 units with CDP 1-06. Also, we should remember that there are 5.03 acres of commercial property (the Elk's Lodge property) that borders this proposed neighborhood commercial site…(See appendix C of the application, which for some reason includes Title Company documents for the Elk's property)

4) Bridge and Quatama Road Safety Issues. At page 11 of the revised TIA it states,

> "This east-west route [Quatama – 227th –Dogwood] facilitates two lanes of travel with narrow paved shoulders and/or intermittent sidewalks. There is a bridge crossing over

Rock Creek along NW 227th Avenue just north of NW Quatama Road which is wide enough for two-way vehicular travel but lacks appropriate pedestrian facilities."

In fact, some areas have no shoulder at all. Just east of the intersection of NW Quatama Road and 227th street the westbound lane of Quatama has a 40 feet section where there is no shoulder, I repeat no shoulder. The hillside plunges down about 30 feet at an angle of about 40 - 45 degrees into the creek. At that section, the total road width is 21 feet. This section is about 100 feet east of where the road takes a 90 degree turn north onto 227th and has limited visibility for oncoming traffic. (In addition, at the section where there is no shoulder, the pavement is depressed (?sinking) and cracking.) Someday a vehicle is going to go off the road at this section. Sooner, and more often, the more traffic there is.

At the west end of Quatama, the road turns north at a 90 degree angle connecting with 227th street and the 227th street bridge. The width of the pavement (entering the turn from the east) is 21 feet. The width on the bridge is 19.5 feet. There is no pedestrian walkway on the bridge and all pedestrian traffic, including pets, children, strollers as well as bicycles and skateboards, must use the roadway on the bridge. At least 5-10 times per year a westbound vehicle crosses over the midline hitting the western guardrail of the bridge. Frequently westbound vehicles cross over the midline but do not hit the guardrail. Washington County comes out every so often to repair the guardrail. (See attachment page 11) Last month one of the bridge workers told me that on a previous occasion one of the workers had to jump over the guardrail because of a vehicle crossing the centerline. This also recently happened to an Orenco resident. It use to be that these centerline crossings and hitting the opposite guardrail only occurred during the late night hours, now they are occurring during the daylight hours.

Fortunately, there has never been an oncoming vehicle, bicycle, skateboard, child, pet, adult pedestrian, school bus or baby stroller in the roadway when the westbound vehicle crosses and hits the guardrail. The revised TIA does not deal with the impact of the Orenco Woods Crossing development's contribution to this safety matter. Please consider the following question, Will the 146%-206% (See Concern #2) increase in traffic impact from CDP 1-06 (MOD 1) increase, decrease

or have no effect on the chance of a fatal head-on accident (car to car, car to baby stroller, car to skateboarder, etc.) at this corner? It is only a matter of time when this will occur and the more traffic the sooner and more often it will occur. This safety issue was one of the reasons that we felt the Orenco Golf Course property was not "better suited" for a "residential" Comprehensive Plan Map designation. This safety issue remains.

8) Expected blockage at access onto Quatama by 2024. The previous 2005 Access Modification Request (for access onto Cornelius Pass Road) states that,

> "over the next 20 years, **Collector access to NW Quatama Road will become impracticable**, and, therefore a secondary access is needed." (See attachment page 12) Also, "As shown in Tables 3 and 4, the queuing analysis determined that the forecast 95th – percentile vehicle **queues during the year 2024 weekday a.m. and p.m. peak hour traffic conditions will be excessive** for the eastbound left-turn lane and eastbound through-right-turn lane at the NW Quatama Road/NW Cornelius Pass Road intersection, **without or with the proposed street access to NW Cornelius Pass Road.** These results indicate **under most or all of the Scenarios #1 through #4, the proposed street access to NW Quatama Road will experience blockage during both the weekday a.m. and p.m. peak hour periods, regardless of whether or not the proposed access to NW Cornelius Pass Road is permitted**." (See attachment page 16) (Emphasis added)

This is something for the neighbors and the residents of Orenco Woods Crossing to look forward to. Please remember that another Access Modification Request was recently submitted to Washington County. The Commissioners deserve to have that information available before making a decision, especially when this proposal will increase traffic by 142% to perhaps 206% or more. (See Concern # 3) The Access Modification Request is required by Washington County because,

> "the proposal to have direct access to NW Cornelius Pass Road does not satisfy the 600 foot access spacing standards outlined in Section 501-8.5B(4) of the Washington County CDC for an *Arterial* street such as NW Cornelius Pass Road..." (See revised TIA page 35)

I'm no traffic engineer but the "600 foot access spacing standards" might have something to do with safety. Is an exception to safety going to be allowed so that this development can proceed? During the Planning Commission proceedings which changed this property from Open Space to Residential it was determined that the property was "better suited" for residential use but the issue

of an exception to safety with an access onto Cornelius Pass Road was never really discussed.

That discussion can occur now, at least with regards to CDP 1-06 (MOD 1).

9) A Cornelius Pass Road Left Turn Lane onto NW Kian Lane is warranted but won't be constructed.

At page 33, the revised TIA states,

> "...a left-turn lane...would be warranted during the weekday p.m. hour. However, further testing indicates that the left-turn lane warrant would also be satisfied during the weekday p.m. peak hour of the 2011 background traffic condition, without the site development. Based on this finding, a left-turn improvement at NW Kian Lane would not be proportionate to the impacts of the proposed site development. Therefore, the Applicant should not be responsible for implementing any left-turn lane treatment at this intersection...when NW Cornelius Pass Road is eventually widened to five lanes, access to NW Kian Lane will likely be restricted to right-in/right-/out only movements for safety reasons and to eliminate conflicts between standing vehicle queues." (Underline added)

This development will contribute to the traffic failure at this NW Kian Lane turn but drivers will only will need to deal with it until "Cornelius Pass Road is eventually widened to five lanes". That shouldn't take too long, should it?

Thank you for your consideration of the above concerns.

Respectfully submitted by Jim Lubischer, 22720 NW Quatama, Hillsboro 97124

[With Attachment A, Pages 1-18.]

ATTACHMENT (A)

Land Use: 881
Pharmacy/Drugstore with Drive-Through Window

Description

Pharmacies/drugstores are retail facilities that primarily sell prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products and general merchandise. The drug stores in this category contain drive-through windows. Pharmacy/drugstore without a drive-through window (Land Use 880) is a related use.

Additional Data

One study indicated that the site had two drive-through windows.

Peak hours of the generator—

> The weekday a.m. peak hour was between 11:00 a.m. and 12:00 p.m. The weekday p.m. peak hour varied between 12:00 p.m. and 6:00 p.m. The weekend peak hour varied between 12:00 p.m. and 2:00 p.m.

The sites were surveyed from the 1990s to 2000s in California, Colorado, Florida, New York, New Jersey and Wisconsin.

Source Numbers

369, 418, 436, 547, 550, 552, 563, 568, 573

BOILERPLATE

WHY ACCESS GRANTED –

WASHINGTON COUNTY

O NO ⊖ IMPACT

O Reasonably likely – CPR B → Q

February 2, 2006

Brian Dunn, P.E.
Dunn Traffic Engineering, LLC
7505 SE 32nd Avenue
Portland, Oregon 97202

RE: **MODIFICATION TO W.C.U.R.I.D.S.**
ORENCO WOODS CROSSING
CITY OF HILLSBORO

The following is in response to your December 29, 2005 Request for Modification of the W.C.U.R.I.D.S. Section 130.2, Page 11, for the reduced access spacing of the proposed access on NW Cornelius Pass Road, for the subject development, located in the northwest quadrant of the NW Quatama Road/NW Cornelius Pass Road intersection in the city of Hillsboro.

XX Your request is approved with the following conditions:

1. Provide a continuous left turn lane on NW Quatama Road between NE 76th Avenue and NW Cornelius Pass Road and a westbound left turn lane with storage of 175 feet on NW Quatama Road at the intersection of NW Cornelius Pass Road and NW Quatama Road. Coordinate with Washington County and modify the traffic signal after the completion of the recommended roadway improvements.

2. Design and construct the proposed access on NW Cornelius Pass Road to safely and effectively restrict the site access to right-in/right-out/left-in movements only.
   a. Construct a raised median on NW Cornelius Pass Road and a half pork-chop island at the proposed site access. The raised median shall be designed to effectively restrict vehicle movements to right-in/right-out/left-in only. It is the applicant's responsibility to ensure that the access restrictions are adequate on NW Cornelius Pass Road to restrict movements to right-in/right-out/left-in only. Washington County will monitor the access to assure that it operates as a right-in/right-out/left-in intersection. If it is found that there are a significant number of violations of the restricted turning movements or safety/operational problems arise, the applicant will be responsible for assuring the safe operation of the access. This may require that the applicant retrofit additional traffic control devices to limit turning movements and/or physical improvements to the roadway. All changes will be subject to Washington County approval. If the retrofit(s) is (are) unsuccessful the County reserves the right to close the access.
   b. The roadway within the limits of the raised median shall be adequately illuminated satisfying the requirements of the Department of Land Use and Transportation 1991 Roadway Illumination Standards, Latest revision. Direct technical questions concerning this condition or the 1991 Roadway Illumination Standards to Vaughn Lewis, Engineering Associate at (503) 846-7959.
   c. It is the responsibility of the applicant to ensure that sufficient roadway width exists for the raised median, striping, lane markers, and shy distances.

p1a

1:30 MON.

3. Provide a northbound left turn lane with storage of 150 feet and a southbound deceleration right turn lane at the proposed restricted access on NW Cornelius Pass Road.

4. Provide adequate illumination at the two proposed site accesses, one on NW Cornelius Pass Road and the other on NW Quatama Road. Adequate illumination shall consist of at least one 200 watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet on **existing utility poles if available**. The fixture shall have a medium semi-cutoff type III distribution. The pole shall be within the area defined by the radius returns of the intersection. The fixture shall be oriented at 90 degrees to centerline of the collector or arterial. For intersections of collectors with arterials, or arterials with arterials, the luminaire fixture shall be installed at 90 degrees to the higher classified roadway. If the intersecting roadways are of the same functional classification, the fixture may be oriented at 90 degrees to either roadway. **If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land Use and Transportation 1991 Roadway Illumination Standards, latest revision.** Washington County may require illumination in addition to the above-stated minimums. Direct technical questions concerning this condition or the 1991 Roadway Illumination Standards to Vaughn Lewis, Engineering Associate at (503) 846-7959.

Please be advised that all modifications granted to the W.C.U.R.I.D.S. are considered unique and are not uniformly applicable.

NOTE: See Section 250.2.3 for appeal procedures should you wish to appeal.

Sincerely,

Gregory S. Miller, P.E.
County Engineer

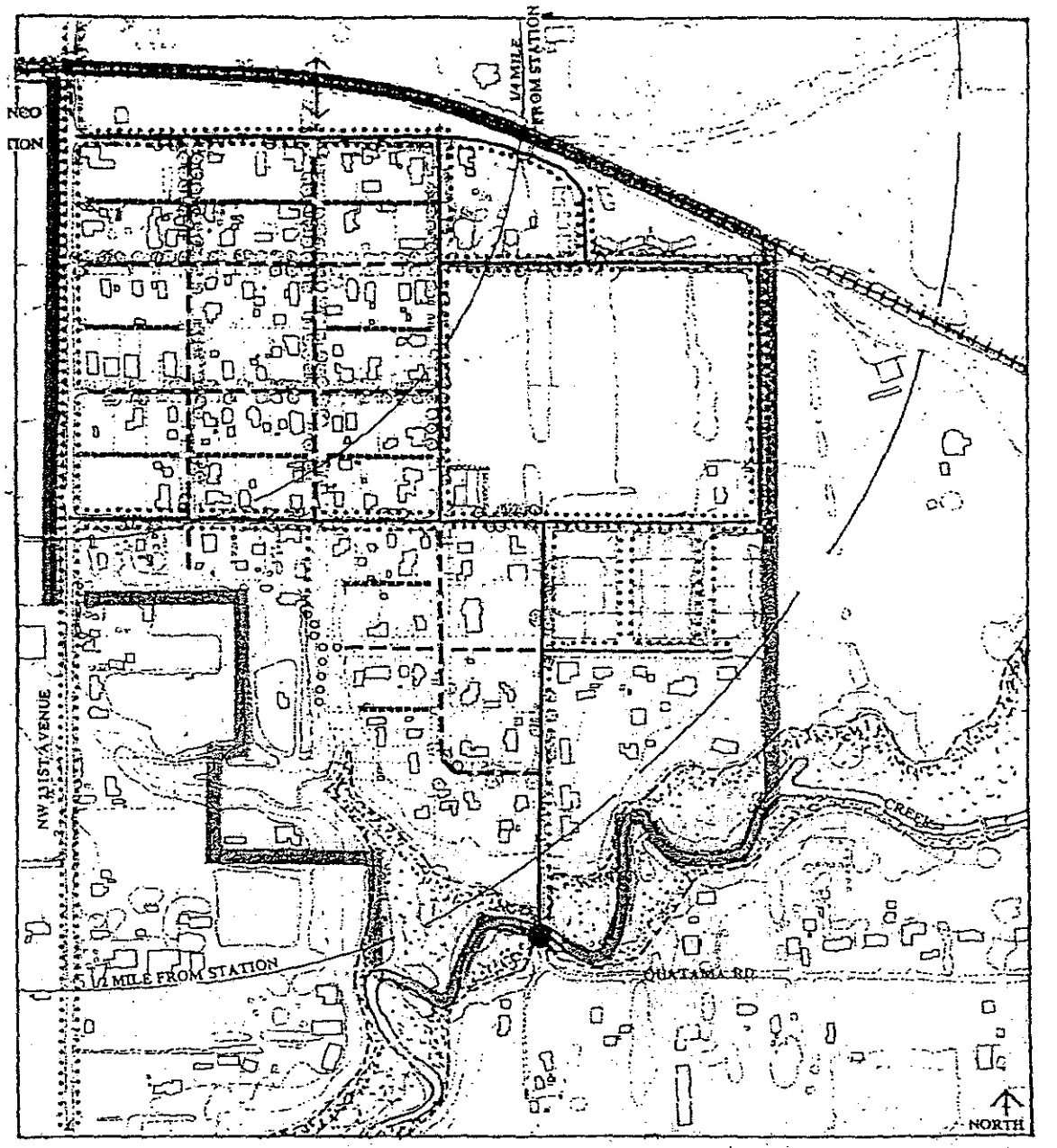
Reviewed By: Jinde Zhu JZ

Approved By: Tom Tushner T.T.

JZ:jw-b

c: Tom Tushner
Jinde Zhu
Phil Healy
Tracy Stone/ Joy Chang
Plan Review File
c/File

p 1 b



SIDEWALKS

SIDEWALK
PAVED ALLEY
PAVED MULTI-USE: VEH/PED/BIKE
ROAD TYPE 'A' (MINOR COLLECTOR)
FOOT BRIDGE ADDITION TO EXISTING BRIDGE
PEDESTRIAN TRAIL

Figure 3: Pedestrian Circulation Plan

SCR-OTC DISTRICT
Orenco Station Community Planning Area

(Amended by Ord. No. 5591/1-06)

Convenience Market (Open 24 Hours)
(851)

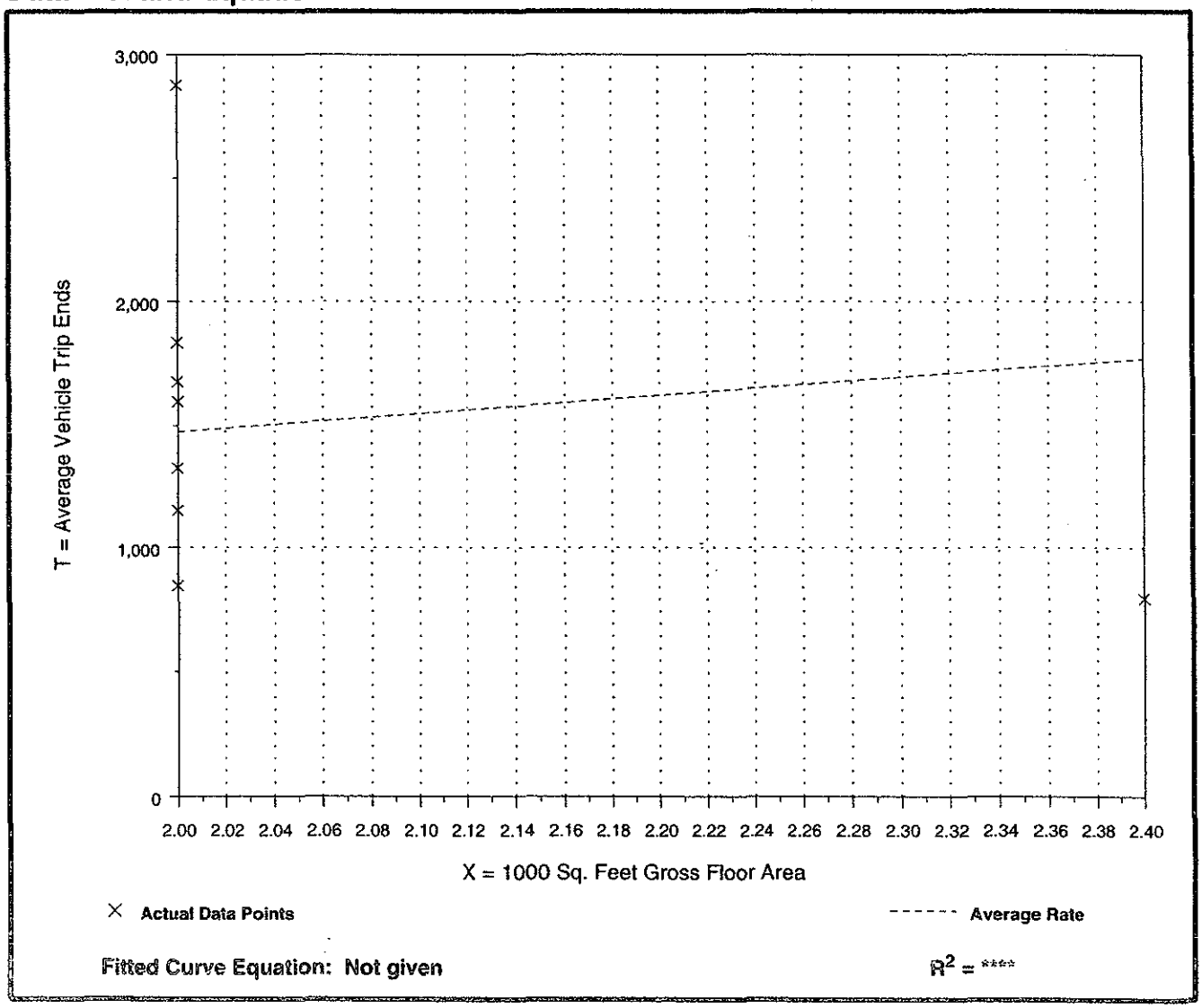
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 8
Average 1000 Sq. Feet GFA: 2
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
737.99	330.00 - 1438.00	336.24

Data Plot and Equation



P3

Convenience Market with Gasoline Pumps
(853)

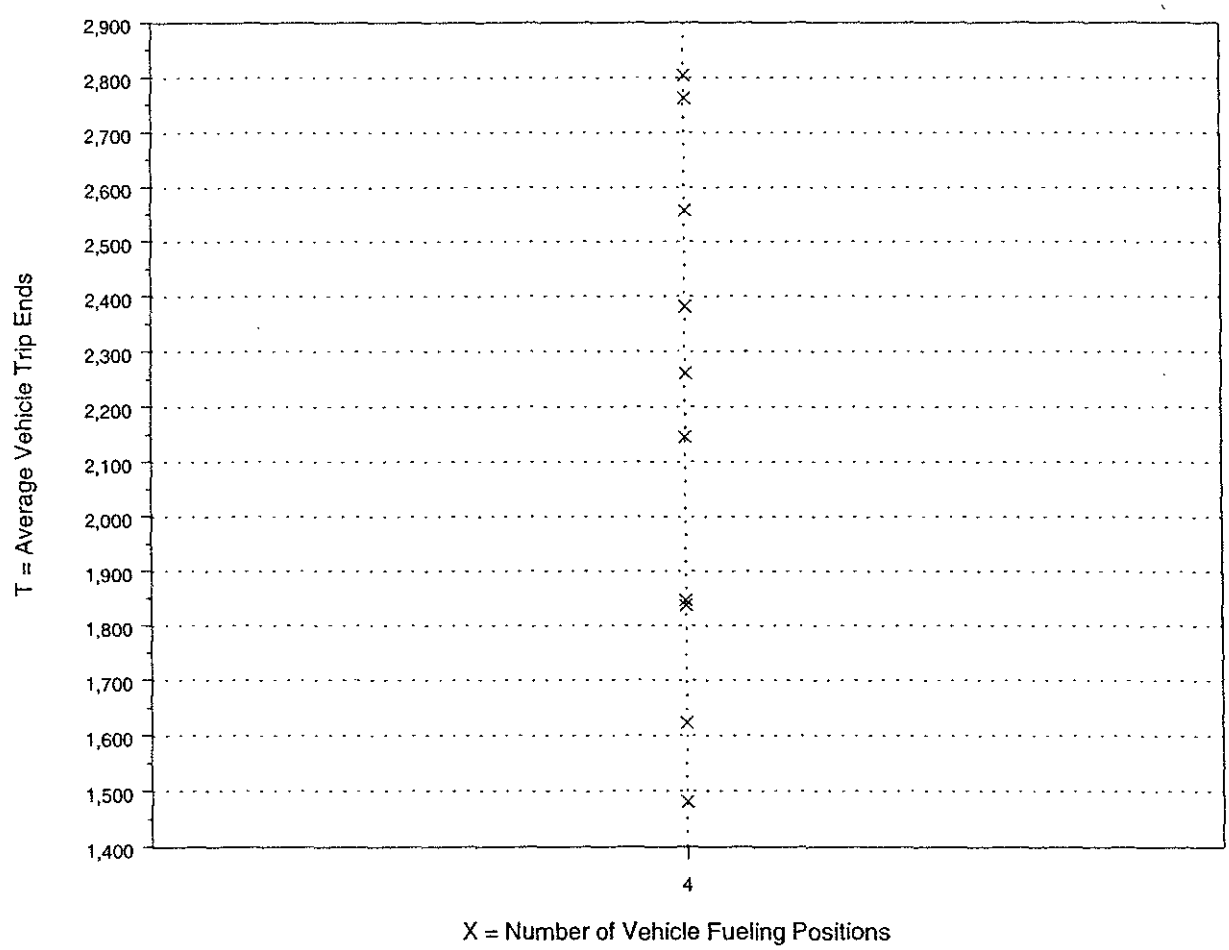
Average Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Number of Studies: 10
Average Vehicle Fueling Positions: 4
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
542.60	370.25 - 701.00	113.52

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

P4
1145

High-Turnover (Sit-Down) Restaurant
(932)

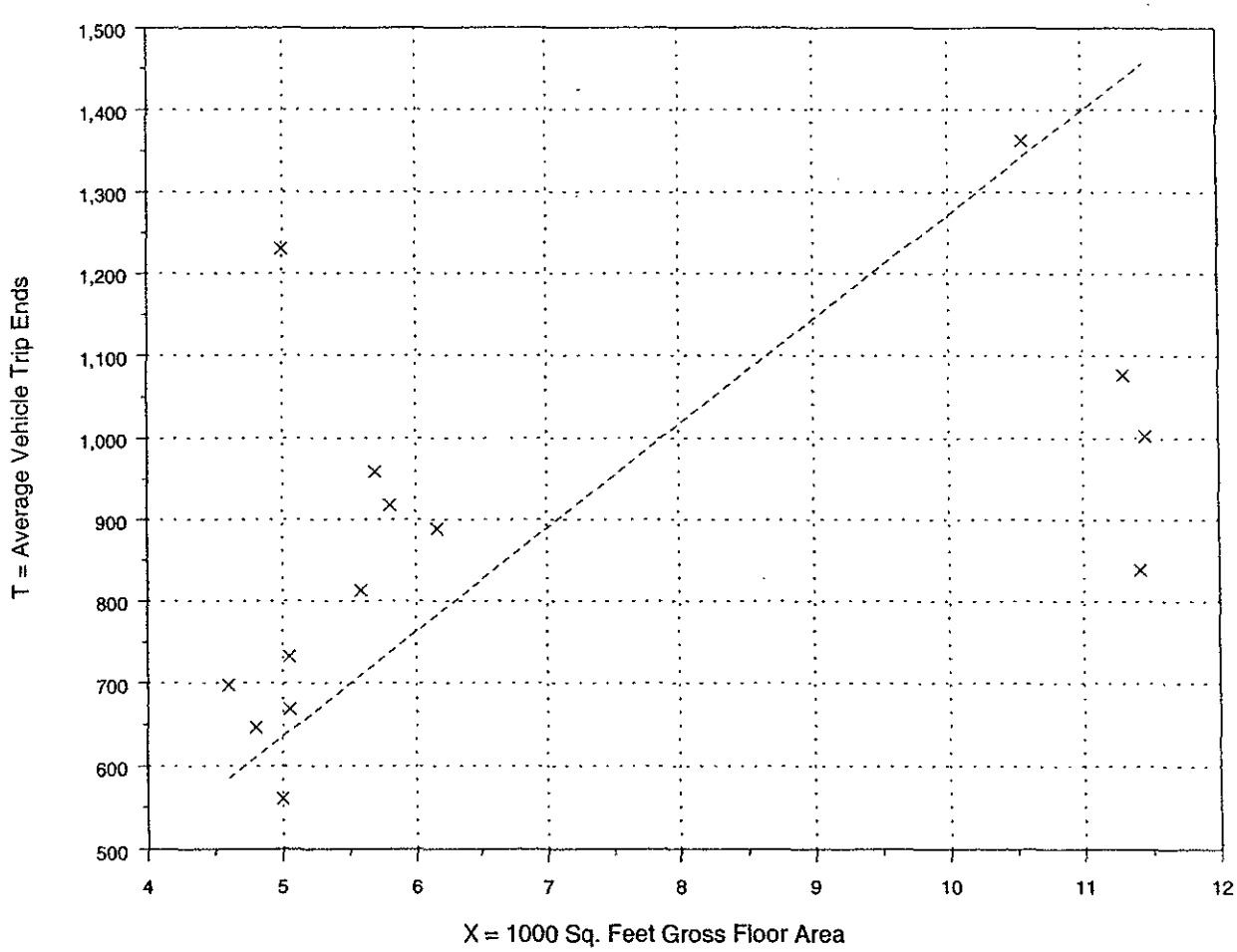
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 14
Average 1000 Sq. Feet GFA: 7
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
127.15	73.51 - 246.00	41.77

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

p5

Fast-Food Restaurant with Drive-Through Window
(934)

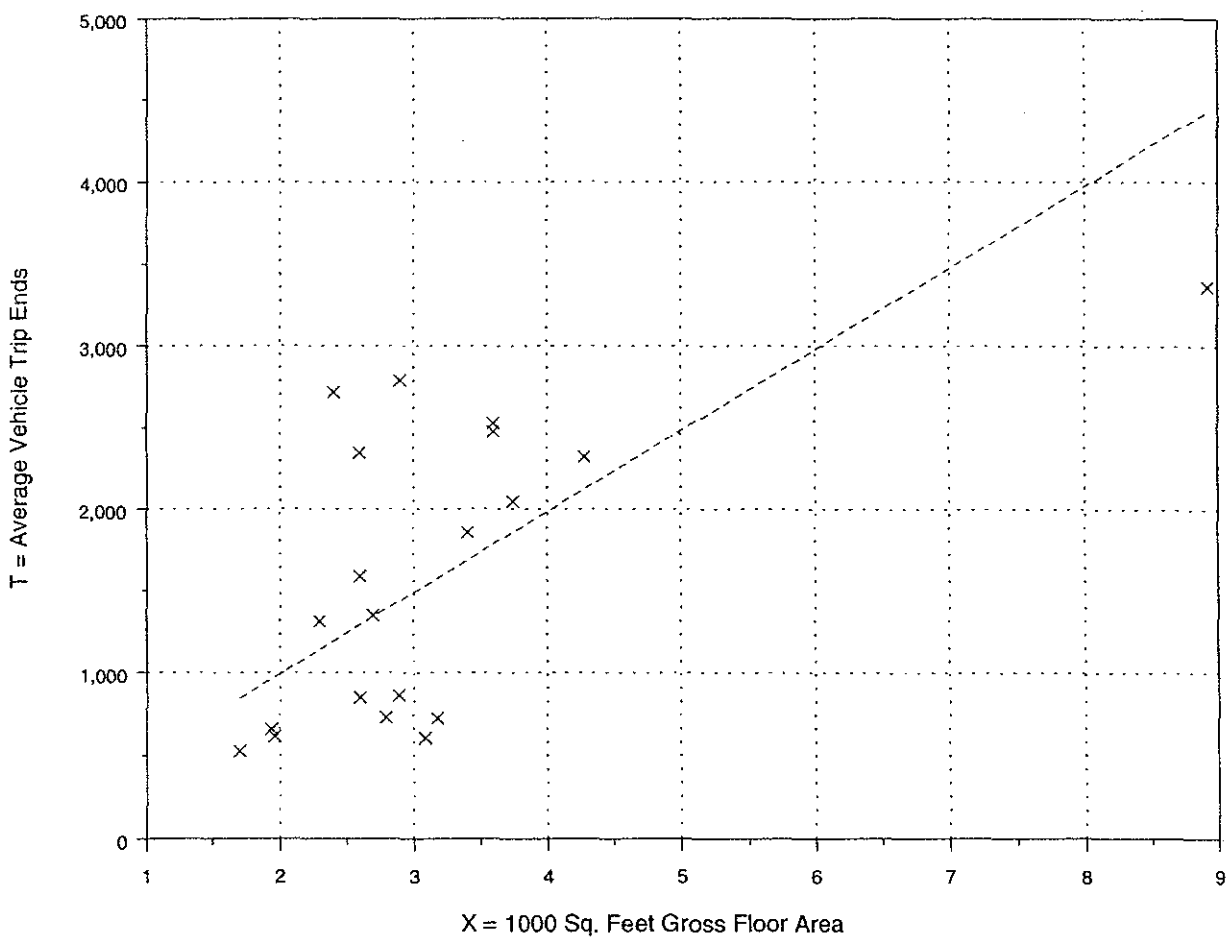
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 21
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
496.12	195.98 - 1132.92	242.52

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

p6

Fast-Food Restaurant with Drive-Through Window
(934)

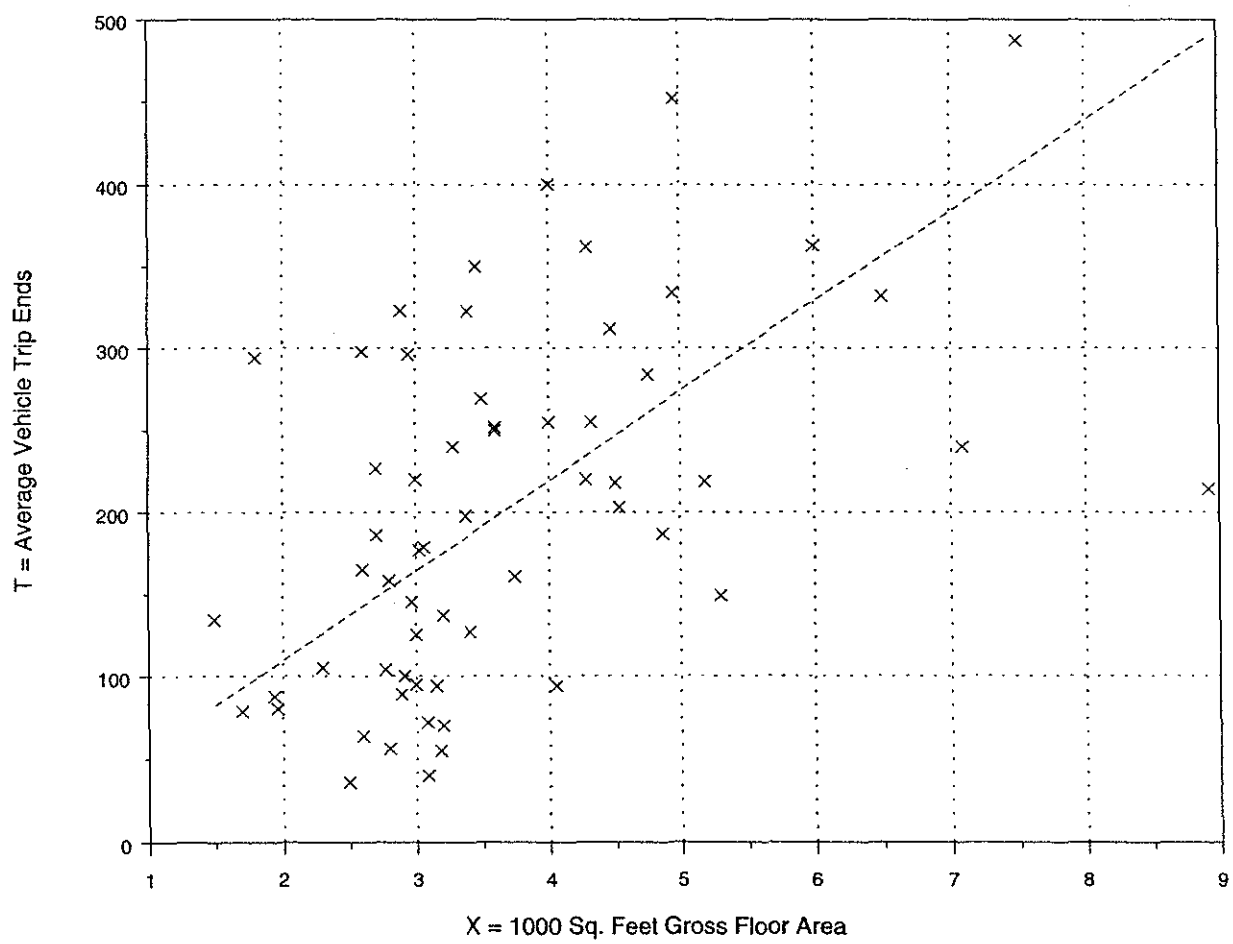
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 60
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
54.81	12.96 - 163.33	26.98

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

p7

Fast-Food Restaurant with Drive-Through Window
(934)

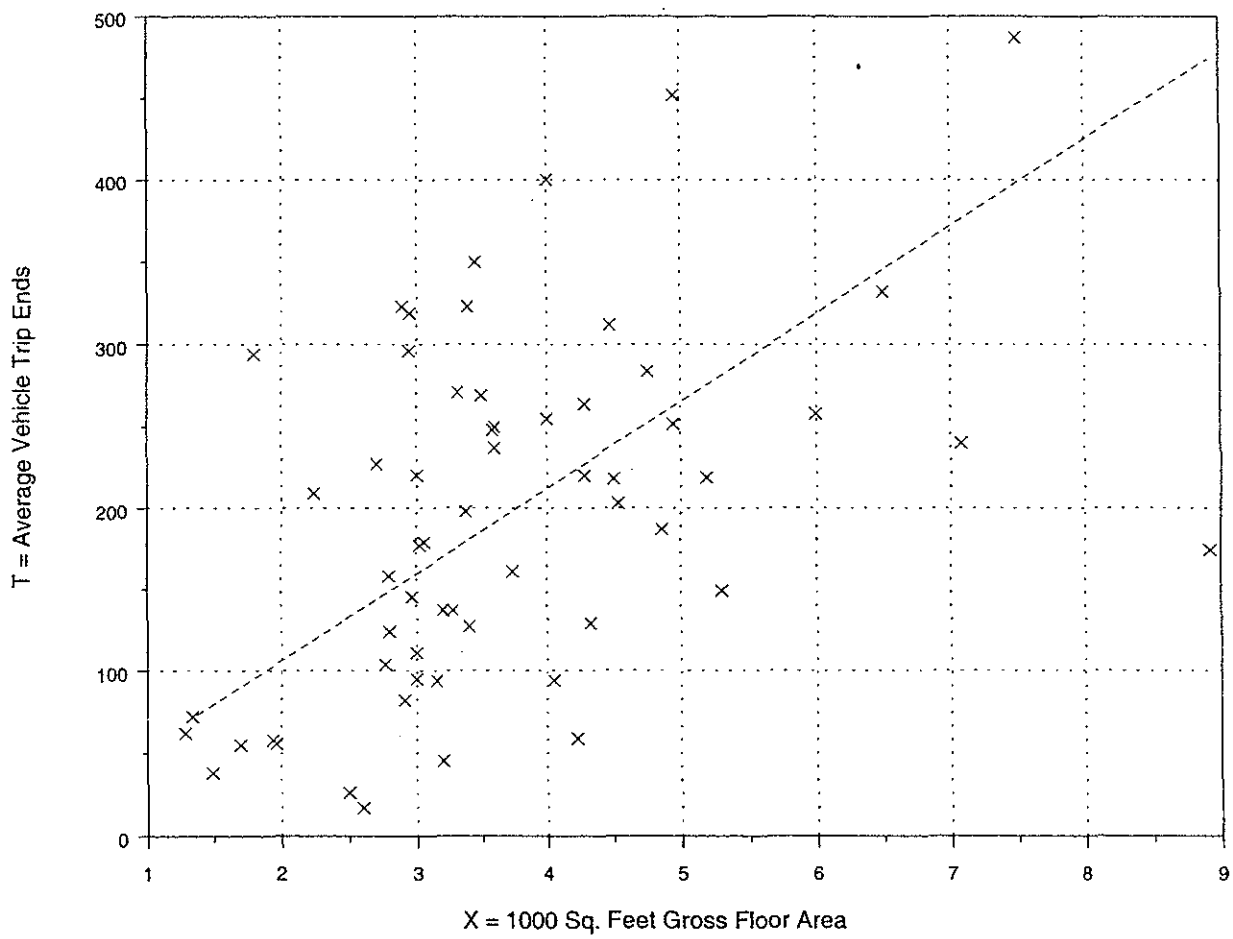
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
53.11	6.54 - 163.33	27.51

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

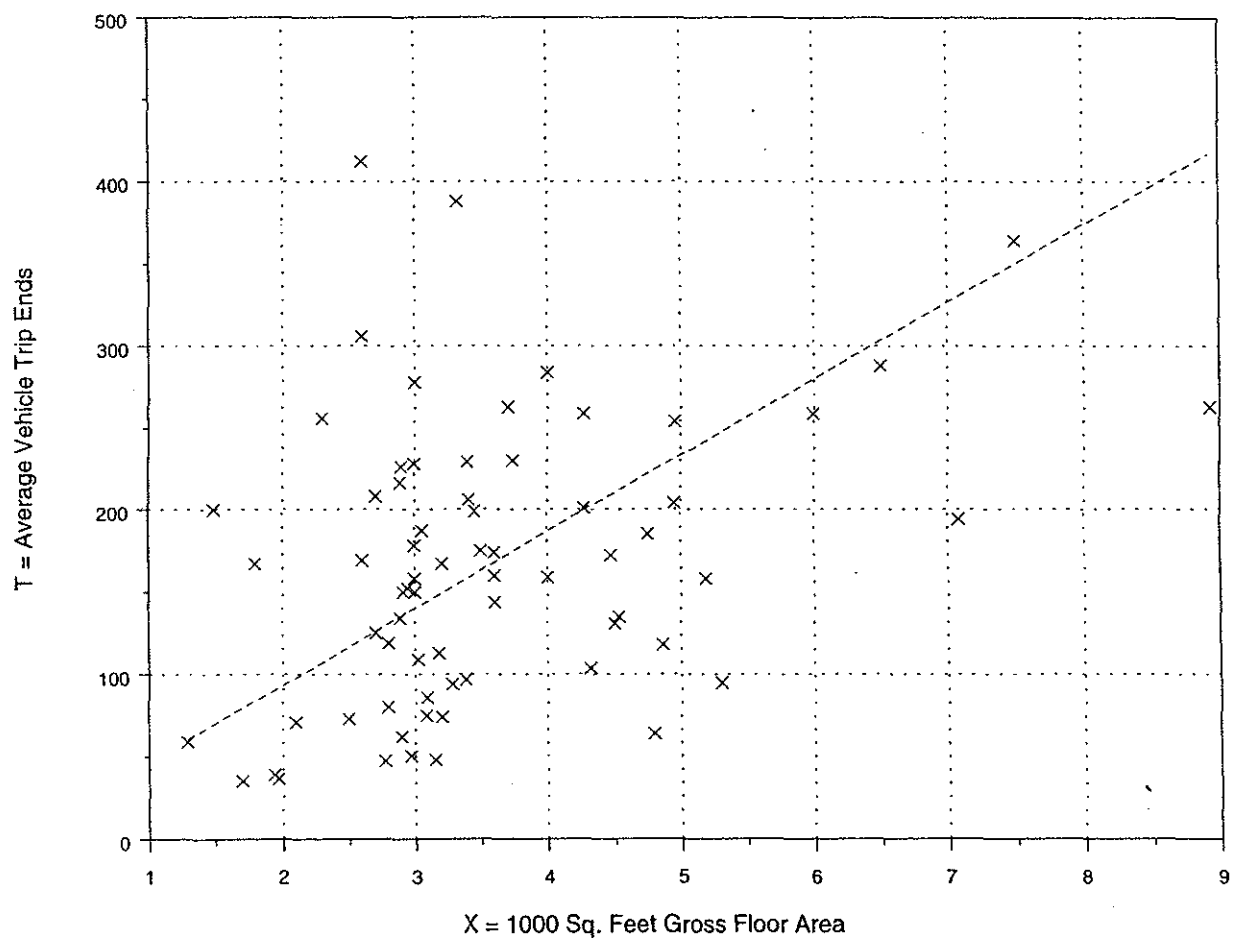
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 69
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
46.68	13.33 - 158.46	26.41

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

P9

1150

At the adjacent NW Quatama Road/NW Cornelius Pass Road intersection, the street widening improvements on the west leg of the intersection will trigger additional street widening requirements on the east leg to establish proper lane transitions through the intersection along NW Quatama Road. With proposed improvements in place, an exclusive left-turn lane will be established on both the eastbound and westbound approaches of the intersection. For this study, it was assumed that the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this signalized intersection will be maintained, with protected left-turn signal phasing maintained on the northbound and southbound approaches.

With all proposed off-site transportation improvements in place, Figure 9 illustrates the assumed lane configurations and traffic control devices at the study area intersections.

SITE TRIP GENERATION

Estimates for the average daily, weekday a.m., and weekday p.m. peak hour vehicle trip ends for the proposed site development were derived from empirical observations at other similar developments. These observations are summarized in the standard reference manual, *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (Reference 3).

Table 3 summarizes the estimated site trip generation during a typical weekday as well as during the weekday a.m. and p.m. peak hours for the proposed development.

TABLE 4
Trip Generation Estimate

Land Use	ITE Code	Size	Average Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Single Family Homes	210	141 units	1,350	106	27	79	142	89	53
Townhomes	230	111 units	650	56	10	46	65	44	21
Total		**252 units**	**2,000**	**162**	**37**	**125**	**207**	**133**	**74**

As shown in Table 3, the proposed site development will generate approximately 2,000 daily trips, with 162 trips occurring during the weekday a.m. peak hour, and 207 trips occurring during the weekday p.m. peak hour.

SITE TRIP DISTRIBUTION

The distribution of site-generated trips onto the study area roadways was previously determined in the transportation impact analyses prepared for the Comprehensive Plan change for the Orenco Woods Crossing site. Based on all previous analyses, and assuming the proposed site development has a single full access to NW Quatama Road and a single limited right-in/right-out/left-in access to NW Quatama Road, the estimated distribution patterns reflect a 47.5% distribution to/from the north along NW Cornelius Pass Road, a 10% distribution to/from the east along NW Quatama Road, a 12% distribution to/from the south along NW Cornelius Pass Road, a 10% distribution to/from the southwest along NW 231st Avenue, and a 12.5% distribution to/from the northwest along NW 231st Avenue. Figure 10 illustrates the estimated site trip distribution patterns for the development with Figures 11 and 12 illustrating the assignment of site-generated traffic for the weekday a.m. and p.m. peak hours, respectively.

FROM CDP 1-06 2005

Print Message | Close Window

From Greg Clemmons <Greg_Clemmons@co.washington.or.us>
Date 2006/04/25 Tue PM 05:51:21 GMT
To "[redacted]
Subject 227th Ave. Bridge

Dr. Lubischer

As we discussed, we estimate that the guardrail on the 227th Ave. bridge needs to be repaired about twice per year. I will see what I can do about actual figures.

Greg Clemmons
(503) 846-7653

4/2006

1152 661

p 11

December 29, 2005 (2005)

Project #: 0012.0

Greg Miller
Washington County DLUT
1400 SW Walnut Street, MS 17B
Hillsboro, Oregon 97123

MAIN POINT: IN THE FUTURE, EXIT TRAFFIC FROM SITE ONTO QUATAMA WILL BE BLOCKED + THERE WILL BE EXCESSIVE BACK UP FOR EASTBOUND CARS TRYING TO TURN LEFT ONTO CP

RE: Access Modification Request for Orenco Woods Crossing – Hillsboro, Oregon

Dear Mr. Miller: *FROM PRIOR REQUEST IN 2005

This letter constitutes an Access Modification Request associated with Venture Properties, Inc.'s proposal to develop the Orenco Woods Crossing, located on the former Orenco Woods Golf Course site that fronts the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. As part of the development plan, two external street accesses to the site are proposed, with a full-access proposed along the north side of NW Quatama Road directly across from NE 76th Avenue, and a second access proposed along the west side of NW Cornelius Pass Road, north of NW Quatama Road, with turn movements restricted to right-in/right-out/left-in only. It is the proposed street access to NW Cornelius Pass Road that is the subject of this Access Modification Request letter.

BACKGROUND

Dunn Traffic Engineering, LLC, has prepared a comprehensive transportation impact analysis (TIA) for the proposed Orenco Woods Crossing development. A copy of this TIA has been attached to this letter to provide you with all the detailed information necessary to understand the current transportation conditions in the site vicinity, what the expected short-term traffic impacts of the proposed development will be, and recommended measures designed to mitigate any off-site traffic impacts.

As demonstrated in Influence Area Map presented in Figure 3 of the TIA and as described within the body of that report, the proposed *Local* street access to NW Cornelius Pass Road does not satisfy the roadway access standards of Washington County Community Development Code Section 501-8.5B(4) for *Arterial* streets. This section of the CDC states that "direct access to *Arterial* roads shall be from *Collector* or other *Arterial* streets." It is also stated in the following subsection of the CDC that the access spacing along an *Arterial* street shall be 600 feet. Although the proposed street access is located approximately 715 feet north of the nearest public intersection at NW Quatama Road (measured centerline-to-centerline), it would still be located approximately 450 feet north of the PGE substation driveway on the east side of the street and 140 feet south of another driveway to a single family residence on the east side of the street (measured centerline-to-centerline).

Although Section 501-8.5B(4) of the CDC may not be satisfied, it states in the same section that "exceptions for local streets and private accesses may be allowed....when *Collector* access is found to be unavailable and impracticable by the Director." With the proposed street access to NW Quatama Road established, there will be *Collector* access. However, it is the purpose of this letter to demonstrate that over the next 20 years, *Collector* access to NW Quatama Road will become impracticable, and, therefore a secondary access is needed. As you may be aware, the City of Hillsboro has restricted any public street accesses along the west side of the Orenco Woods Crossing site to preserve the environment of the adjacent old Orenco Neighborhood. This leaves NW Cornelius Pass Road as the only other viable option to gain a secondary access to the site.

"IMPRACTICABLE" BECAUSE "UNDER MOST OR ALL OF THE SCENARIOS #1 THROUGH #4 THE PROPOSED STREET ACCESS TO NW QUATAMA ROAD WILL EXPERIENCE BLOCKAGE... REGARDLESS OF WHETHER OR NOT THE PROPOSED ACCESS TO CPR IS PERMITTED" (P12)

It should be stated that the traffic forecast volumes prepared for the Cornelius Pass Road Preliminary Design Project do account for the residential trips that will be generated by the Orenco Woods Crossing development. The forecast also accounts for the County's long-range plan to widen NW Cornelius Pass Road to five lanes and to connect NW Baseline Road with NW Quatama Road via a *Collector* street extension. *Additional details on how the future forecast volumes were prepared for this preliminary design project are provided in a Technical Memorandum prepared by Kittelson & Associates, Inc. on May 26, 2005.*

Figures 1 and 2 illustrate the resulting forecast year 2024 traffic volumes for the weekday a.m. and p.m. peak hours for conditions without access to NW Cornelius Pass Road. Figures 3 and 4 illustrate the resulting forecast year 2024 traffic volumes for the same time periods with the proposed access to NW Cornelius Pass Road in place. As shown in Figures 1 through 4, the individual turn movements into and out of accesses related to the Orenco Woods Crossing development reflect the site trip generation assignments contained in the TIA.

Traffic Operations

All intersection operations analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 2). To ensure that this analysis was based on reasonable "worst-case" conditions, the peak 15-minute flow rates during the weekday a.m. and p.m. peak hours were used in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for fifteen minutes out of each average peak hour. The traffic conditions during all other weekday hours will likely operate under better conditions than those described in this report.

The Washington County 2020 TSP sets the vehicle performance measures that are applicable to long-range operations analyses involving intersections under County jurisdiction. Based on the Roadway Element of the TSP (Roadway Policy 6.0 – Table 5) an LOS E or better and a v/c ratio of 0.99 or less is acceptable at all intersection during the two consecutive peak hours of the weekday a.m. and p.m peak periods.

Tables 1 and 2 summarize the operations analysis results for the study intersections along NW Cornelius Pass Road and NW Quatama Road during the year 2024 weekday a.m. and p.m. peak hours, without and with the proposed street access to NW Cornelius Pass Road, respectively. As the tables show, all study intersections are forecast to operate within acceptable level-of-service and volume-to-capacity ratio thresholds during both the weekday a.m. and p.m. peak hours, under both street access scenarios. *Appendices "A" and "B" include the year 2024 traffic conditions level of service worksheets for the scenarios without and with the proposed access to NW Cornelius Pass Road.*

It should be stated here that Tables 1 and 2 reflect multiple traffic signal timing/phasing scenarios that were analyzed for the NW Cornelius Pass Road/NW Quatama Road intersection. These scenarios were evaluated based on discussions with Washington County staff, and the general consensus that longer cycle lengths, in the range of 120 to 140 seconds, will persist at this intersection in the future, and that a balance must exist between the need to keep the v/c ratios below 1.0 for individual turn movements and the need to maximize the green time for the through movements on Cornelius Pass Road to maintain good progression. A consensus was also reached that protected left-turn signal phasing may need to replace the permitted left-turn signal phasing that exists today on the eastbound and westbound approaches of NW Quatama Road.

Based on these factors, the following four scenarios were analyzed:

- Scenario #1: Increase cycle length to 120 seconds, maintain permitted left-turn phasing on Quatama Road, and keep v/c ratios below 1.00 for individual movements, while maximizing green time for through movements on Cornelius Pass Road.
- Scenario #2: Same as Scenario #1, but increase cycle length to 140 seconds.
- Scenario #3: Same as Scenario #1, but establish protected left-turn phasing on Quatama Road.
- Scenario #4: Same as Scenario #2, but establish protected left-turn phasing on Quatama Road.

TABLE 1
YEAR 2024 OPERATIONS ANALYSIS RESULTS
(NO ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	V/C Ratio	LOS	V/C Ratio
NW Quatama Road/Proposed Access/NE 76th Avenue	C	0.36	D	0.29
NW Cornelius Pass Road/Proposed Access	NA	NA	NA	NA
NW Cornelius Pass Road/NW Quatama Road				
Scenario #1	D	0.84	C	0.72
Scenario #2	D	0.83	C	0.72
Scenario #3	D	0.85	D	0.77
Scenario #4	D	0.83	D	0.76
NW Cornelius Pass Road/NW Kian Lane	C	0.05	C	0.05

Note: At unsignalized intersections, analysis results reflect operations for critical movements on minor street approach.

TABLE 2
YEAR 2024 OPERATIONS ANALYSIS RESULTS
(WITH ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	V/C Ratio	LOS	V/C Ratio
NW Quatama Road/Proposed Access/NE 76th Avenue	C	0.29	C	0.22
NW Cornelius Pass Road/Proposed Access	B	0.03	C	0.03
NW Cornelius Pass Road/NW Quatama Road				
Scenario #1	D	0.88	C	0.68
Scenario #2	D	0.86	C	0.68
Scenario #3	D	0.88	C	0.74
Scenario #4	D	0.86	D	0.72
NW Cornelius Pass Road/NW Kian Lane	C	0.05	C	0.05

Note: At unsignalized intersections, analysis results reflect operations for critical movements on minor street approach.

No operational analysis was performed for the two driveways located within 600 feet of the proposed street access along NW Cornelius Pass Road (PGE substation driveway to the south and a single family driveway to the north). This is because traffic demand at both of these driveways are low. For example, driveways to individual single family homes typically have less than one vehicle entering or exiting during the peak travel hour, and would therefore, not meet any traffic signal or turn lane warrant criteria.

Vehicle Queuing

A vehicle queuing analysis was conducted to determine if adequate lane storage will be available for selected turn movements at study intersections along NW Quatama Road and NW Cornelius Pass Road, under year 2024 traffic conditions, both without and with the proposed street access to NW Cornelius Pass Road. The analysis focused only on those movements having the potential to spill back into and block an adjacent intersection, which include the following:

- NW Cornelius Pass Road/Proposed Street Access (northbound left-turns);
- NW Cornelius Pass Road/NW Quatama Road (southbound and eastbound approaches); and
- NW Quatama Road/Proposed Street Access/NE 76th Avenue (westbound left-turns).

Several sources of information were used to determine vehicle queuing needs. For the queuing analysis at the signalized intersection, a Poisson distribution was applied at a 95-percent confidence level to determine queue length probabilities. (In essence, random arrivals were assumed and the queue lengths shown will not be exceeded during 95-percent of the signal cycles occurring in the weekday peak hour.) The assumed length-of-red interval at each signalized intersection was obtained from the signal timing parameters used in the forecast year 2024 level-of-service analysis. For the queuing analysis at all stop-controlled intersection approaches, a 95th-percentile vehicle queue length was determined using Equation 17-37 presented in the *Highway Capacity Manual* (Reference 2). All vehicle queuing analyses conducted for this study assume one vehicle will occupy 25 feet of storage length.

Tables 3 and 4 summarize the results of the vehicle queuing analysis under forecast year 2024 traffic conditions during the weekday a.m. and p.m. peak hours, without and with the proposed street access to NW Cornelius Pass Road, respectively. The tables also reflect the various signal timing/phasing changes previously identified for Scenarios #1 through #4 for the NW Quatama Road/NW Cornelius Pass Road intersection. *Appendices "C" and "D" contain the queuing analysis worksheets for the alternatives without and with the proposed street access, respectively.*

TABLE 3
YEAR 2024 VEHICLE QUEUING ANALYSIS RESULTS
(NO ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
		Weekday AM Peak Hour	Weekday PM Peak Hour		
NW Cornelius Pass Road /Proposed Access	Northbound LT	NA	NA	NA	NA
NW Cornelius Pass Road /NW Quatama Road	Southbound LT				
	Scenario #1	125	225	Cont.	Yes
	Scenario #2	125	250		Yes
	Scenario #3	125	225		Yes
	Scenario #4	125	250		Yes
	Southbound TH/RT				
	Scenario #1	250	400	Cont.	Yes
	Scenario #2	275	350		Yes
	Scenario #3	250	350		Yes
	Scenario #4	275	375		Yes
	Eastbound LT				
	Scenario #1	300	150	300[1]	No
	Scenario #2	325	175		No
	Scenario #3	325	175		No
	Scenario #4	350	200		No
	Eastbound TH/RT				
	Scenario #1	175	275	300[1]	Yes
	Scenario #2	175	350		No
	Scenario #3	200	325		No
	Scenario #4	225	375		No
NW Quatama Road /Proposed Access/NE 76th Avenue	Westbound LT	25	25	>25	Yes

Notes: Cont. = Continuous lane with unlimited storage capacity, LT = left-turn, TH = straight through, RT = right-turn

1. There is 300 feet of stacking distance between NW Quatama Road and the proposed access at NE 76th Avenue.

Why queuing in only TIA

Why ahead deficit backing up

p15

TABLE 4
YEAR 2024 VEHICLE QUEUING ANALYSIS RESULTS
(WITH ACCESS TO NW CORNELIUS PASS ROAD)

Intersection	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
		Weekday AM Peak Hour	Weekday PM Peak Hour		
NW Cornelius Pass Road /Proposed Access	Northbound LT	25	25	>25	Yes
NW Cornelius Pass Road /NW Quatama Road	Southbound LT				
	Scenario #1	125	225	>250	Yes
	Scenario #2	125	250		Yes
	Scenario #3	125	225		Yes
	Scenario #4	125	250		Yes
	Southbound TH/RT				
	Scenario #1	250	300	650 [1]	Yes
	Scenario #2	275	325		Yes
	Scenario #3	250	325		Yes
	Scenario #4	275	350		Yes
	Eastbound LT				
	Scenario #1	300	150	300 [2]	No
	Scenario #2	325	175		No
	Scenario #3	325	175		No
	Scenario #4	350	200		No
	Eastbound TH/RT				
	Scenario #1	150	300	300 [2]	No
	Scenario #2	175	350		No
	Scenario #3	175	325		No
	Scenario #4	200	375		No
NW Quatama Road /Proposed Access/NE 76th Avenue	Westbound LT	25	25	>25	Yes

Notes: Cont. = Continuous lane with unlimited storage capacity, LT = left-turn, TH = straight through, RT = right-turn

2. There will be 650 feet of stacking distance between NW Quatama Road and the proposed street access to the north.
3. There is 300 feet of stacking distance between NW Quatama Road and the proposed street access at NE 76th Avenue.

As shown in Tables 3 and 4, the queuing analysis determined that the forecast 95th-percentile vehicle queues during the year 2024 weekday a.m. and p.m. peak hour traffic conditions will be excessive for the eastbound left-turn lane and eastbound through-right-turn lane at the NW Quatama Road/NW Cornelius Pass Road intersection, without or with the proposed street access to NW Cornelius Pass Road. These results indicate under most or all of the Scenarios #1 through #4, the proposed street access to NW Quatama Road will experience blockage during both the weekday a.m. and p.m. peak hour periods, regardless of whether or not the proposed access to NW Cornelius Pass Road is permitted. Under these circumstances, it would be impractical not to provide the residents of the Orenco Woods Crossing subdivision a secondary access.

Tables 3 and 4 indicate vehicle queues will be manageable along NW Cornelius Pass Road between the proposed street access and NW Quatama Road.

Right-Turn Lane Warrants

The potential need for a right-turn lane at the proposed street access to NW Cornelius Pass Road (southbound approach) was examined for year 2024 traffic conditions and with the understanding that NW Cornelius Pass Road will be widened to five lanes. The analysis procedures were based on guidelines described in *National Cooperative Highway Research Program (NCHRP) Report 279: Intersection Channelization Design Guide* (Reference 3).

The NCHRP Report 279 describes a total of seven criterion to consider for right-turn lane installations in an urban area such as the one surrounding the site. This criterion includes the following:

1. Peak hour volume of right-turns,
2. Significantly affecting intersection operations,
3. Right-turning rear-end accidents,
4. Pedestrian crossing volumes,
5. Geometrics that significantly affect the ease or speed of the right-turn maneuver,
6. Marked routes that make a turn (driver expectation), and
7. Minimum stopping sight distance to the intersection versus desirable sight distance.

Based solely on Criteria #1 above and the estimated amount of right-turn traffic demand along a future five-lane section of NW Cornelius Pass Road, a right-turn lane will be warranted, but only during the year 2024 weekday p.m. peak hour. Meeting the right-turn lane warrant for only one hour of a typical day does not necessarily indicate a right-turn lane is needed.

Consideration of the remaining six criterion above provides further indication that a right-turn lane is not needed at the proposed street access to NW Cornelius Pass Road. Based on Criterion #2, the proposed right-in/right-out/left-in only street access is forecast to operate acceptably without a future right-turn lane. Under Criterion #3, there is no established history of rear-end accidents at the proposed access. For Criterion #4, the weekday a.m. and p.m. peak hour traffic counts conducted at the adjacent NW Cornelius Pass Road/NW Quatama Road intersection shows low pedestrian activity, which further detracts from the need for right-turn lanes. Under Criterion #5 and #6, the combined horizontal and sagging vertical curve that currently exist along NW Cornelius Pass Road, just north of the proposed access, will be minimized when NW Cornelius Pass Road is fully widened to a five-lane facility. Finally, under Criterion #7, available stopping and intersection sight distances are sufficient at the proposed street access and exceed the minimum standards enforced by Washington County.

Considering all the operational and safety factors stated in the NCHRP Report 279, a right-turn deceleration lane is not needed along the planned five-lane section of NW Cornelius Pass Road at the proposed street accessing the site. *Appendix "E" contains the right-turn lane warrant analysis worksheets.*

Sight Distance and Safety

As stated in the TIA, intersection sight distance from the location of the proposed street access to NW Cornelius Pass Road was measured to be more than 680 feet in the northbound direction and more than 600 feet in the southbound direction. These distances are adequate and exceed the minimum standard of 450 feet as required by Washington County for a roadway with a posted speed of 45 mph.

To maintain safe driving conditions, turn movements at the proposed street access with NW Cornelius Pass Road will be limited to right-in/right-out/left-in only through the construction of a raised median and appropriate signing and striping. The raised median will channelize the northbound left-turn movement from NW Cornelius Pass Road while effectively preventing drivers from making a left-turn out of the Orenco Woods Crossing development. The raised median will also terminate prior to reaching the single family driveway approximately 140 feet further to the north so as not to restrict any movements at this driveway.

It is important to emphasize here that the proposed access to NW Cornelius Pass Road will allow site traffic to circulate more efficiently between the development and the adjacent street system. It will lessen overall trip lengths for drivers related to the subdivision and place less demand on the traffic signal at NW Cornelius Pass Road/NW Quatama Street intersection, thus preserving its capacity and minimizing vehicle delays and standing vehicle queues during peak travel periods. It is also expected that having the proposed access in place will reduce cut-through traffic demand within the old Orenco Neighborhood immediately west of the site; a goal established by the City of Hillsboro during the process to change the underlying Comprehensive Plan designation for the proposed development site.

CONCLUSIONS

Based on the findings documented in this Access Modification Request, particularly the vehicle queuing analyses results, a secondary external street access to the Orenco Woods Crossing development is needed in addition to the street access proposed for the NW Quatama Road/NE 76th Avenue intersection. Given that no public street accesses are allowed along the western site boundary to the old Orenco Neighborhood, the only alternate point of access is along NW Cornelius Pass Road. This letter also demonstrates that the proposed street access to NW Cornelius Pass Road will not adversely affect the long-term safety or operations along this arterial roadway. Therefore, Dunn Traffic Engineering, LLC on behalf of Venture Properties, Inc., is requesting that Washington County approve this Access Modification Request and allow the proposed street access to NW Cornelius Pass Road to be established.

We trust that this letter adequately addresses the requirements for an Access Modification Request for the proposed residential development. If you have any questions or comments regarding this study, please contact me at (503)-774-2669.

Sincerely,

DUNN TRAFFIC ENGINEERING, LLC

Brian J. Dunn, P.E.

Principal

References:

1. Washington County. Washington County 2020 Transportation Plan. 2002.
2. Transportation Research Board. Highway Capacity Manual. 2000.
3. Transportation Research Board. National Cooperative Highway Research Program, Report No. 279, Intersection Channelization Design Guide. 1985.

Enclosure: Appendices "A" through "E".

File: *0012_access modification_final.doc*

REGISTERED PROFESSIONAL ENGINEER
60027PE
OREGON
July 13, 1999
BRIAN JOSEPH DUNN

EXPIRES: 12-31-07

"BROKEN PROMISE LETTER"

RECEIVED

SEP 03 2008

CITY OF HILLSBORO
PLANNING DEPARTMENT

9-3-08

To: Hillsboro Planning Commission
From: Jim Lubischer
Re: CDP 1-06 (MOD 1) Orenco Woods Crossing

Broken Promise - from an increase in traffic that is equivalent to an additional 356 residential units.

President Coulter and Commissioners,

In prior proceedings regarding the Orenco Woods Crossing development, the Planning Commission, Planning and Zoning Hearings Board, and the City Council made specific decisions to limit the impact of this development on the surrounding areas, including the historic Orenco Townsite. The final decision was to limit the impact by limiting the number of residential units to 252, which will generate an expected traffic impact of 2000 Average Daily Trips. The present proposal to "modify" the previously approved Concept Development Plan now threatens to nullify the City's intent to limit the impact from the Orenco Woods Crossing development. The present proposal forecasts an additional 2848 traffic trips. This is roughly equivalent to adding another 356 residential units. This proposal may not violate the letter of Condition of Approval # 6, Ordinance #5633, but it certainly violates the intent and spirit of Condition of Approval (COA) # 6, Ordinance #5633.

Approval of the minor amendment to change the Hillsboro Comprehensive Plan designation for this property from Open Space to Residential was dependent upon limiting the impact from this site's development. The City did this by setting a limit on the number of residential units allowed, as the applicants represented all along that they were just going to do a residential development. As some of you may remember, many a long and often late hour was spent in this attempt.

A summary of those proceedings is presented for context,

Hillsboro Comprehensive Plan Change (Open Space to Residential)

2-21-06 **Initial application** asks for change from Open Space to SCPA designation that would allow up to 45 units per acre. The initial application planned for a residential development of **252** units. In the initial application materials the applicants state,

> "The 18.1 net developable acres will contain **252** units. This calculates to a net residential density of 13.9 dwelling units per net acre, which is above the minimum density requirement (7 dwelling units per net acre) but well below the allowable maximum density (45 dwelling units per net acre) for the property." (See attachment page 1)
>
> [18.1 acres X 45 units = **814** total units]

5-25-05 **Resolution 1496-P,** Planning Commission approves Comprehensive Plan change from Open Space to "Residential – Medium Density and developmental direction # 3 states,

> "The residential density limitation for the subject site shall be no greater than **298** units."

8-22-05 Appeal to City Council

10-18-05 **Ordinance # 5571,** City Council approves Comprehensive Plan change from Open Space to Residential and the sixth developmental direction states,

> "The maximum number of residential dwelling units for the subject site shall be in the range of 240 dwelling units (plus or minus five percent). The actual density shall be determined as part of rezoning and application of the plan designations for the property and as part of development / site review for the project."
>
> [The range therefore is 228 – **252** units]

Zoning Determination

3-16-06 **Opinion No.1599,** Planning and Zoning Hearings Board approves SCR-V zoning. COA # 6 states,

> "The maximum number of residential dwelling units for the property shall be in the range of 240 dwelling units, plus or minus 5%, and the actual density shall be determined through the CDP/DDP application review." [Maximum **252** units]

Concept Development Plan CDP 1-06

4-10-06 **Resolution # 1561-P,** Planning Commission approves CDP 1-06. COA #1 states,

> "Approval of the concept development plan, detailed development plan, subdivision tentative plat, floodplain alteration permit and significant natural resource permit is conditioned upon compliance with the conditions of the associated zone change request (Ordinance No. 5633)." [Maximum **252** units]

4-18-06 **Ordinance #5633,** City Council approves SCR-V zoning. COA #6 states,

> "The maximum number of residential dwelling units for the property shall be in the range of 240 dwelling units, plus or minus 5%, and the actual density shall be determined through the CDP/DDP application review." [Maximum **252** units]

7-18-06 **Resolution # 2172,** City Council approves Concept Development Plan "CDP 1-06" COA #1 states,

> "Approval of the concept development plan, detailed development plan, subdivision tentative plat, floodplain alteration permit and significant natural resource permit is conditioned upon compliance with the conditions of the associated zone change request (Ordinance No. 5633)." [Maximum **252** units]

In the present proposal, the addition of the assumed commercial and other employment uses will increase the traffic impact on the surrounding areas by an additional 2848 Average Daily Trips (ADT). Perhaps an additional 4126 ADT, or more, if higher volume commercial uses are considered. Please see page 4 of my 9-2-08 letter titled "TRAFFIC LETTER". This increase from 2000 ADT to 2848 or 4126 ADT is a *broken promise* to the surrounding residents.

The intent of the City's limit on residential units for this site was to limit the impact on the surrounding neighborhoods. This is obvious from statements made during the preceding hearings. I will quote several, (For a more complete list of these quotes, please see attachment pages 3-11.)

<u>Planning Commission 11-29-04</u>

"This community is different. The roads aren't the same, the traffic volumes aren't the same. The road capacities are not the same. The safety issues are not the same as standard traffic counting... And for us to...impose new loads on this existing community has got to be done extremely carefully, if at all. Because ...<u>this township has a character and it scares me to be tinkering around with it...So we have to find a way to get this 800 pound gorilla to lay down carefully next to this very sensitive community</u>..."
President Roberts

<u>Planning Commission 1-26-05</u>

"...we are at a place where the PC is seeking to provide some sort of way of describing or limiting the uses in a way that's dependable so they can then use that use determination as a basis for taking action on the Plan amendment request so they can then use that use determination as a basis.....The recommendation or the scenario I'm sketching out here would be that we would re-notice to allow for some expanded consideration of other Plan designations and that in that new hearing that in addition to the SCPA Plan designation that the commission could consider a recommendation on a combination of low

density, medium density Plan designation for this property. That would fix the density. It would allow for some certainty, that certain densities could not be exceeded because of the densities that are allowed in those Plan designations. The Planning Staff has looked at the question that if this property were designated for on the Plan as low density residential and medium density residential...It would be possible to do a Station Community Residential –Village zoning designation with low and medium density Plan designations,..The scenario that I just described would also provide some assurances at the front end... It would provide some assurances that the property could not be developed in a higher residential density that was of concern to at least the Orenco Neighbor Organization and others...The only thing that you would settle down is the density issues, and the residential nature of the development,."

Counselor Sercombe, City Attorney

Planning Commission 3-30-05

"Tonight you have a different application before you than the one that you've spent so many months on previously. It is the same project, it is the same proposal but it has a different plan designation to make both you, us and the public more comfortable with the outer parameters of the intensity of the use. You now have instead of a possibility on paper of doing 834 units you have a maximum or 298 proposed. You no longer have to deal with the possibility of future zoning and worrying that, a, if the Plan designation goes through short of a condition that the zoning might go to the full limit not withstanding the representations we've made to you..." **Counselor Sullivan**, Applicants' Attorney

"I can tell each of you that as this application moves forward, this commission will be involved as it has to this point with insuring the adequate protections are put in place for best protecting the old Orenco Neighborhood...this Commissioner will closely watch how we take best care of traffic consideration, of density" **Commissioner Coulter**

"We have promised the people of Orenco that we would not negatively impact their community"
--- **Commissioner Mathews**

City Council Deliberations 9-6-05

"a number of us have suggested that lower density, a, changing the density levels to lower density levels and making this more compatible with your neighborhood as possible, something that we would be interested in doing." **Councilor Keizur**

"What would occur is the Comprehensive Plan designation would limit the density which could occur in this SCR-V zone, the SCR-V zone by definition has a fairly high maximum density but the Comprehensive Plan designation would put a cap on the allowable density which could permit in that SCR-V zone." "I would say that the Comprehensive Plan designation on the site is going to provide the guidelines for how the property would develop in the future...there's going to be a, as with many projects, a density range, a minimum and maximum density range that they'll be working with...the Comprehensive Plan would set the tone for how the property would develop the, the, it's the big, big picture." **Mr. Estes**, Planning Supervisor

"in taking an action on the Plan changes you will set the parameters for future planning actions related to this property. And there is a density range, I don't remember what it is, for low density residential in the <?> Comprehensive Plans like 8 to 12 or something like that units per acre. There's a density range for medium which is 13 to 18 or some such number and there's a density range for high density residential

and when you make that, when you paint that picture by making the diagram change you will set what the parameters will be, low and high for residential development on that property...So that what happens then at the next stage is that you can influence how that development works within the parameters with what the Comp Plan says." **Counselor Sercomb**

"And where I seem to hear people coming is that the answer to that question is as presented the answer is no because it is somewhat more dense and somewhat less open than, a than would be acceptable given the nature of this particular property, where it's located and the benefit to the community." **Mayor Hughes**

"So in my mind this really needs to go through some kind of a lower density designation... go for some density number that will get us lower than what we're at today ..." **Councilor Castillo**

As the foregoing quotes show, the intent in limiting the number of residential units was so the impact, almost exclusively traffic impact, on the surrounding areas would be limited. Without the assurance that the impact would be limited on the surrounding areas, the Comprehensive Plan Map designation for this site would not have been changed from Open Space to Residential.

The applicants represented that all they wanted to do was residential development, that the zoning of Station Community Residential – Village was just a way to allow a more thorough development review process. They even fought efforts by local residents to have them include Neighborhood Commercial uses in the development. At the Planning Commission hearing on 11-29-04 the applicants' representative Mimi Doukas stated,

> "There's a lot of conversation about the density. There were conversations about the amount of traffic if the land were to develop at 45 units per acre. As I mentioned previously the reason we are discussing the SCR-V zone is that it gives you additional discretion. It's got a huge density range, it's got a density range of 7 units per acre to 45 dwelling unit per acre. We don't want 45 dwelling units per acre. Venture Properties doesn't do multi-family housing. We could go with a different designation that had a smaller maximum density and if that's something we need to consider, we can certainly discuss it, but it allows us to, the SCR-V zone is designed for areas within this distance of light rail stations and for properties of this size so they can have a more comprehensive design. And we believe that this is the appropriate case example for what SCR-V is designed to do. It's that more comprehensive approach and that additional level of scrutiny; adjacent to the Orenco neighborhood we think you deserve that level of scrutiny. We are committing ourselves to that level of scrutiny."

At the Planning Commission hearing on 1-26-05,

> "We are willing to commit to 300 units. The zoning designations give you 45 units per acre for Station Community Village. We are willing to go with village. It gives you additional controls." (Doukas)

At LUBA,

> "Moreover, it is consistent with the past action of the Council changing the zoning district for the property to SCR-V with the understanding that the currently-proposed residential development was intended." (City's Response brief at LUBA, see attachment page 12)

This proposal, if approved, will add an additional traffic impact to this area equivalent to another 356 residential units (*above and beyond the traffic impact from the 252 units already approved*), or an additional 515 units if one considers higher traffic volume generating commercial uses. (Please see my "TRAFFIC LETTER" of 9-2-08) I oppose this proposal because of the increase in the traffic it will generate and the resultant impact on the local areas. That increase will further destroy the historic ambience and livability of the Orenco Townsite. The increase in traffic will magnify current safety concerns at the 227th Street Bridge, at the "no roadway shoulder" area of west Quatama, on the narrow streets of Orenco and on Cornelius Pass Road. It will create more congestion on Cornelius Pass Road. And it will generate pressure to have Quatama Road connect through my property to Baseline. I will be adversely affected. If this proposal did not result in any additional traffic impact then I would be all in favor of adding some commercial and employment uses, that however, would require a significant reduction in the number of residential units, which does not happen with this CDP "modification".

In prior proceedings, I fought to have the applicants include neighborhood commercial and employment uses, which I thought were necessary components for a development within a Station Community Residential – Village zone. However, what I thought was required was determined to only be optional, as the City and the applicants had asserted. They were upheld by the Land Use Board of Appeals, the Appellate Court, and the Oregon Supreme Court, albeit without written opinions from the later two.

Through the appeals process I found out, according to the City's Response brief to LUBA, that,

> "Finally, and alternatively, the Council adopts the reasoning of the Planning commission that the open space, parkland, cultural resource and residential components of this development give it

the character of a residential village and make it consistent with the purposes of the SCR- V zoning district stated in HZO Section 136 II.H." (Emphasis added) and that,

"The applicants here have proposed a diverse, integrated community where residents live, may work in home occupations or the Historic McDonald House, and enjoy the parks and open space facilities provided as part of this proposal. The site is connected with the Orenco neighborhood through connections to the nearby Orenco Scholl and the regional trail system. Nevertheless, the residents may use the parks and open space system for their recreation without leaving the development. The range of housing types are allowed in this zone under Table II of HZO section 136 and includes townhouses to single family houses and has been designed b the applicants to integrate with the existing Orenco neighborhood in addition to its other neighbors. Being a part of the Orenco neighborhood, additional commercial services or employment centers other than those provided are not deemed necessary by the Commission... R. 445 – 446" (Emphasis added)

[R 445- 446 are pages 3-4 of "Attachment B" of City Resolution No. 1561–P]

(The above two quotes are taken from the City's Response brief to LUBA, see attachment pages 12-13)

and in LUBA's Final Opinion and Order that,

"In approving the CDP, the city also made an alternative finding that the proposed development was sufficiently mixed-use to satisfy approval standard, and that **the mixed use character of nearby development could be taken into account**. The approved CDP is for detached and attached singe family uses, parkland, open space and floodplain, and preservation of the McDonald House. The city determined that the range of housing types within the CDP, including the option of retail commercial and pedestrian- related office uses on the ground and second floors of residential structures, connection to nearby parks and open space through a regional trail system, the retention of the McDonald House, **and the fact that the CDP is part of the larger Orenco neighborhood** were sufficient to show that the development is a mixed-use development meeting the applicable criteria. Record 24-25, 430-462. The city's findings on this issue are adequate and are supported by substantial evidence in the record. Respondent advances other arguments under the first assignment of error that we need not consider. The first assignment of error is denied." (Pages 9-10 of LUBA's Final Opinion and Order, 12-14-06) (See attachment pages 14-15) (Emphasis added)

and that, in the City's Response Brief to the Appellate Court,

"Petitioner did not challenge the alternative basis for finding compliance with the approval criterion in his petition for review to LUBA, that the mix of uses **on and near the property** is sufficiently diverse to meet any mixed-use 'intent of the [SCR-V] zoning district.' The Board should have affirmed the decision for that reason. To whatever extent justiciable, this alternative basis for approving the uses in the concept development plan is a proper application of the approval criterion." (Page 9 of the City's Response Brief to the Appellate Court) (Please see attachment page 16) (Emphasis added)

The above conclusions by the City, LUBA, Appellate Court, and the Oregon Supreme Court clearly show that the initial CDP by the applicants had, because of the site's proximity with the attributes of the surrounding areas, met the intent of the Station Community Residential – Village zone.

In conclusion, CDP approval criteria HZO 136 VII.B.6.b.1. states,

> "The Planning Commission shall approve an application for Concept Development Plan approval only upon finding ... (1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district"

The intent of the Station Community Residential – Village zone is found at HZO 136 2.H.,

> "...The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. A residential village project may be developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place <u>where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones</u>". (Emphasis added)

The applicants' proposal is not necessarily consistent with the intent of a SCR-V because, as written, the intent statement is limited to SCR-V developments "where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones". The "amenities, facilities, features, and overall urban design and architectural integration" <u>can</u> be achieved through "application of other individual or abutting combination of districts or zones", as has been ruled by LUBA, the Appellate Court, and the Oregon Supreme Court all of which affirmed the City's conclusion that by "Being a part of the Orenco neighborhood, additional commercial services or employment centers other than those provided are not deemed necessary by the Commission."

Please see quotes above, especially the following phrases contained in those quotes:

"Being a part of the Orenco neighborhood, additional commercial services or employment centers other than those provided are not deemed necessary…"

"…the mixed use character of nearby development could be taken into account…"

"…the fact that the CDP is part of the larger Orenco neighborhood were sufficient to show that the development is a mixed-use development meeting the applicable criteria…"

"…the mix of uses on and near the property is sufficiently diverse to meet any mixed-use 'intent of the [SCR-V] zoning district…."

Therefore, the site of this development is not a site "where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones." For the applicant to argue otherwise would raise the issue of judicial estoppel, which "precludes a party from asserting a position in one legal proceeding which is contrary to a position it has already asserted in another..." *Patriot Cinemas, Inc. v. General Cinemas Corp,* US Court of Appeals, First Circuit,834 F.2d 208.

Furthermore, with the increase in traffic impact from this proposal it is difficult to see how this "modification" is consistent with the intent of the SCR-V district "to develop a sense of place…" Implicit in this phase is that it be a "nice" place not one plagued by safety concerns or traffic congestion. Thank you for your consideration.

Respectfully submitted,

J Lubischer

Jim Lubischer
22720 NW Quatama
Hillsboro, Or 97124

Attachments: pages 1-16.

INITIAL CDP APPLICATION

Request

The Co-applicants, Venture Properties, Inc., and the Hillsboro Elks Lodge No. 1862, Inc., request approval of a Concept Development Plan (CDP) for a 55-acre site generally located west of NW Cornelius Pass Road and north of NW Quatama Road. This proposal is for a residential development featuring detached and attached (townhome type) single-family residential dwelling units. The residential community is called "Orenco Woods Crossing." The proposal also includes a provision for community amenities, including preservation of a cultural resource on the property (the McDonald House), potential acquisition (by the City Parks and Recreation) of a 5-acre portion of the site for a future park, extension of the regional trail system through the site, and protection and enhancement of significant natural resources.

Project Proposal Summary

The Applicants propose to redevelop the Orenco Woods Golf Course as a residential community of detached and attached single-family homes. The residential community will contain 147 detached single-family homes and 105 attached single-family dwelling units (or townhomes), totaling 252 units. All units will be fee-simple for sale homes. The variety of housing types will help the City meet its housing goals by providing housing options at a range of prices. The proposal also includes a request for model homes on the site prior to full completion of the development.

The overall site is 55.0 acres. Over half of the site – 36.9 acres – will be preserved or set aside for significant natural resources, environmental constraints, open space, stormwater detention facilities, utility easements, and public and private roads. Of this acreage, a minimum of 7.4 acres is required for "useable open space." Overall, 20.5 acres of the property will be used for development.

The 18.1 net developable acres will contain 252 units. This calculates to a net residential density of 13.9 dwelling units per net acre, which is above the minimum density requirement (7 dwelling units per net acre) but well below the allowable maximum density (45 dwelling units per net acre) for the property.

The Applicants propose to develop the property in multiple phases. Infrastructure and the first phase of dwelling units are anticipated to begin construction in Summer 2006 and be completed late Fall 2006. Due to wet weather restrictions, this initial phase will include construction of a bridge (see Exhibit M for examples) and culvert that connect the isolated developable sections of the property. A subsequent phase will commence in Spring 2007. Additional phases are anticipated to begin in Summer 2006. The Applicant projects completion of the site in 2007.

The site plan design features create a residential community that respects existing neighborhoods, preserves significant open space, and provides a pedestrian-friendly environment reasonably accessible to regional transit. (Two light rail stations are 2,600 – 3,900 feet from the site).

Architecture

Venture Properties produces high-quality well-designed residential communities. As illustrated in Exhibit A, Streetscape-Alley Plans and Townhomes (Elevations A & B), the design of both detached single-family homes and attached single-family homes (townhomes) feature the architectural detail set forth in the City's development standards and guidelines, including varying rooflines, articulated facades, entryways oriented to the street (some townhomes face landscaped courtyards that have direct access to the street), and alley-accessed garages. The design also incorporates use of high quality building materials. These elements combined with landscaping features provides a visually appealing and aesthetic amenity to the community.

At the adjacent NW Quatama Road/NW Cornelius Pass Road intersection, the street widening improvements on the west leg of the intersection will trigger additional street widening requirements on the east leg to establish proper lane transitions through the intersection along NW Quatama Road. With proposed improvements in place, an exclusive left-turn lane will be established on both the eastbound and westbound approaches of the intersection. For this study, it was assumed that the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this signalized intersection will be maintained, with protected left-turn signal phasing maintained on the northbound and southbound approaches.

With all proposed off-site transportation improvements in place, Figure 9 illustrates the assumed lane configurations and traffic control devices at the study area intersections.

SITE TRIP GENERATION

Estimates for the average daily, weekday a.m., and weekday p.m. peak hour vehicle trip ends for the proposed site development were derived from empirical observations at other similar developments. These observations are summarized in the standard reference manual, *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (Reference 3).

Table 3 summarizes the estimated site trip generation during a typical weekday as well as during the weekday a.m. and p.m. peak hours for the proposed development.

TABLE 4
Trip Generation Estimate

Land Use	ITE Code	Size	Average Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Single Family Homes	210	141 units	1,350	106	27	79	142	89	53
Townhomes	230	111 units	650	56	10	46	65	44	21
Total		**252 units**	**2,000**	**162**	**37**	**125**	**207**	**133**	**74**

As shown in Table 3, the proposed site development will generate approximately 2,000 daily trips, with 162 trips occurring during the weekday a.m. peak hour, and 207 trips occurring during the weekday p.m. peak hour.

SITE TRIP DISTRIBUTION

The distribution of site-generated trips onto the study area roadways was previously determined in the transportation impact analyses prepared for the Comprehensive Plan change for the Orenco Woods Crossing site. Based on all previous analyses, and assuming the proposed site development has a single full access to NW Quatama Road and a single limited right-in/right-out/left-in access to NW Quatama Road, the estimated distribution patterns reflect a 47.5% distribution to/from the north along NW Cornelius Pass Road, a 10% distribution to/from the east along NW Quatama Road, a 12% distribution to/from the south along NW Cornelius Pass Road, a 10% distribution to/from the southwest along NW 231st Avenue, and a 12.5% distribution to/from the northwest along NW 231st Avenue. Figure 10 illustrates the estimated site trip distribution patterns for the development with Figures 11 and 12 illustrating the assignment of site-generated traffic for the weekday a.m. and p.m. peak hours, respectively.

TIA of 12/05

Quotes From Prior Proceedings (p 3-11)

The following are quotes from prior proceedings to show, 1) how the City intended to limit the traffic impact from this development by putting a limit on the density of promised residential use, and 2) the "reason" for the selection of the Station Community Residential – Village zoning.

A complete copy of all prior proceeding transcripts has been sent to the Planning Department for submission to the record via E-mail. These should be available via electronic media if needed to determine if there are any "ellipses", any quotes are taken out of context, etc. The applicant is encouraged to submit copies of audio recordings from the prior proceedings to point out any errors found in the transcripts.

Planning Commission 11-29-04

Applicant Doukas – There's a lot of conversation about the density. There were conversations about the amount of traffic if the land were to develop at 45 units per acre. **As I mentioned previously the reason we are discussing the SCR-V zone is that it gives you additional discretion.** It's got a huge density range, it's got a density range of 7 units per acre to 45 dwelling unit per acre. We don't want 45 dwelling units per acre. **Venture Properties doesn't do multi-family housing.** We could go with a different designation that had a smaller maximum density and if that's something we need to consider, we can certainly discuss it, but it allows us to, the SCR-V zone is designed for areas within this distance of light rail stations and for properties of this size so they can have a more comprehensive design. And we believe that this is the appropriate case example for what **SCR-V is designed to do. It's that more comprehensive approach and that additional level of scrutiny; adjacent to the Orenco neighborhood we think you deserve that level of scrutiny. We are committing ourselves to that level of scrutiny.**

Commissioner Mathews – we have the obligation to the Orenco community, the City does, and we do, to preserve that ,and putting another 100 cars on the street is not going to preserve it

President Roberts – This community is different. The roads aren't the same, the traffic volumes aren't the same. The road capacities are not the same. The safety issues are not the same as standard traffic counting… And for us to…impose new loads on this existing community has got to be done extremely carefully, if at all. Because whatever, I mean, this township has a character and it scares me to be tinkering around with it…So we have to find a way to get this 800 pound gorilla to lay down carefully next to this very sensitive community and somehow help the Elks. They need help.
Commissioner Coulter – I will share with you on that regard. I have to echo our president's thoughts here.

Planning Commission 1-12-05

Roberts – how do I wrestle with the notion that the impact of this development, whether it's 250 homes or 300 or 400 homes, and you put that immediately adjacent to a very sensitive historic neighborhood, that the City has made a commitment to, to maintain as best we can, its integrity...By our own consultant we are going to be, if this thing goes through and we continue connectivity rules, we're going to be putting 50% more traffic in that area. On streets that, that, that it appears can't handle 50% more traffic. Even if the streets can technically handle the traffic, I'm not sure the neighborhood, the sense of the neighborhood, the design sense of the neighborhood, the historic sense of the neighborhood can handle more traffic.

Planning Commission 1-26-05

Doukas – We are willing to commit to 300 units. The zoning designations give you 45 units per acre for Station Community Village. **We are willing to go with village. It gives you additional controls.** We're also willing to go with SCR-LD if that is more appropriate with a 12 unit maximum

President Roberts – "...if we say yes to their application we have vested 45 units per acre because of the SCPA zone and theoretically they could go out and sell that to somebody else and somebody else comes back in and says I want 45 units per acre. That makes me very uncomfortable, unless we can condition it somehow, I mean short of that, we're going to have to ask the applicant to go back for a different zone to get us down to a zone that is tolerable...somehow or another we have to find a way that we can ensure that we're not going to get 45 unit per acre in some kind of vesting
It would be very nice to send some kind of strong signal that says we got to pay some real close attention to how much traffic and <? whether> we allow traffic to move in and adjacent to old Orenco. And without conditions I don't know how we do that. So is there a way through this?

City Attorney Sercomb – "There may be, we talked about this as a staff...it maybe that we could impose those conditions. They could be defensible but there is some concern about whether or not they're vulnerable to challenge. We talked about a couple of other techniques that may get you to where you want to go...In this case there could be a development agreement...it would limit the uses the property and that would bind the property until it's changed or until the development agreement expires. The third technique I think would be to have... is to have a somewhat heavy legislative history about this Plan amendment in the findings and in discussion by the formal recommendation of counsel that says the only reason why we're making a decision about the property being used and it's satisfying the Plan criteria , the Plan amendment criteria on the assumption that it's going to be developed as represented by the applicant...All three of those techniques I think would be possible in order to carry out specifics as presented by applicant here; it might have some binding effect or precedential effect in future zoning actions."

Coulter - We can't run the risk that it falls apart and we're back to 45 units per acre...Again, the consequences if, if it takes a certain period of time and it falls apart, so that it doesn't go back to a wide open SCPA...Well, I think its incumbent upon us to try to protect the land, the Orenco neighbors and the current applicant development folks. We have to do all three. We can't leave one hanging.

[**Commissioner Mathews** – *Mr. Sercomb, I hear you say quite a few things like this might work or this could work, but if it was your million dollars would you put your bet on it?*
Sercomb – *Well, I would never bet on the land use system with a million dollars. I'll tell you that much.*]

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Coulter – Sometimes we have to take the lead and in maybe in this particular arena to protect all parties we have to look at a development agreement option… so perhaps this is a viable option to give some sense of protection to the old Orenco folks

Roberts – I'm personally a bit uncomfortable saying 'Council you haven't heard all the testimony that we've heard and here's the, you know, we want you to worry about traffic

Sercomb – you're at a place where you say without some controls, some better controls on this property we're uncomfortable finding that Plan amendment criteria are met because we can't pin down with any sort of certainty what the proposed uses are going to be in order to apply those criteria.

Roberts – It' the interface between the old and the new community that is always the sticking point. We have to take care of the old community.
Coulter – I would propose then that we move forward then with the last recommendation by Counsel to maybe have you come back in two weeks with the framework of a development agreement…
and ensure then we're trying to put some sideboards on this to ensure that we're trying to protect the old and the new to protect the density and those issues.

Sercomb – I think what they're saying is that they want to know, that they want to have some certainty about the development is before they apply and make findings based on the Plan change criteria…
I think that, I but I think that Debbie's correct, Ms. Raber's correct, that the development agreement here is going to be a fairly significant land use action. I mean it will, it will bind you in the future concept development plan, and detailed development plan approvals assuming that the SCPA Plan designation is what comes out of it.

Roberts – Well the, I mean, frankly this sounds like classic Hillsboro, you know, that we are, we are just beating our heads against the wall trying to figure out how to, how to marry all of these issues and find a way to say yes as opposed to just say no. That's classic Hillsboro… Yes, let's be real clear, I think we need to enter into this development agreement process that allows us to put enough parameters on the approval so we're certain that we can protect to the best , to the greatest extent possible old Orenco,

<u>Planning Commission 2-9-05</u>

Brooks -You were expressing discomfort with moving ahead on the Plan change without some assurances on specific points that you had concerns about…There maybe other ways that we can get to the same point

Sercomb -…we are at a place where the PC is seeking to provide some sort of way of describing or limiting the uses in a way that's dependable so they can then use that use determination as a basis…
The recommendation or the scenario I'm sketching out here would be that we would re-notice to allow for some expanded consideration of other Plan designations and that in that new hearing that in addition to the SCPA Plan designation that the commission could consider a recommendation on a combination of low density, medium density Plan designation for this property. **<u>That would fix the density. It would allow for some certainty, that certain densities could not be exceeded because of the densities that are allowed in those Plan designations.</u>** The Planning Staff has looked at the question that if this property were designated for on the Plan as low density residential and medium density residential…It would be possible to do a Station Community Residential –Village zoning designation with low and medium density Plan designations…**<u>The scenario that I just described</u>**

would also provide some assurances at the front end... It would provide some assurances that the property could not be developed in a higher residential density that was of concern to at least the Orenco Neighbor Organization and others...The only thing that you would settle down is the density issues, and the residential nature of the development,

Coulter –I think probably the most critical element for me to determine either or is our ability to control those factors that we heard over and over and over and over that we are concerned about after listening to all the testimony that at some avenue down the road we have an opportunity to be able to make a decision in those areas and not be locked out of it like Open Space or the old Orenco Neighborhood or the McDonald House...And so we could also, I mean, am I understanding that we'd be still able to deal with the accessibility to old Orenco Neighborhood.
Sercomb - I think the Commission might adapt a motion to...re-opening the public hearing to consider modifying the Plan amendment application to apply other residential zones, low density and medium density residential zones, excuse me, Plan designations to this property...

Planning Commission 3-30-05

Counselor Sullivan (Applicant's Attorney) - ...Tonight you have a different application before you than the one that you've spent so many months on previously. It is the same project, it is the same proposal but **it has a different plan designation to make both you, us and the public more comfortable with the outer parameters of the intensity of the use. You now have instead of a possibility on paper of doing 834 units you have a maximum or 298 proposed. You no longer have to deal with the possibility of future zoning and worrying that, a, if the Plan designation goes through short of a condition that the zoning might go to the full limit not withstanding the representations we've made to you**...

Doukas - in my March 10th memo...It outlines what the density calculations would be with the medium density residential designation across the majority of the property...And detailed density calculations are included as well...so even if that was a completely different developer which I know is a fear, were to come in the density would still be somewhere in that range...

Coulter: I can tell each of you that as this application moves forward, this commission will be involved as it has to this point with insuring the adequate protections are put in place for best protecting the old Orenco Neighborhood...**this Commissioner will closely watch how we take best care of traffic consideration, of density**

Mathews: We have promised the people of Orenco that we would not negatively impact their community

Roberts – What I'd like to insert is a co, and I'll just read it, then I'll read it slower so it's: No site emanated traffic shall be assumed to travel west through old Orenco or its neighbors. And for planning purposes all site traffic is assumed to travel east to Cornelius Pass Road. Just make it real, real clear that a, there's, there, there's no assumption that any traffic is going west from the site so. And it, it looks to me like at, on page 10 at the top there's two sentences. The end of the second line, is 'reported by Kittleson and Associates', period, and if we inserted that, that statement, that would a, give a real clear indication of what we're thinking. Do you want me to read it again so you write it? Ok. No site emanated traffic generated, that would be just as good or better, that's why we're doing this slow, a, shall be assumed to travel west through old Orenco or its neighbors. And for planning purposes all site traffic is assumed, a, OK [pause] to travel ease to Cornelius Pass Road.

City Council Deliberations 9-6-05

Councilor Keizur - a number of us have suggested that lower density, a, changing the density levels to lower density levels and making this more compatible with your neighborhood as possible, something that we would be interested in doing.

Councilor Castillo – So two, the two questions I guess I have open and I'll let others take over from here have to do with the total net developable acres on the site and what the min and max densities that are allowed in the <?medium> density.

Councilor Dennis – I'm not convinced that all or part of it, certainly not the plan that was put in front of us is, should become, a, we should change the designation from Open Space to residential. possible that we could do something here that is better than either the option of approve or deny. If you believe as I do that the current plan is unacceptable but that the land will some day be developed then I am compelled to look for some option that lands us, if you will, somewhere in the middle

Councilor Johnson – I understand the, you know, the, the nature of the, that Orenco is trying to preserve in, in their area there and I think that this plan has gone a long ways to doing that into preserving quiet streets that aren't used as avenues to get from point A to point B through, through this historic neighborhood.

Councilor Dennis –I do think that some day this property will develop, be developed, but, a, but not with this much density and not with this little Open Space.

Councilor Johnson – Ok, but just changing the designation that it's a, you know, from Open Space to, to housing we have not addressed the density level.

Councilor Dennis – Actually we could, we could modify and say only, only low and medium or we could modify and say all of this and this have to stay Open Spaces. We could do those things.

Councilor Johnson – it doesn't lock us into any sort of high density, you know, medium density, a, you know 3 acres of parkland or 5 acres of parkland. We can change all of that in the next step.

Mr. Estes – **<u>What would occur is the Comprehensive Plan designation would limit the density which could occur in this SCR-V zone, the SCR-V zone by definition has a fairly high maximum density but the Comprehensive Plan designation would put a cap on the allowable density which could permit in that SCR-V zone</u>**.

Councilor Castillo - **<u>ultimately though they, they chose to go with the, the medium density residential...What was the, what was the, the compelling factor of that was that you could control, specifically control the density?</u>** **Mr. Estes** - Right. The, initially the subject site and the subject application was a request for a Comprehensive Plan change to the Station Community Planning Area Plan designation and the Planning Commission was having some concern regarding the possible densities which could develop on that site and so the public hearing was closed, and then they directed staff to reopen the public hearing and they wished to consider alternative Comprehensive Plan designations. The designation which can back to them was the medium density Plan designation in the second round of hearings.

Mr. Estes – I would say that **the Comprehensive Plan designation on the site is going to provide the guidelines for how the property would develop in the future…there's going to be a, as with many projects, a density range, a minimum and maximum density range that they'll be working with…**
the Comprehensive Plan would set the tone for how the property would develop the, the, it's the big, big picture.

Attorney Sercomb –**in taking an action on the Plan changes you will set the parameters for future planning actions related to this property. And there is a density range**, I don't remember what it is, for low density residential in the <?> Comprehensive Plans like 8 to 12 or something like that units per acre. There's a density range for medium which is 13 to 18 or some such number and there's a density range for high density residential and when you make that, **when you paint that picture by making the diagram change you will set what the parameters will be, low and high for residential development on that property…So that what happens then at the next stage is that you can influence how that development works within the parameters with what the Comp Plan says**.

Councilor Castillo – let's say that we put down, we suggest that we move forward with, with the current plan which is medium density the, that sets the parameters potentially for the density

Mr. Estes – what we're looking at is, RL, low density residential Plan designation, or RM, medium density Plan designation while a zone is something which implements a Comprehensive Plan designation.

Mr. Estes – The density range for the RM medium density Plan designation is 8-16 units per net acre. Just for information as well, the low density residential is 3-7 units per net acre…there is a density calculation worksheet also provided by Ms. Doukas and she has broken down the various pods as they're called, of development and there is a western medium density residential pod of 10 net acres, a central medium density pod of 2.47 net acre and then the southeastern medium density residential pod of 6.06 acres and then there's the small area which is shown as low density residential at the southern portion of the site as well, a, 0.20 net acres and then, that was utilized to calculate the total maximum density of 298 dwelling units

Councilor Castillo – So the density, medium density you said was defined as 8-16…And 3-7 for
Mr. Estes – For low density…let's say you had a subsequent development application come forward there would be a density calculation provided for the entire area designated RM, medium density residential and then a set of density calculations provided for the portion of the site which is designated low density residential applying the applicable minimum and maximum multipliers.

Councilor Andrews –On that exhibit A map it has medium density residential development 40 plus or minus acres and then what I just heard is that medium density could be anywhere from 8-16 units per acre. And then what I also see on exhibit A is 1.4 plus or minus acres for low density. And quite frankly I'm not comfortable with that at all, that's disproportionate as far as I'm concerned for the property. So at what point, if other councilors were in agreement with that, what point do we say that's not acceptable and how do we do that, and say, let's say just for a sake of argument, the twenty acres is going to be medium density, twenty acres is going to be low density

Mr. Estes –there may be ways to modify,

Councilor Dennis – the answer to your question is that if there's some, and I don't know that there is, if there were some level of consensus at the, the Council level to say this is too dense right now, this, this change that we're contemplating and there's not enough Open space and then we could say, we could ask our staff to make a staff recommendation to come back to us in two weeks

Mr. Estes – Really the change is for the portion of the site which is designated Open Space to the proposed medium density residential.

Councilor Andrews –In the strictest definition, if you look on either side of that, there is a large area of pink which is, is high density, it either is already or is slated to be and I see the green patch in the middle and realize, that's the only bit of elbow room for a very high dense, a densely populated region and this is what I'm, this is what I'm struggling with…So I'm trying to look for a way to come up with a compromise that we can all live with, including myself…and not have things as compact or as dense as what it's being presented to us now.

Councilor Keizur– But if we all recognize that this piece of property is going to be developed then let's do what we can to make it best for all the parties involved.

Mayor Hughes – And where I seem to hear people coming is that the answer to that question is as presented **the answer is no because it is somewhat more dense and somewhat less open than, a than would be acceptable given the nature of this particular property, where it's located and the benefit to the community.**

Councilor Castillo – **So in my mind this really needs to go through some kind of a lower density designation**...go for some density number that will get us lower than what we're at today...

Councilor Johnson –I agree also that there needs to be a some second look at the amount of density on here.

Mr. Estes –we have a potential concept that we were just wanting to run by you to see whether or not this is what you had in mind…What Mr. Brooks and I have thought of as a concept to get your input is would there be a consideration of low density residential on the northwestern portion of the site, keeping the floodplain designation and then have medium density residential at the southeastern portion of the site?
Councilor Dennis –it's too much density on this and there's not enough Open Space

Councilor Johnson –But I think this neighborhood is unique in itself from anyplace else in Hillsboro…it's our obligation to protect that at every last resort

Councilor Johnson – If in the compromise they were to come up to say that, you know, they could have some medium density on the north side of the creek but it's in the, in the, you know, in the 10 to 12 range rather than all the way up to the 16 range.

Mr. Estes – There are ways that you can also accomplish that through having a portion of an area designated low density and maybe a portion designated medium density and there'd be a blended effect, an averaged density which would occur, in that area.

Mr. Estes – After discussion between the Councilors and staff the Council directed staff to return to tonight's meeting with alternative Comprehensive Plan configurations which would include more low density residential on the subject site…there are three Plan configurations…First of all, in the October 3rd staff report the modified Planning Commission recommendation highest density…an option B alternative entitled lowest density. The lowest density alternative includes RL, low density, planned area at the northwestern portion of the site. As the name suggests this alternative would have the lowest density proposed. Because of the reduction in the density on the entire site the bridge across Rock Creek would not be provided therefore vehicular access to the northwestern designated RL, low density residential designated area, and the northern RM, medium density residential designated area, would be provided via Dogwood street and, or Birch Street… determined that the option A alternative with no vehicular connectivity to Old Orenco may serve as a compromise between all parties. This alternative would have lower density than the modified Planning Commission alternative. It would reduce traffic impacts on Old Orenco since no direct vehicular access would be provide…Out of the four alternatives staff would recommend that the compromise option be considered this evening.

Mr. Lawrence (Deputy City Manager) – The recommendation basically allows, I think, the least amount of impact to the Orenco neighborhood…And certainly the low density buffer is significantly greater in the recommendation that we have before you tonight versus what the Planning commission approved… And lastly I'd note that we're dealing with, you know, somewhere, you know, 200 some odd units so, put in context, the amount of traffic that we're having cross the bridge is a much more diminished number of traffic

Mr. Brooks –If you look at the staff recommended compromise option map, that low density, low density medium density dividing line on the western portion of the site is about five hundred feet from the western property boundary…how much you're probably talking a range here. This would be about 240 dwelling units. A, you know, probably half of them would be on the other side of the creek, a, so you're talking 10, a, 10 a, trips a day for single family so that's twelve hundred cars, local street can handle fifteen hundred cars a day. A, and then you're talking about the PM peak hour which is 10% of those trips would be the, a, the, a, the largest ,a, trip concentration during the day. That might kind of give you the sense.

Councilor Johnson – and the second question is when we develop it what impacts will it have on Orenco? And when you do that this answers the question of how to best insulate Orenco from this development and I think it's appropriate.

Councilor Andrews – How is it decided then when, when something's designated low density, medium density, high density, there's ranges of X number of units per acre, a, and, and there's a range. Who determines where that is going to end up?

Councilor Johnson – Then you have to take a look at the Old Orenco neighborhood and what makes Orenco special. And, and what makes Orenco special is that, it's not the fact that it has Open Space around it because , you know, thirty years ago, yes there was Open Space all around it but now there is, there is no Open Space around it, a, and what makes it special is the unique type of streets that they have there. There are no sidewalks, there are tall trees around there, there are ditches that, that are on the sides of the road and so what you're saying to the Orenco neighborhood is that we are going to change you so that we can allow this development in here and I think that is just contrary to, you know, to what is, what is right….it's not funny when , when Orenco has to, has to change the

character of itself, what makes itself special in order to accommodate this development and I think this proposal insulates Orenco from this development and, and it isolates this development all amongst itself.

Mayor Hughes – **in essence what we did was we made a contract with the residents of those areas, essentially saying you live in a special area, we will make sure that the impact of future development is minimized in your area in order to preserve the feel of that particular area because we think that it is important to have those kinds of places in an urbanized area. With Orenco the difficulty always has been the amount of traffic that goes through there** and that was why part of that design in the Orenco, in the Orenco Station or the Orenco Station Area Plan called for minimal improvement of the streets…it is a special place and I think that on the macro level the question that we have to approach is, is there a way that we can preserve those special places within the context of the greater urban area? And if we're going to do that we have to be, we have to be consistent with the contract that we've made with the folks in the past in order to maintain the integrity of our planning system.

Councilor Johnson – the proposal that, a, has been recommended by the City staff has, increases the low density neighborhood in there…as far as density is concerned…we have pushed the staff to lower the density on this…So, you know, it's not, it's not going to work so, so this is the compromise that we're talking about and, I think, it gets what you were after, you know, that forced us to look at that density level but it also gets what, what is most troublesome to the Orenco residents and that is the traffic and<?> I think it's a good compromise.

Councilor Andrews – I'd still would like to see how, a way to preserve the lowest density reasonable…
A, based on the, the, lower density? And when you say low density you were talking numbers about 240 on the, the compromise.

Mr. Brooks – That's correct…the modified Planning Commission recommendation would be 280 dwelling units approximately plus or minus. A, the a, option, I get this right, option A would be 240.

<u>City Council meeting 10-18-05</u>

Mr. Estes – There is also a development directive which deals with the maximum number of dwelling units to be constructed on the site and this development directive states the maximum number of residential dwelling units for the subject site shall be in the range of 240 dwelling units plus or minus 5%. And the actual density shall be determined as a part of rezoning and application of the Plan designations for the property as a part of development site review for the project.

applicants' memorandum of July 5, 2006 and a May 19, 2000 Staff Report of Deborah Raber, Planning Supervisor for the City.[7] R. 1151-1170. Table 1.h was amended in 2000 to specifically change the commercial development requirement in the SCR-V zone, to make it optional and not mandatory. The intent of that amendment was to allow residential development alone in the SCR-V zone. *See* City of Hillsboro Ordinance No. 4921. The adoption of Ordinance No. 4921 changed the intent of the Zoning Ordinance to no longer require mixed use development within the SCR-V zoning district.[8]

Thus, the Council interprets the regulations of the SCR-V zoning district to not require non-residential uses for development in that district. This reading of the code is consistent with past zone changes and development review of property in the SCR-V zone, as set out in the April 7 staff report. Moreover, it is consistent with the past action of the Council changing the zoning district for the property to SCR-V with the understanding that the currently-proposed residential development was intended.

Finally, and alternatively, the Council adopts the reasoning of the Planning Commission that the open space, parkland, cultural resource and residential components of this development give it the character of a residential village and make it consistent with the purposes of the SCR-V zoning district stated in HZO § 136(II)(H). It should be noted that the floodplain and open space area that bisects this property make it developable in sections and at a smaller scale than envisioned by the 30-acre or larger, integrated SCR-V development discussed at HZO § 1136(II)(H). For these reasons, the Planning Commission decision on this point is affirmed. R. 24 – 25.

Planning Commission Resolution No. 1561-P, the decision affirmed in the instant proceedings, sets out the initial decision on the concept development plan and other approvals and adopts supportive findings. R. 430 - 462. The Planning Commission determined that the development was sufficiently mixed-use and a "village" to meet the "purpose" and "intent" standards.

The applicants here have proposed a diverse, integrated community where residents live, may work in home occupations or the Historic McDonald House, and enjoy the parks and open space facilities provided as part of this proposal. The site is connected with the Orenco neighborhood through connections to the nearby Orenco School and the regional trail system. Nevertheless, the residents may use the parks and open space system for their recreation without leaving the development. The range of housing types are allowed in this zone under Table II of HZO section 136 and includes townhouses to single family houses and has been designed by the applicants to integrate with the existing Orenco neighborhood, in addition to its other

[7] A transcript of the City Attorney's oral advice to the Planning Commission is contained in the record at 348.

[8] Ord. 4921 is found at App. 57-58 of Petitioner's Brief. LUBA is requested to take Official Notice of its provisions.

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neighbors. Being a part of the Orenco neighborhood, additional commercial services or employment centers other than those provided are not deemed necessary by the Commission, which also notes the pedestrian-oriented design of the streets and alleys to enable residents and others to walk and travel to, from, and throughout the community. The parks, as well as the transportation systems constitute, in the view of the Commission, an "organized site plan that facilitates neighborhood self-sufficiency and a sense of community."[9] R. 445 – 446 (footnotes omitted).

Scope of Review.

The constructions of the zoning ordinance advanced by the Council in applying the "purpose" and "intent" approval criterion are interpretations of its terms. On the issue of whether the plan was "consistent with . . . the intent of the applicable SCPA district [the SCR-V district]," the Council findings resolved an internal inconsistency within the ordinance on whether neighborhood commercial and employment areas were mandatory parts of an SCR-V concept development plan and necessary to its "intent." The Council interpreted the ordinance to prefer one part of it (that made the neighborhood commercial areas optional) over others (that required neighborhood commercial areas). The alternative justifications – that a mixed-use development was proposed and that the mixed-use character should be assessed in a broader geographic context – likewise applied the language of the zoning provision.

The Board should defer to the City Council's interpretations under ORS 197.829(1). That statute requires LUBA to affirm a local government interpretation of its land use regulations unless the interpretation is "inconsistent with express language of the . . . land use regulation;" "inconsistent with the purpose for the . . . land use regulation;" "inconsistent with the underlying policy that provides the basis for the . . . land use regulation;" or contrary to relevant state policy.

Petitioner argues that the Council's construction of the zoning ordinance is inconsistent with its express terms. Petitioner infers that the mixed-use "intent" of the SCR-V zoning district is most consistent with the purposes of station community planning areas set out at HZO §136(I). There are no state policies implemented by the SCR-V zoning that control the mix of uses

[9] The Commission quoted from the definition of "residential village" at HZO §136(II)(YY).

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D. The Parties' Remaining Arguments

Petitioner also argues that the CDP does not meet the requirements of HZO Section 137(II), Table 1.h., Criterion 7 (Criterion 7), because Criterion 7 mandates that the CDP provide "employment opportunities."[8] Respondent answers that there is no requirement for a developer to provide employment opportunities within the proposed development. We agree with respondent that the applicable language set forth in Criterion 7 is phrased in terms of goals and objectives rather than requirements. That section uses the phrase "*target* employment density" (emphasis added) in the context of "non-residential density *objectives*" (emphasis added). In addition, HZO Section 137(VII)(A) discusses the non-residential employment "objectives" applicable in residential districts where non-residential development is a permitted or conditional use, describing them as a "tool," and states that the objective may not applicable where targets cannot be achieved.[9]

In approving the CDP, the city also made an alternative finding that the proposed development was sufficiently mixed-use to satisfy approval standards, and that the mixed use character of nearby development could be taken into account. The approved CDP is for

---

[8] HZO Section 137(II), Table 1.h., Criterion 7 provides:

7.	Non-Residential Density objective	Target employment density within the District is 45 persons per net acre

[9] HZO Section 137(VII)(A) provides in relevant part:

> "Minimum density objectives are a tool for helping to achieve a desired intensity of development and encouraging increased use of light rail transit. These provisions are intended to help ensure development and employment opportunities will occur at levels supportive of transit in areas identified for non-residential uses which are within walking distance of light rail stations. Data on employment densities also helps the City determine the demand for and size of the roadway and infrastructure system.
>
> "In residential districts where non-residential development is a permitted or conditional use, specified minimum non-residential density targets may not be applicable where such targets cannot be achieved by the size of commercial uses permitted in that district."

P 14

FROM LUBA'S FINAL OPINION + ORDER 12-14-06

detached and attached single family uses, parkland, open space and floodplain, and preservation of the McDonald House. The city determined that the range of housing types within the CDP, including the option of retail commercial and pedestrian-related office uses on the ground and second floors of residential structures, connection to nearby parks and open space through a regional trail system, the retention of the McDonald House, and the fact that the CDP is part of the larger Orenco neighborhood were sufficient to show that the development is a mixed-use development meeting the applicable criteria. Record 24-25, 430-462. The city's findings on this issue are adequate and are supported by substantial evidence in the record.

Respondent advances other arguments under the first assignment of error that we need not consider.

The first assignment of error is denied.

SECOND ASSIGNMENT OF ERROR

Petitioner asserts that the city erred in approving the CDP because the applicants' required traffic impact analysis (TIA) did not comply with HZO Section 136(VII)(B)(5)(c)(2), which requires an applicant for development review approval to submit a "full traffic impact report" as specified in the code. HZO Section 137(XVI)(C)(1)(a) describes the requirements for the TIA, and states in relevant part:

> "The report methodology shall *generally* be in accord with the standards and procedures set forth in Washington County Resolution and Order No. 86-95 and related code provisions[.]" (Emphasis added)

Washington County Resolution and Order No. 86-95 (Resolution 86-95) contains a requirement that for purposes of a TIA, traffic should be measured within the previous 12 months prior to the application.

The application was submitted on February 21, 2006. The applicants' TIA included traffic count data from two counts taken in December, 2005 and another count taken in May, 2004. Petitioner asserts that because the applicants' TIA used counts that were collected

zoned development) control over earlier and more general descriptions of the zoning district in the ordinance, that contemplate a mix of residential and commercial uses. Petitioner does not show why this construction of the ordinance is not entitled to deference under ORS 197.829.

2. The use requirements stated in HZO §137(II) for the SCR-V zoning district are clear and do not require construction. Even if these use requirements were ambiguous, it is proper to rely upon the text of the ordinance adopting the requirements as part of their "context" under *PGE v. Bureau of Labor and Industries*, 317 Or 606, 859 P2d 1143 (1993).

3. Petitioner did not challenge the alternative basis for finding compliance with the approval criterion in his petition for review to LUBA, that the mix of uses on and near the property is sufficiently diverse to meet any mixed-use "intent of the [SCR-V] zoning district." The Board should have affirmed the decision for that reason. To whatever extent justiciable, this alternative basis for approving the uses in the concept development plan is a proper application of the approval criterion.

1. *Determinations of the Board*

The first assignment of error in the petition for review alleged that the city council improperly applied HZO §136(VII)(B)(6)(b) in approving the concept development plan because: 1) the plan did not meet the "purposes identified in [HZO section 136]," relating to the overall aims of station community planning area zoning; and, 2) the plan did not meet the "intent of the applicable [SCR-V] zoning district." LUBA Rec. 56 – 57. Petitioner claimed that the criterion required that the concept development plan reserve areas for neighborhood commercial development because the intent of the SCR-V district was to assure a mix of residential and commercial uses.

The city council read the "intent of the applicable [SCR-V] zoning district" more narrowly, and to not require a neighborhood commercial component to the plan. The challenged council findings were:

On the other hand, the specific development requirements for the SCR-V zoning

GARVEY SCHUBERT BARER
A PARTNERSHIP OF PROFESSIONAL CORPORATIONS
eleventh floor
121 s.w. morrison street
portland, oregon 97204-3141
(503) 228-3939

Ruth Klein

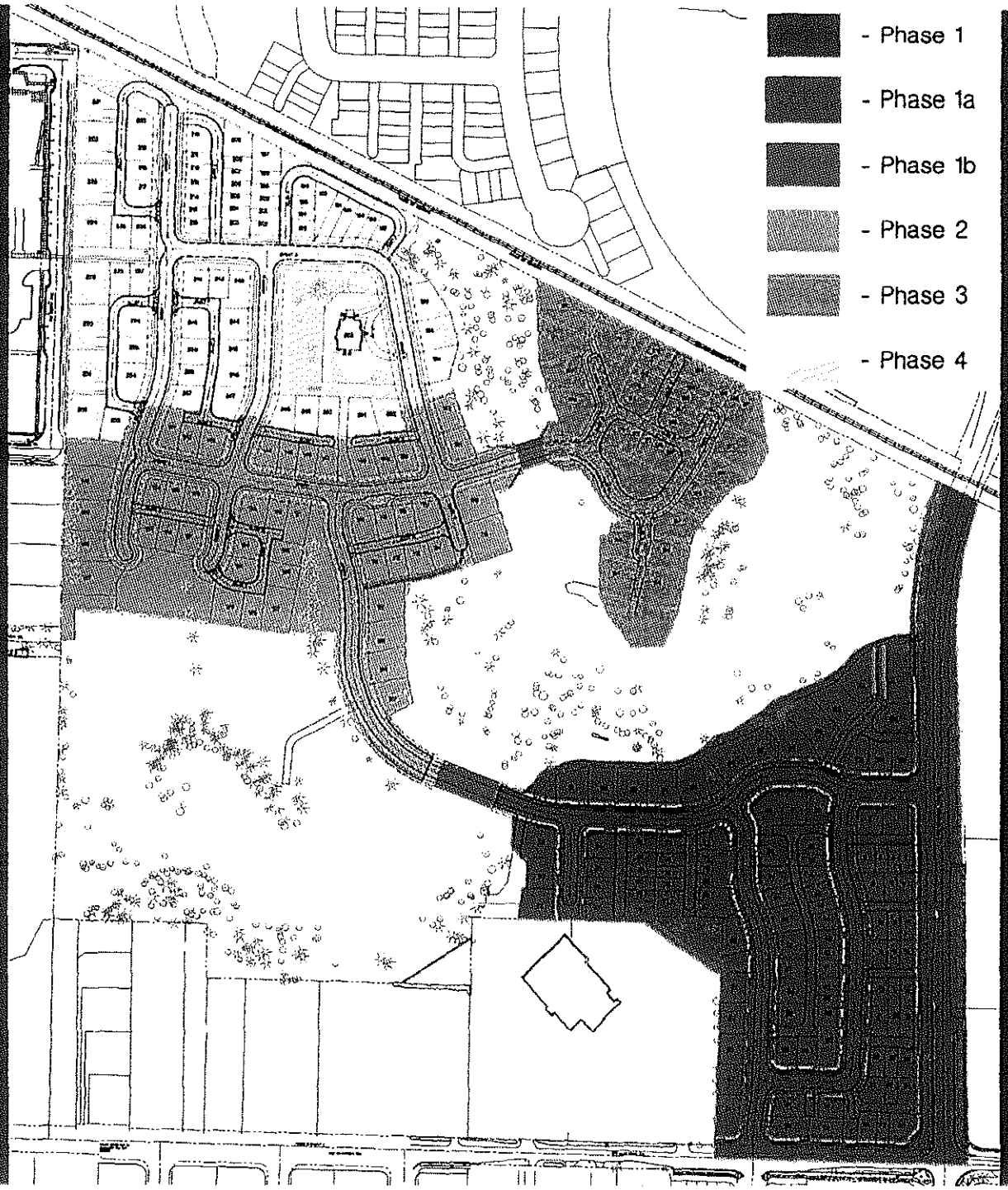
From: Steve Heino [mcgees68@hotmail.com]

Sent: Wednesday, September 03, 2008 12:35 PM

To: Ruth Klein

Subject: Orenco woods crossing

I would like to have some input about the possible trips generated by the proposed commercial additions to the already approved plan for the Orenco Woods Crossing.
My thought is that the already approved number of houses generate "X" number of trips (I dont have that info in front of me). They have only cut down the number of dwelling units by 3, yet added a LOT of commercial properties. I think that the criteria should be TOTAL NUMBER OF TRIPS GENERATED between residential and commercial should not be any higher than the already approved residential trips number. This development is already going to greatly affect old town Orenco, and upping the trip counts is only going to make it worse.
Thank you for letting me have some input.
Steve Heino
22600 NW Elm St
Hillsboro, OR 97124


- Phase 1
- Phase 1a
- Phase 1b
- Phase 2
- Phase 3
- Phase 4

Dunn
TRAFFIC ENGINEERING

September 2, 2008 Project #: 0092.0

Ruth Klein
City of Hillsboro- Planning Dept.
150 E. Main Street, 4th Floor
Hillsboro, OR 97123

RE: New Submittal of Revised Transportation Impact Analysis for Orenco Woods Development

Dear Ruth:

Dunn Traffic Engineering, LLC has been directed by the applicant (Venture Properties, Inc.) to submit this new and revised transportation impact study for the Orenco Woods Development. This new study, dated August 2008, is to replace the previous study dated July 2008 that was submitted to the City of Hillsboro for the Orenco Woods Concept Development Plan Modification.

This reason this new study has been submitted to the City is because changes were needed to reflect a more appropriate site traffic assignment for the retail/office component of the modified site plan. Specifically, much of the forecasted southbound right-turning site traffic on NW Cornelius Pass Road has been reassigned down to the right-turn movement at the signalized NW Quatama Road intersection rather than at the proposed street access to NW Cornelius Pass Road further to the north, as was done in the previous study. This change reflects a more realistic site distribution pattern, mainly because the retail/office portion of the site is in such close proximity to the signalized NW Quatama Road/NW Cornelius Pass Road intersection. This is expected to attract much of the site traffic traveling southbound on NW Cornelius Pass Road down to NW Quatama Road, whereby entering vehicles would access the proposed street access along this roadway.

The effects of the revised site traffic assignment had no material impact on the findings and conclusions reached in the previous study. The off-site transportation improvements proposed in association with the modified site plan remain unchanged, and the surrounding street system is expected to function adequately under the revised site trip assignment.

Please note, a copy of this revised study has also been sent to staff at the Washington County DLUT Traffic Engineering Division for review and comment. If you have any questions about this revised study, please call us at (503) 774-2669.

Sincerely,
DUNN TRAFFIC ENGINEERING, LLC

Brian J. Dunn, P.E.
Principal

Enclosure: Revised Transportation Impact Study, Orenco Woods Crossing (August 2008)

File: *C:\Projfiles\0092-Orenco Woods Mixed Use\corresp\orenco TIA update summary letter.doc*

107 SE Washington St., Ste. 445, Portland, OR 97214 ◆ PHONE 503.774.2669 ◆ FAX 503.774.8000

REVISED

TRANSPORTATION IMPACT ANALYSIS REPORT

ORENCO WOODS CROSSING

HILLSBORO, OR

Prepared For:
Venture Properties, Inc.
4230 SW Galewood Street, Suite 100
Lake Oswego, OR 97035

Prepared By:
Dunn Traffic Engineering, LLC

Project #0092

August 2008

107 SE Washington St., Ste. 445, Portland, OR 97214 ◆ PHONE 503.774.2669 ◆ FAX 503.774.8000

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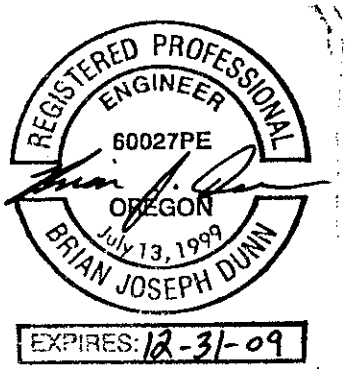

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EXECUTIVE SUMMARY

This study evaluates the transportation impacts associated with Venture Properties, Inc.'s proposal to modify the site plan for the approved Orenco Woods Crossing development. The modified site plan includes a new mixture of housing types as well as the addition of neighborhood commercial and employment area building space. The addition of commercial and employment area building space conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning that now applies to the subject site.

It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

EXISTING TRAFFIC CONDITIONS

- All but one of the study intersections within the defined "impact area" of the proposed development currently operate at levels which meet the transportation standards supported by Washington County and the City of Hillsboro with respect to intersection levels of service and volume-to-capacity ratios during both the weekday a.m. and p.m. peak hours. The NW Cornelius Pass Road/NW Wilkins Street intersection currently operates at LOS E during the weekday a.m. and p.m. peak hours, which does not satisfy the City of Hillsboro's "preferred" standard of LOS D.
- The NW Cornelius Pass Road/NW Quatama Road intersection is a Washington County High Accident SPIS location.

YEAR 2011 BACKGROUND TRAFFIC CONDITIONS

- A traffic signal installation is planned for construction prior to the year 2011 at the NW Cornelius Pass Road/NW Wilkins Street intersection. This signal installation is part of a conditional improvement for an on-going development adjacent to this intersection.
- Year 2011 background traffic conditions (without the proposed development) were evaluated based on an accounting of residual trips associated with all identified "in-process" developments in the site vicinity, in addition to a 2% annual increase in existing traffic levels over a three-year period (6% total growth) to account for regional growth patterns.
- The year 2011 background traffic operations analysis results revealed that all study intersections will operate at levels which meet Washington County and City of Hillsboro transportation standards during both the weekday a.m. and p.m. peak hours.

PROPOSED DEVELOPMENT PLAN

- This transportation impact study accounts for the development of 120 single family detached homes, 129 townhome/condominium units, with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space.
- The estimated site trip generation is as follows:
    - 4,672 total primary trips for an average weekday;
    - 344 total primary trips for the weekday a.m. peak hour; and
    - 437 total primary trips for the weekday p.m. peak hour.

- Construction of the proposed development will begin in 2009, with full build-out and occupancy of all phases expected to occur by 2011.
- Proposed access to the site will be from two external public street connections consisting of a full access to NW Quatama Road (directly across from NE 76th Avenue) and a limited right-in/right-out/left-in only access to NW Cornelius Pass Road (just over 600 feet north of NW Quatama Road). The proposed location and traffic control features at these two external street connections have not changed relative to the original site plan.
- Proposed site frontage improvements along NW Quatama Road will consist of widening the roadway to three travel lanes and establishing bicycle lanes on both sides of the street and a new planting strip and sidewalk on the north side of the street.
- Proposed site frontage improvements along NW Cornelius Pass Road will consist of widening the roadway from two to three travel lanes between NW Quatama Road and the proposed street access. A right-turn deceleration lane will be constructed on the southbound approach to the proposed street access. A continuous sidewalk will also be provided along the site frontage in its ultimate location, connecting the regional trail access with NW Quatama Road.
- Proposed improvements at the NW Quatama Road/NW Cornelius Pass Road intersection will consist of widening the eastbound and westbound approaches to establish exclusive left-turn lanes and the addition of a right-turn lane on the southbound approach. The existing permitted left-turn signal phasing on the eastbound and westbound approaches will be maintained, as will the protected/permitted left-turn signal phasing which now exists on the northbound and southbound approaches.

YEAR 2011 TOTAL TRAFFIC CONDITIONS

- Under forecast year 2007 total traffic conditions (with the proposed development and street/intersection improvements in place), all study intersections are forecast to operate at levels which meet Washington County and City of Hillsboro transportation standards during the weekday a.m. and p.m. peak hours.
- 95th-percentile vehicle queues can be accommodated within the existing or proposed lane storage at the study intersections under year 2011 total traffic conditions during the weekday a.m. and p.m. peak hours.
- The proposed street access to NW Quatama Road complies with the Washington County access spacing standards. However, the proposed street access to NW Cornelius Pass Road does not. An "Access Modification Request" letter containing a long-range traffic impact analysis has been prepared separately from this study and submitted to Washington County to seek an exception to the County's access spacing standard. A previous access modification request was approved by Washington County for the original site plan.
- Intersection sight distance will be adequate at each of the proposed street accesses to NW Quatama Road and NW Cornelius Pass Road.

CONCLUSIONS AND RECOMMENDATIONS

Based on the transportation impact analysis findings documented in this report, the proposed Orenco Woods Crossing development can be developed while maintaining acceptable levels of operation and safety on the surrounding transportation system. This study resulted in the following recommendations:

- Construct a new public street access to NW Cornelius Pass Road at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Construct a right-turn deceleration lane with appropriate storage and taper transition on the southbound approach of NW Cornelius Pass Road at the proposed new access. Construct a left-turn lane with 75 feet of storage distance on the northbound approach. Limit traffic movements at the proposed new intersection to right-in/right-out/left-in only through the construction of a raised median and installation of appropriate signing and striping.

- Widen NW Cornelius Pass Road from two to three travel lanes between NW Quatama Road and the proposed public street access to the site, with an appropriate taper transition back to two travel lanes north of the proposed access;
- Construct a continuous sidewalk along the site frontage of NW Cornelius Pass Road in its ultimate planned location, between the regional trail access and NW Quatama Road.
- Construct a new public street access to NW Quatama Road, directly across from NE 76th Avenue.
- Widen NW Quatama Road along the site frontage to facilitate a three-lane section (one travel lane in each direction and a center left-turn lane) with bicycle lanes on both sides of the street, and a new planting strip and sidewalk along the north side of the street.
- Widen the eastbound and westbound approaches of the NW Quatama Road/NW Cornelius Pass Road intersection to establish 150 feet of striped storage on the eastbound approach and 175 feet of striped storage on the westbound approach. Install a right turn lane with 150 feet of storage on the southbound approach. Maintain the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this intersection, and maintain the protected/permissive left-turn signal phasing that now exists on the northbound and southbound approaches.
- Maintain any landscaping provided along the site frontages of NW Cornelius Pass Road and NW Quatama Road to ensure adequate sight distance along these roadways.

INTRODUCTION

This study represents a revision to the original December 2005 transportation impact analysis prepared for the Orenco Woods Crossing Development, located on the site of the former Orenco Woods Golf Course, which fronts the west side of NW Cornelius Pass Road and the north side of NW Quatama Road in Hillsboro, Oregon. The purpose of preparing this study is to assess Venture Property Inc.'s proposal to modify the site plan originally approved for the Orenco Woods Crossing Development to include a new mix of housing, as well as the addition of neighborhood commercial and employment area building space in a manner that conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning. A site vicinity map is illustrated in Figure 1 with the modified site plan shown in Figure 2.

It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

STUDY SCOPE

The Orenco Woods Crossing development was previously approved for development by the City of Hillsboro through a detailed process that involved a Conceptual Development Plan, a Detailed Development Plan, and a Subdivision Plat. Under the CDP/DDP process, *Hillsboro Zoning Ordinance No. 1945 - Section 137-XVI* applies, which establishes the guidelines for preparing a transportation impact study and traffic operations standards. Based on this city ordinance and the transportation impact study requirements of Washington County R&O 86-95, the limits of this study extend to those transportation facilities that are contained within the "impact area" of the project and within a one-mile radius of the site. The "impact area" is defined by Washington County R&O 86-95 to include those roadway sections and intersections that will experience a ten percent or higher increase in average daily trips as a result of the site traffic generation and assignment. Table 1 defines all roadway sections which lie within the "impact area" of the site.

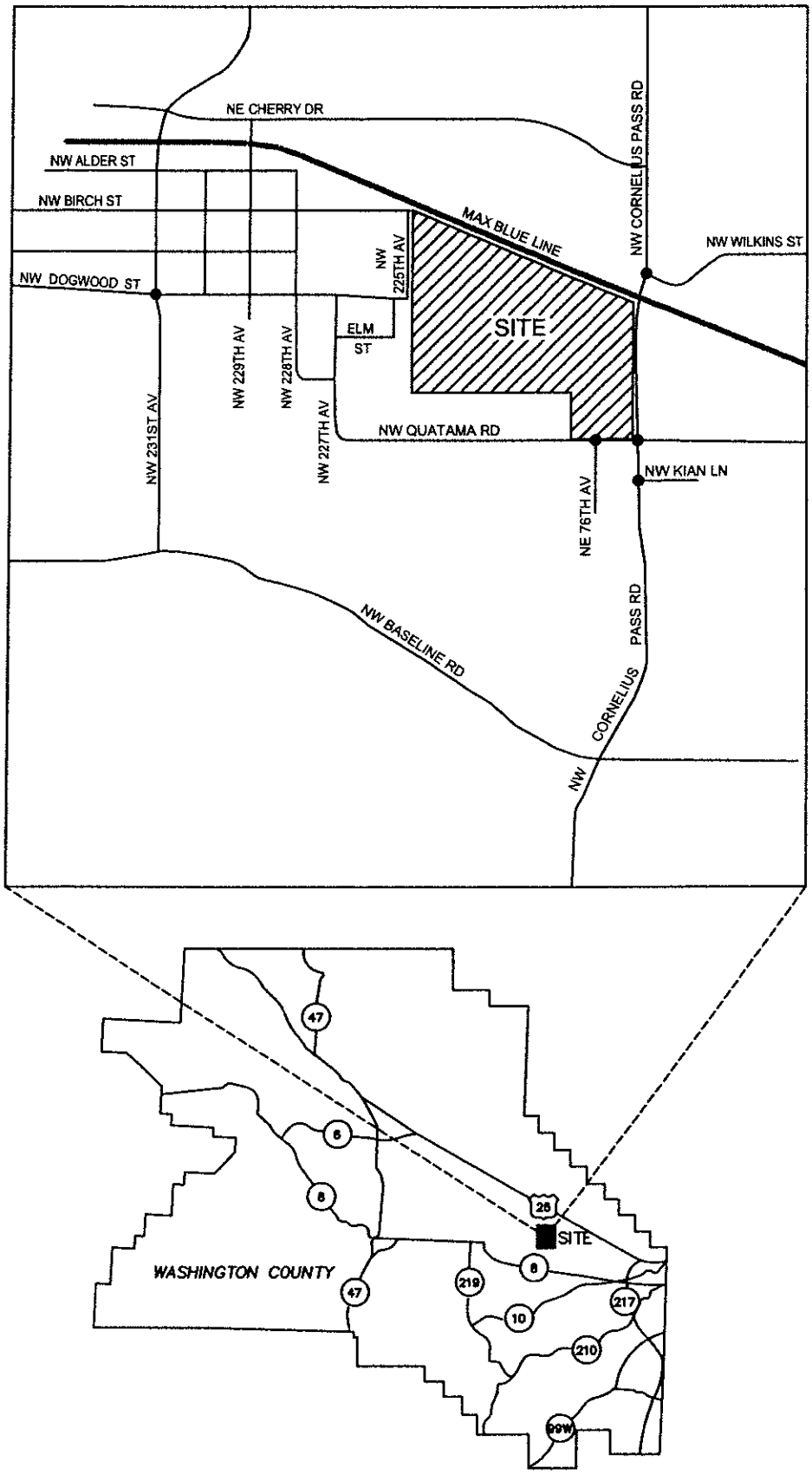
TABLE 1
Determination Of Impact Area Roadways

Roadway	Section Location	Existing ADT	Site ADT	Percent Impact	Impact Area Road?
NW Cornelius Pass Road	NW Quatama Road to the north	19,792 [1]	1,578	8.0%	No
	NW Quatama Road to the south	21,168 [1]	792	3.7%	No
NW Wilkins Street	NW Cornelius Pass Road to the east	2,593 [2]	285	11.0%	Yes
NW Quatama Road	NW Cornelius Pass Road to the east	4,765 [2]	894	18.8%	Yes
	NE 76th Avenue to the west	1,244 [3]	1,406	113.0%	Yes
NW Dogwood Street	NW 231st Avenue to the east	1,138 [3]	694	61.0%	Yes
NW 231st Avenue	NW Dogwood Street to the north	7,563 [3]	370	4.9%	No
	NW Dogwood Street to the south	7,741 [3]	324	4.2%	No

1. Based on 2007 ADT station count conducted by Washington County.
2. Based on proportional relationship between the weekday p.m. peak hour turn movement count conducted at the adjacent study intersection and the 2007 ADT station count for NW Cornelius Pass Road.
3. Based on 2008 ADT traffic counts conducted by City of Hillsboro.

dunn

N
(NO SCALE)

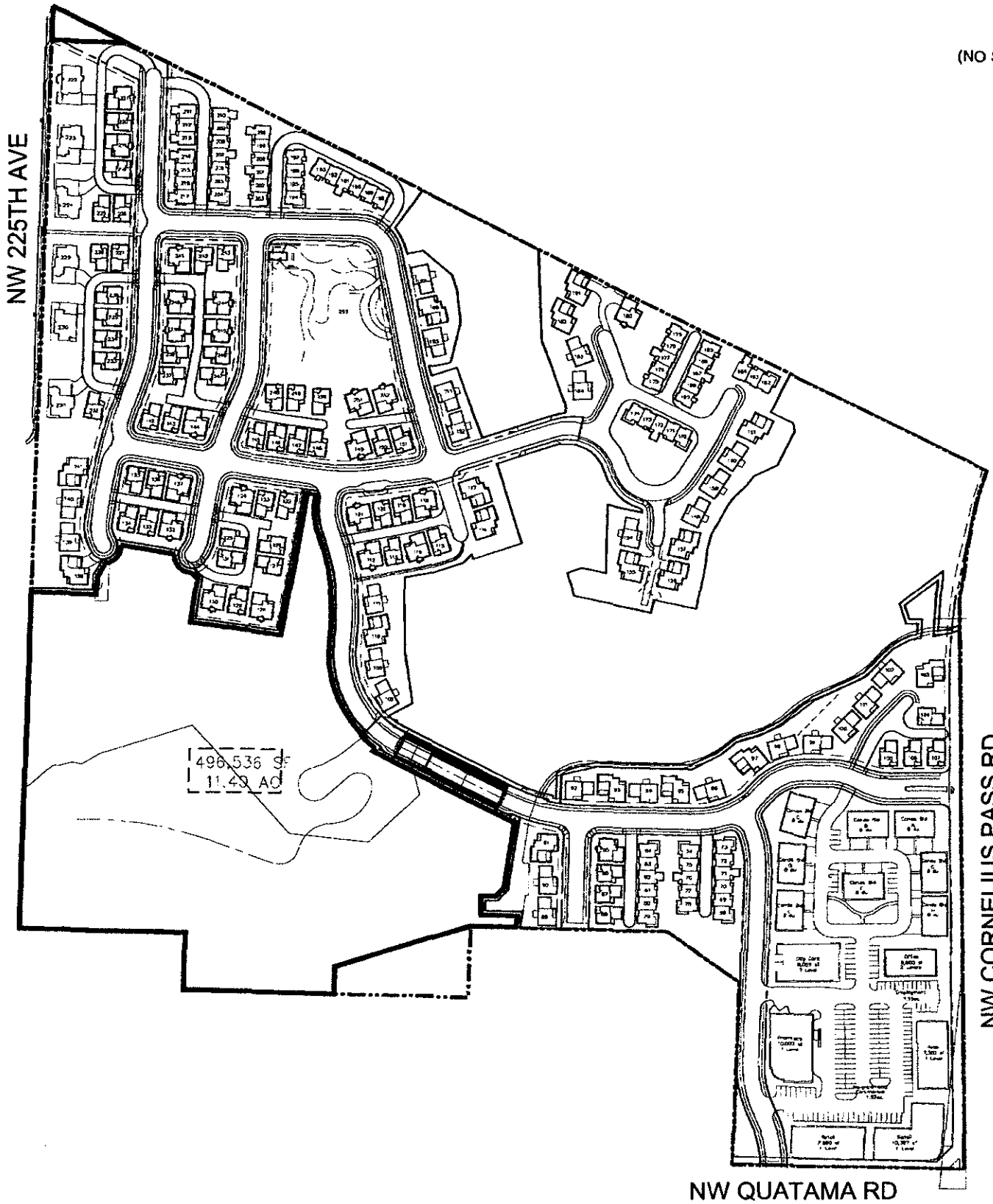


LEGEND	SITE VICINITY MAP	FIGURE No.:
● = STUDY INTERSECTION	AUGUST, 2008	1

dunn

N

(NO SCALE)



LEGEND	MODIFIED SITE PLAN	FIGURE No.:
	AUGUST, 2008	2

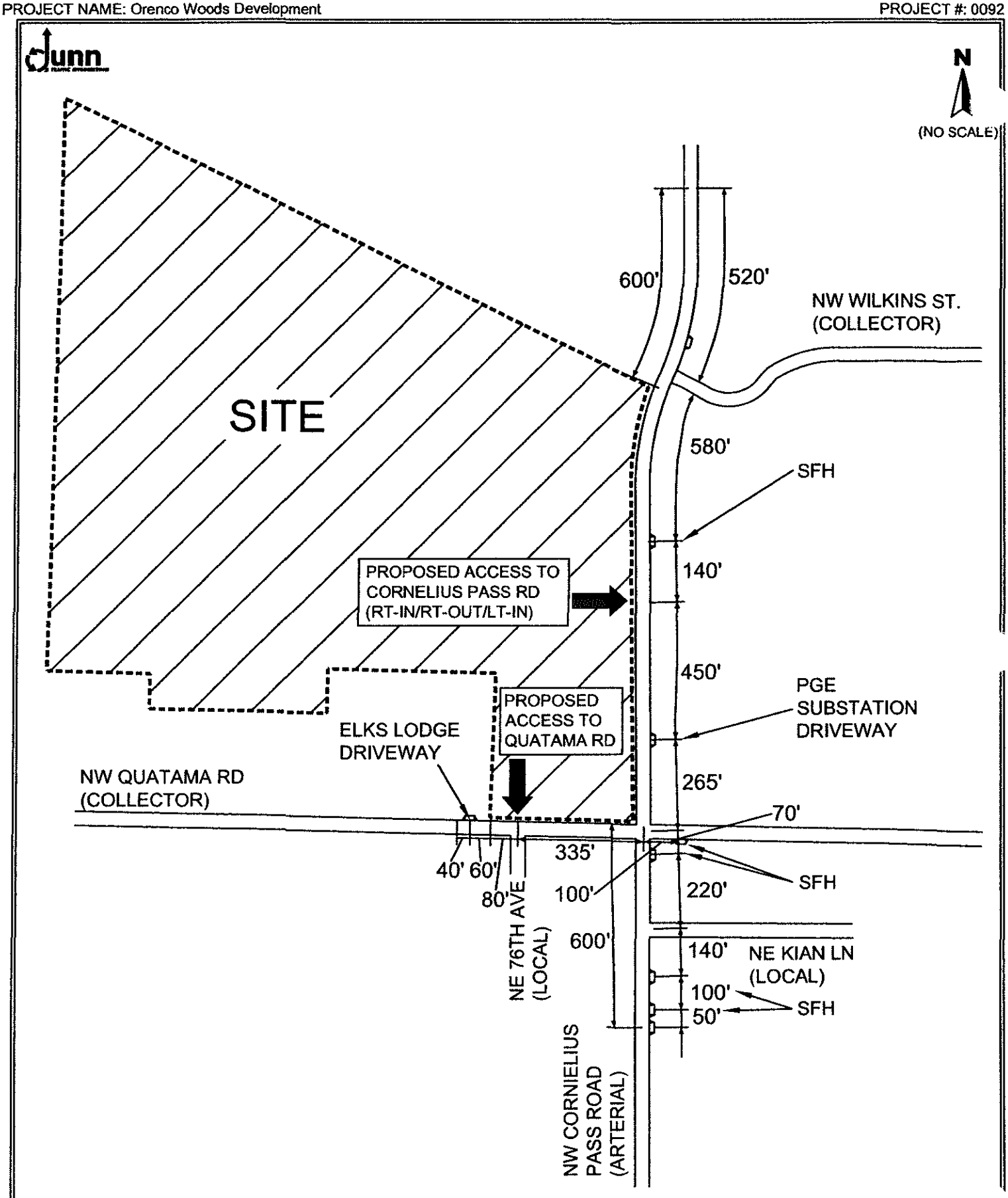
As a requirement of Washington County R&O 86-95, this study also focuses on those roadways and intersections located within the "influence area" of the site. Based on the *Minor Arterial* classification of NW Cornelius Pass Road, the "influence area" along this roadway extends along the site property frontage plus an additional 600 feet north and south of the property boundary. The "influence area" along NW Quatama Road, which is a *Collector* street, extends along the site frontage plus 100 feet to the east and west of the property boundary. Figure 3 illustrates the "influence area map" for this study.

For this study, operational and safety analyses were performed at the following five existing intersections within the "influence area" and "impact area" of the site:

- NW Cornelius Pass Road/NW Wilkins Street;
- NW Cornelius Pass Road/NW Quatama Road;
- NW Cornelius Pass Road/NW Kian Lane;
- NE 76th Avenue/NW Quatama Road; and
- NW 231st Avenue/NW Dogwood Street.

This study identifies the transportation-related impacts associated with the proposed development. Specifically, this report addresses the following transportation issues:

- A review of current year 2008 transportation system conditions, including an inventory of transportation facilities and access locations, analysis of weekday a.m. and p.m. peak hour traffic operations, and a review of intersection safety;
- A review of planned transportation improvements and in-process developments in the study area;
- An assessment of build-out year 2011 background traffic conditions without the proposed site development during the weekday a.m. and p.m. peak hours at all existing study intersections;
- Site trip generation estimates for an average weekday and for the weekday a.m. and p.m. peak hours;
- A forecast of build-out year 2011 total traffic conditions during the weekday a.m. and p.m. peak hours at all existing and proposed new study intersections;
- A review of access spacing, sight distance, turn lane and vehicle queue requirements, and traffic signal warrants for all study intersections;
- Identification of off-site transportation system deficiencies, and
- Conclusions and recommendations.



LEGEND	INFLUENCE AREA MAP	FIGU. No.:
SFH = DRIVEWAY TO SINGLE-FAMILY HOME	AUGUST, 2008	3

EXISTING TRANSPORTATION CONDITIONS

The existing conditions analysis identifies conditions of the development site and surrounding land uses, provides an inventory of the geometric characteristics of roadways in the study area, and summarizes existing traffic operations and safety at the study intersections. The purpose of this discussion is to provide a basis for comparison to future conditions analyses.

SITE CONDITIONS/SURROUNDING LAND USES

The site of the proposed development is located in the northwest quadrant of the NW Cornelius Pass Road/NW Quatama Road Avenue intersection. Prior to August 2004, the site was in unincorporated Washington County but has since then been annexed into the city limits of Hillsboro. The underlying Comprehensive Plan designation has also been changed from *Open Space* to a mixture of *Open Space, Low Density Residential, Medium Density Residential,* and *Floodplain.* As mentioned previously, the underlying zoning of the subject site is now SCR-V (*Station Community Residential – Village),* which allows for residential uses and a certain portion of "Neighborhood Commercial" uses.

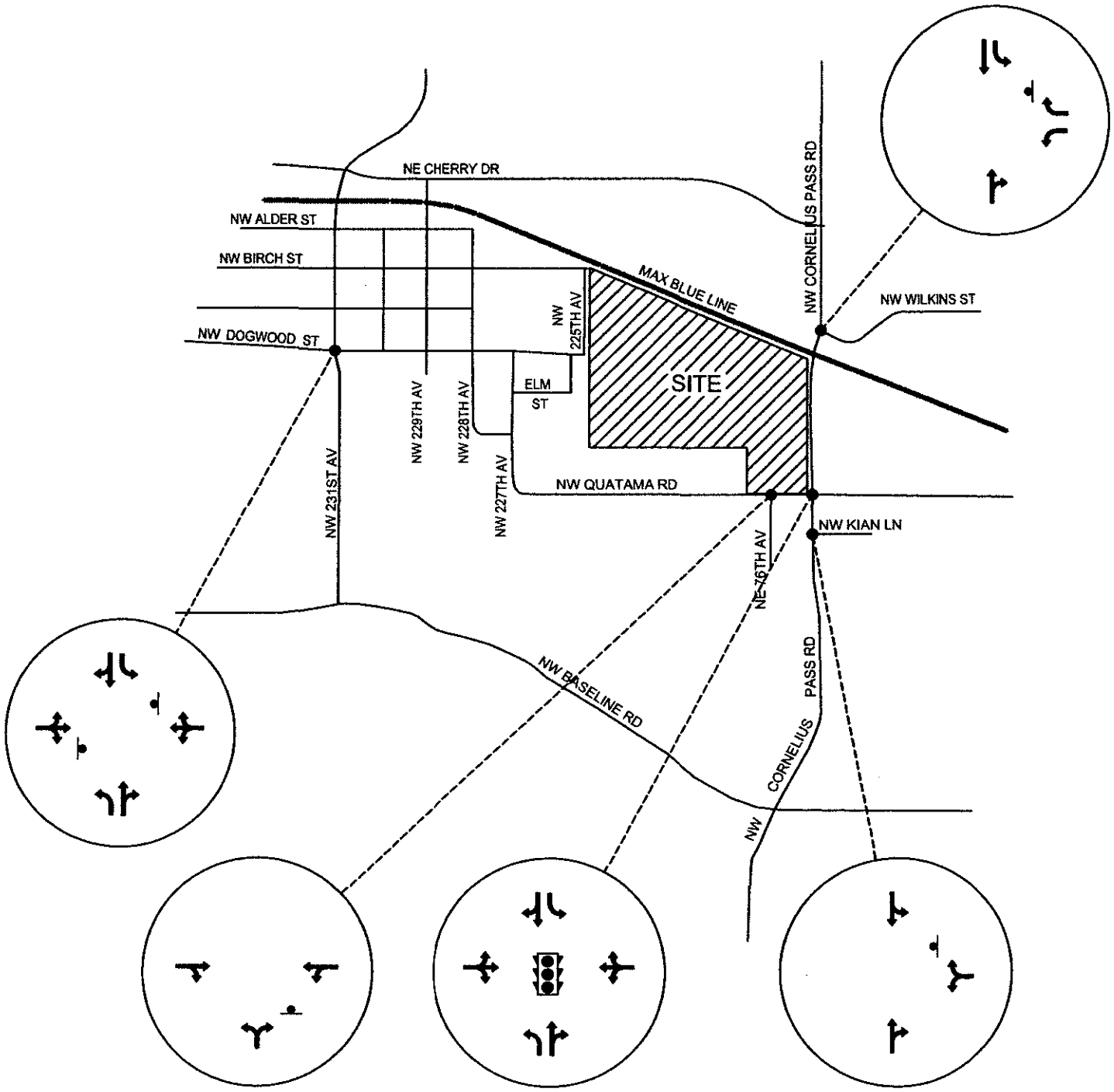
As shown in the site plan in Figure 2, the site is bounded by features such as the MAX light rail line to the north, NW Quatama Road to the south, NW Cornelius Pass Road to the east, and NW 225th Avenue to the west. The subject property is approximately 55 acres in size, but roughly 17 acres are located in wetland or environmentally sensitive areas and cannot be developed.

The proposed development site is located on the former Orenco Woods Golf Course and was previously owned by the Hillsboro Elks Lodge. Venture Properties, Inc. has since purchased the property. Near the golf course driveway entrance at the east end of NW Birch Street and adjacent to the driving range is the "McDonald House", where services and living quarters are provided for women in need. Although the northwest portion of the golf course area will be redeveloped with residences, the "House of Ruth" structure and business function will remain as they exist today.

The subject property is surrounded by a mixture of land uses, most of which are residential in nature with pockets of newer urban or older established residential neighborhoods. Examples of established residential areas include the Old Orenco Neighborhood immediately west of the site out to NW 231st Avenue. The newer Orenco Station neighborhood lies further to the west past NW 231st Avenue. The Danbury Park residential subdivision is located on the south side of NW Quatama Road just west of the site property frontage. A series of townhome developments and an assisted living center have been approved for development or have been recently constructed south of NW Quatama Road, between NW Cornelius Pass Road and NE 76th Avenue. A new residential subdivision known as "Stonewater" has been fully developed on the north side of the MAX tracks adjacent to the northwest corner of the site. Other land uses in the site vicinity include the Orenco Industrial area, which is industrial property bordering the northeast corner of the site and the west side of NW Cornelius Pass Road. There is also the Orenco Elementary School located along a portion of the site's western property boundary along NW 225th Avenue. Immediately east of the site, there is a PGE substation on the northeast corner of the NW Cornelius Pass Road/NW Quatama Road intersection. The remaining area across from the site frontage along the east side of NW Cornelius Pass Road contains a large field and a single-family residence. Lastly, the site of the Hillsboro Elks Lodge located between the site property boundary and NW Quatama Road will remain an established meeting hall for the Elks Lodge.

ROADWAY FACILITIES

An inventory was performed in July 2008 of all roadway facilities within the site's study area. These facilities are described in Table 1 and the following sections. Figure 4 identifies the location of all study intersections and their respective lane configurations and traffic control devices.



LEGEND	EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES	FIGURE No.:
= STOP SIGN = STOP SIGNAL	AUGUST, 2008	4

TABLE 2
Roadway Facility Inventory

Roadway	Jurisdiction	Classification	Cross-Section	Speed Limit (mph)	Side-walks?	Bicycle Lanes?	On-Street Parking?
NW Cornelius Pass Road	County	Arterial	2-lanes	45	Partial	No	No
NW Wilkins Street	City	Collector	3-lanes	35	Yes	Yes	No
NW Quatama Road	County	Collector	2-lanes	25 west/ 40 east[1]	Partial	No	No
NE 76th Avenue	City	Local	2-lanes	NP	Yes	No	Yes
NW Kian Lane	City	Local	2-lanes	25	North	No	Yes
NW 225th Avenue	City	Local	2-lanes	25 (20 school)	West	No	West
NW 227th Avenue	County[2]	Collector	2-lanes	25	No	No	No
NW 231st Avenue	City	Collector	3-lanes	35	Partial	Yes	No
NW Dogwood Street	City	Collector[3]	2-lanes	25	Partial	No	No

1. 25 mph west of NW Cornelius Pass Road and 40 mph east of NW Cornelius Pass Road.
2. NW 227th Avenue is a County road from Elm Street to Quatama Road. The remaining roadway segment north is City-owned.
3. NW Dogwood Street is classified as a Collector from NW 227th Avenue to NW 231st Avenue. All other segments are designated as a Local street.

Arterial Streets

Within the project area, SW Cornelius Pass Road is classified as an *Arterial* and is under the jurisdiction of Washington County. Forming the eastern boundary of the site, this two-lane, north-south roadway serves as a regional connector between major east-west arterial facilities such as US Highway 26, NW Evergreen Parkway, and NW Cornell Road to the north and NW Baseline Road and Tualatin Valley Highway to the south. In the vicinity of the site, NW Cornelius Pass Road is rural in nature with open drainage ditches and narrow paved shoulders on both sides of the road. Along the frontage of the PGE substation, there is an existing sidewalk separated from the roadway by a planting strip and open drainage ditch. On the west side of the road, there is a berm along the site frontage which rises in elevation to the north as the roadway proceeds through a crest vertical curve and then downhill. North of the site, NW Cornelius Pass Road proceeds along a reverse horizontal curve as the roadway passes under an overpass for the MAX light rail line and past NW Wilkins Street. North of Cherry Lane, the roadway begins to widen out and eventually becomes a five-lane urban facility.

Collector Streets

In the site vicinity, NW Quatama Road and the connecting sections of NW 227th Avenue and NW Dogwood Street establish an east-west *Collector* route between NW Cornelius Pass Road and NW 231st Avenue. The street sections which make up this route alternate between Washington County and City ownership. This east-west route facilitates two lanes of travel with narrow paved shoulders and/or intermittent sidewalks. There is a bridge crossing over Rock Creek along NW 227th Avenue just north of NW Quatama Road which is wide enough for two-way vehicular travel but lacks appropriate pedestrian facilities. Pavement conditions along this route are generally adequate, but it is worth to note here that the segment of NW Dogwood Street from NW 227th Avenue to NW 231st Avenue has been recently overlayed with new pavement and added shoulder width.

NW 231st Avenue, west of the site, is a north-south *Collector* route, and is under the jurisdiction of the City of Hillsboro. This roadway has a three-lane cross-section with a center left-turn lane, bicycle lanes, and intermittent sidewalks. The pavement surface is in good condition.

NW Wilkins Street, northeast of the site, is an east-west *Collector* route and is under the jurisdiction of the City of Hillsboro. This roadway has a three-lane cross-section with a center left-turn lane, bicycle lanes,

and sidewalks. The pavement surface is in excellent condition. Its connection with NW Cornelius Pass Road was made recently as a part of a new subdivision.

Local Streets

It should be mentioned that the *Local* streets west of the site and within the old Orenco Neighborhood, such as NW Birch Street, NW Dogwood Street (east of NW 227th Avenue), and NW 225th Avenue, are not expected to be impacted by traffic from the proposed development because public street access has been restricted along the western site boundary of the Orenco Woods development.

PEDESTRIAN AND BICYCLE FACILITIES

There are no continuous pedestrian facilities along the streets surrounding the proposed development site. Sidewalk sections are present in sporadic locations where recent land development activities have resulted in half-street improvements required by the City of Hillsboro. There are no existing bicycle lanes along the adjacent roadways of NW Cornelius Pass Road and NW Quatama Road.

TRANSIT FACILITIES

Tri-Met currently operates one public transit route in the site vicinity. *Route 47* provides service in a north-south direction along NW 231st Avenue west of the site. A Tri-Met bus stop is located along NW 231st Avenue, just north of Alder Street. *Route 47: Baseline Road* provides transit service only within Fare Zone 3, between Hillsboro and the Tanasbourne area. Service is provided between the hours of 5:30 a.m. and 10:00 p.m. on weekdays. During peak time periods, service is provided at approximately 30-minute headways. In addition to the Tri-Met transit service, there is also the MAX light rail line providing service between Portland and Hillsboro. The Orenco MAX Station is located along NW 231st Avenue, just north of Alder Street, about one-half of a mile away. The Quatama MAX Station is located along 205th Avenue just north of NW Quatama Road, over one-half of a mile away. There are no public transit services along NW Cornelius Pass Road or NW Quatama Road.

EXISTING TRAFFIC VOLUMES

A review of the historical traffic counts collected to the support all analyses leading up to the original December 2005 transportation impact study for the Orenco Woods Crossing CDP/DDP applications indicate that the weekday a.m. and p.m. peak hours represent the most critical time periods for evaluating traffic conditions at the identified study intersections. A 24-hour road tube count was conducted back in December 2004 along NW Dogwood Street, just east of NW 231st Avenue. This count revealed that the weekday a.m. and p.m. peak hours are the critical, or worst-case time periods for the NW Dogwood Street/NW 231st Avenue intersection. Furthermore, a more recent 24-hour road tube count was conducted along NW Cornelius Pass Road, just north of NW Quatama Road in July 2008. This count also showed that the weekday a.m. and p.m. peak hours are the critical time periods. *These road tube count results are provided in Appendix "A" of this study.* Taken together, these counts show that the weekday midday peak hour[1] is not a critical time period for any of the study area intersections. Therefore, the midday peak hour time period was not analyzed as part of this study.

New turn movement traffic counts were collected at all study intersections on a mid-week day in July 2008 during the weekday morning (7:00 a.m. -9:00 a.m.) and evening (4:00 p.m. - 6:00 p.m.) peak periods at the following five key study intersections,:

- NW Cornelius Pass Road/NW Wilkins Street;
- NW Cornelius Pass Road/NW Quatama Road;
- NW Cornelius Pass Road/NW Kian Lane;
- NE 76th Avenue/NW Quatama Road; and,
- NW 231st Avenue/Dogwood Street.

[1] The Midday Peak Hour is identified in *Hillsboro Zoning Ordinance No. 1945 - Section 137 XVI* as one of the periods for which level of service standards apply in Station Community zones.

Based on the turn movement traffic counts collected for this study, the weekday morning peak hour was found to occur between 7:05 and 8:05 a.m., while the evening peak hour was found to occur between 4:45 and 5:45 p.m. Figures 5 and 6 illustrate year 2008 turn movement traffic volumes at all study intersections during the respective weekday a.m. and p.m. peak hours. *The detailed worksheets summarizing the turn movement traffic counts are also provided in Appendix "A".*

INTERSECTION OPERATING STANDARDS

All intersection operations analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 1). *A description of level of service and the criteria by which they are determined is presented in Appendix "B."* This appendix also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

To ensure that this analysis was based on reasonable "worst-case" conditions, the peak 15-minute flow rates during the weekday a.m. and p.m. peak hours were used in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for fifteen minutes out of each peak hour. The traffic conditions during all other weekday hours, including the weekday midday peak hour, will likely operate under better conditions than those described in this report.

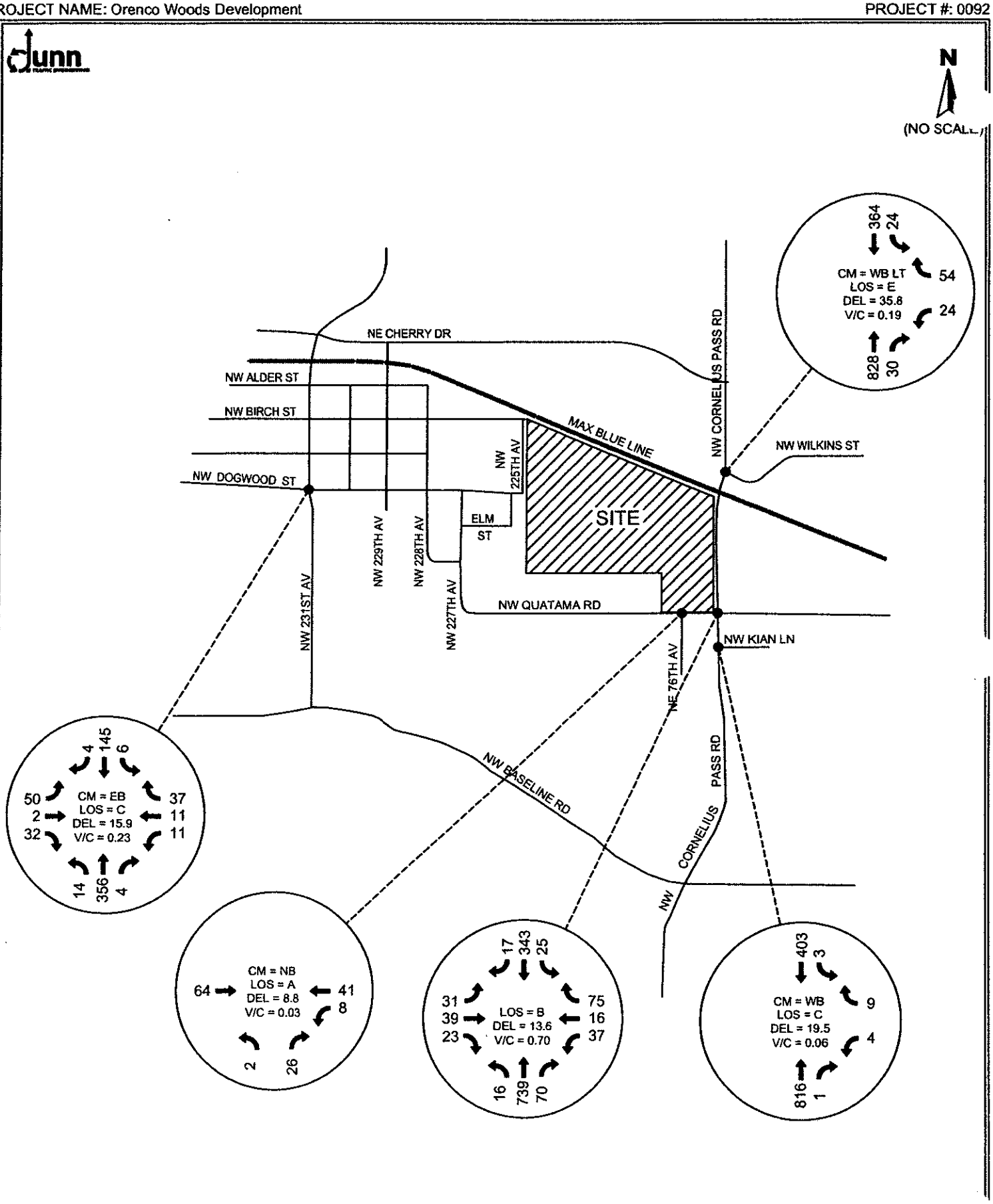
At signalized intersections, such as the NW Cornelius Pass Road/NW Quatama Road intersection, operational performance is measured by the level of service (LOS) and the volume-to-capacity (v/c) ratio. LOS is based on the average control delay per vehicle for the entire intersection, while the v/c ratio is a measurement of intersection's capacity to accommodate only the critical movements. For unsignalized intersections, operational performance is also measured by level of service and the volume-to-capacity ratio, however, the LOS and v/c ratio is based on the average control delay per vehicle for the critical movement or approach.

For intersections along NW Cornelius Pass Road and under the jurisdiction of Washington County, the County enforces a volume-to-capacity ratio policy of 0.99 or less at all signalized and unsignalized intersections, as specified in Washington County's 2020 Transportation System Plan (TSP, Reference 2).

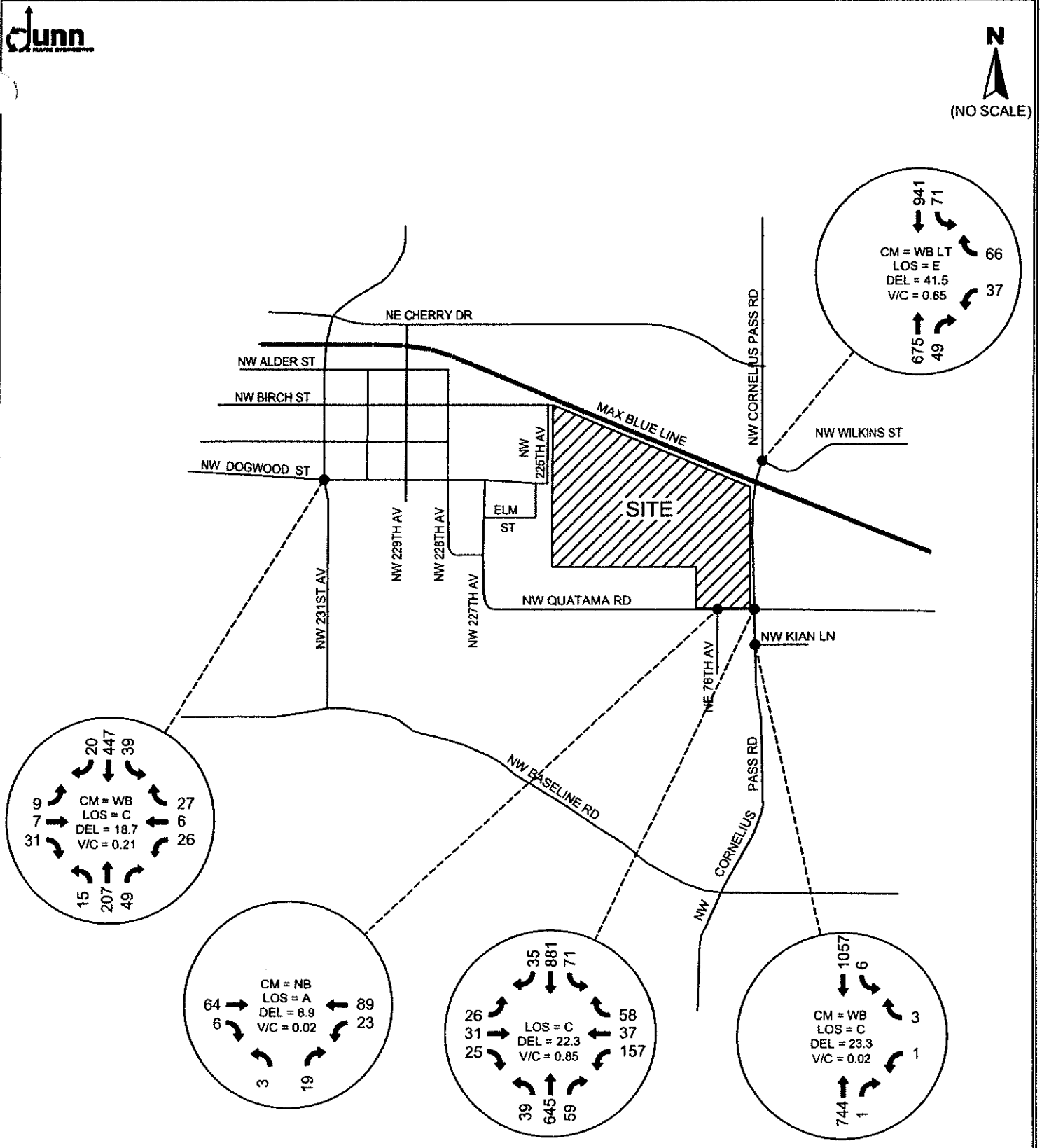
Given that the Orenco Woods Crossing development involves a CDP/DDP application process and because the site is located within an area zoned for "Station Community" uses, the City enforces a unique set of intersection operating standards. These standards are specified in Table 137.4 of *Hillsboro Zoning Ordinance No. 1945 - Section 137-XVI(C).* This table indicates that all intersections (signalized and unsignalized) along NW Cornelius Pass Road shall operate with an "acceptable" level of service rating of LOS D or better during the peak hour. The table also defines an "acceptable" level of service rating of LOS E or better during the peak 20-minute period of the peak hour for all other intersections involving Collector-to-Collector and Collector-to-Local streets (signalized and unsignalized). Given the variation in the operating standards for Washington County and the City of Hillsboro, the operations analyses results presented in this study are compared to both jurisdictional standards.

PEAK HOUR OPERATIONS

Figures 5 and 6 also summarize the year 2008 operations analysis results for all study intersections during the weekday a.m. and p.m. peak hours, respectively. As the results show, all but one of the study intersections currently operate within acceptable level-of-service and volume-to-capacity ratio thresholds during both the weekday a.m. and p.m. peak hours, based on Washington County and City of Hillsboro operating standards. The westbound left-turn movement at the NW Cornelius Pass Road/NW Wilkins Street intersection currently operates at LOS "E" during the weekday a.m. and p.m. peak hours, which exceed the City of Hillsboro's "acceptable" level-of-service standard. *Appendix "C" includes all year 2008 traffic conditions level of service worksheets.*



LEGEND	YEAR 2008 TRAFFIC CONDITIONS WEEKDAY AM PEAK HOUR AUGUST, 2008	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO		5



LEGEND	YEAR 2008 TRAFFIC CONDITIONS WEEKDAY PM PEAK HOUR AUGUST, 2008	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO		6

INTERSECTION SAFETY REVIEW

Washington County maintains a Safety Priority Index System (SPIS) database of high crash locations in the county. This system is used to help identify existing hazard locations. According to the 2004-2006 SPIS database (the most recent three-year history on record), the NW Cornelius Pass Road/NW Quatama Road intersection is a SPIS intersection with a ranking of #137 out of 275 total SPIS intersections. Due to its ranking, the crash history of this intersection was reviewed closely to identify any potential existing safety issues, using crash data provided by Washington County. *The crash data for this intersection is presented in Appendix "D".* Table 3 summarizes the crash history for this intersection with subsequent analysis of the intersection crashes.

TABLE 3
Crash History For NW Quatama Road/NW Cornelius Pass Road Intersection

Year	Number of Crashes	Collision Type				Severity	
		Turn	Rear-End	Fixed Object	Other	Property Damage Only	Personal Injury
2004	4	0	4	0	0	2	2
2005	6	1	5	0	0	4	2
2006	7	1	6	0	0	2	5
Total	**17**	**2**	**15**	**0**	**0**	**8**	**9**

In reviewing the crash history for the above intersection, two interesting points are clear from the data; the increase in the frequency of the number of crashes from 2004 to 2006 and the rising occurrences of rear-end collisions and personal injuries. A closer inspection of the rear-end collision data indicates that almost all incidents occurred on the north and south approaches of NW Cornelius Pass Road. Based on observations made in the field, it is the presence of the traffic signal control at this intersection that creates stop-and-go conditions for drivers traveling along NW Cornelius Pass Road, which increases the potential for rear-end type collisions. Also, the traffic signal at this intersection is semi-actuated and is not interconnected with other traffic signals in the NW Cornelius Pass Road corridor. One solution to reduce the potential for rear-end collisions would be to synchronize or interconnect the traffic signal with other signals along NW Cornelius Pass Road with the goal of establishing better traffic progression. Therefore, it is recommended that Washington County continue to monitor this intersection on an annual basis and install a signal interconnect between this intersection and other traffic signals as they are established in the corridor. The likely time period for such an improvement would be when NW Cornelius Pass Road is widened to its planned five-lane cross-section.

It should be mentioned here that the proposed street widening along the site frontages of NW Cornelius Pass Road and NW Quatama Road will create more lateral clearance for drivers, and will result in additional turn lanes and vehicle storage space at the intersection of these two roadways. These improvements can help facilitate more green time to the major north-south traffic movements on NW Cornelius Pass Road during peak travel periods, which could help further alleviate the potential for rear-end type crashes by reducing the frequency of the stop-and-go effect created by the traffic signal control.

There were no crashes reported at any of the remaining study intersections, based on Washington County records for the three year period from 2004 to 2006.

BACKGROUND TRAFFIC CONDITIONS

The background traffic conditions analysis examines how the study area's transportation system will operate in the year 2011, when all phases of the proposed development are expected to be fully built-out and occupied. The background analysis accounts for traffic growth due to in-process developments within the area and from general growth in the region, but does not include traffic from the development.

PLANNED TRANSPORTATION IMPROVEMENTS

A traffic signal is programmed to be installed at the NW Cornelius Pass Road/NW Wilkins Street intersection. This traffic signal installation will be a result of on-going development activity along NW Wilkins Street, which included the recent connection of this roadway with NW Cornelius Pass Road. The traffic signal is expected to be installed prior to the year 2011, based on conversations with engineering staff at the City of Hillsboro.

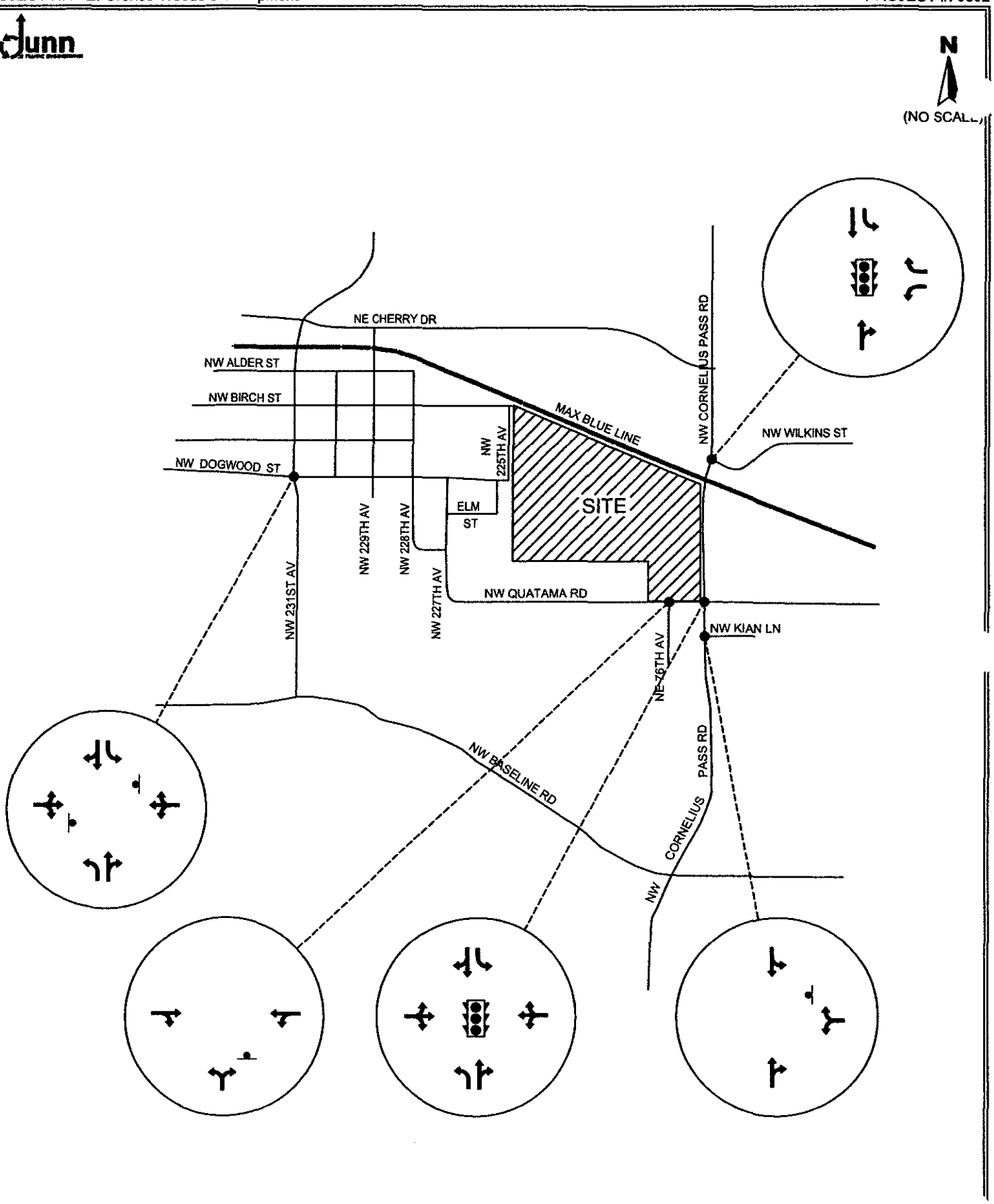
Washington County has identified a project through its "Traffic Impact Fee" program to widen NW Cornelius Pass Road to a five-lane urban cross-section from NW Baseline Road to NW Aloclek Drive, as envisioned by the Washington County TSP. However, project funding has not yet been secured. Only the funds for improving one or two of the bridge crossings along this roadway segment have been secured under Washington County's MSTIP 3 program. Therefore, for the purposes of this study, it has been assumed that the current cross-sectional street features along NW Cornelius Pass Road will remain as they are up through the forecast build-out year of 2011, without the proposed site development in place. Longer-term, the Washington County TSP identifies a long-term project to extend a new *Collector* street from NW Baseline Road just east of NW 231st Avenue to a new intersection with NW Quatama Road/NW 227th Avenue, west of the site. An extension of SW 231st Avenue south of NW Baseline Road is also planned.

Based on the traffic signal installation presumed to be in place by the year 2011 at the NW Cornelius Pass Road/NW Wilkins Street intersection, Figure 7 identifies the assumed lane configurations and traffic control devices for the study intersections under background traffic conditions, without the proposed site-development in place.

IN-PROCESS DEVELOPMENTS

Research was conducted to consider traffic that will be generated by "in-process" developments located in the site vicinity. "In-process" developments are projects that have been approved for construction but have yet to be occupied or are partially occupied. Based on recent discussions with Washington County and City of Hillsboro staff, a review of land use approval records, and field reconnaissance, there are numerous "in-process" developments in the vicinity of the proposed site. Their development names and site occupancy status are as follows:

- Nexus Apartments (50% Occupied)
- Crossroads at Orenco Station (90% Occupied)
- Stonebrier (75% Occupied)
- Villages at Orenco (50% Occupied)
- Dolores Park (0% Occupied)
- Arbor Crossing Condos (70% Occupied)
- Arbor Pass Creek Condos (5% Occupied)
- Kalahai Ridge (0% Occupied)
- Rock Creek Ridge (30% Occupied)
- Townhome Development south of Quatama Gardens (0% Occupied)
- Touchstone -Quatama Park Townhomes (30% Occupied)
- Pittman Place (0% Occupied)
- Cherry Park at Orenco (0% Occupied)



LEGEND	ASSUMED LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES (BACKGROUND CONDITIONS)	FIGURE No.:
= STOP SIGN = STOP SIGNAL	AUGUST, 2008	7

- Beavercreek Manor Assisted Living (0% Occupied)
- Alder Creek (95% Occupied)
- Evergreen Meadows (0% Occupied)
- Orenco Medical Office (0% Occupied)
- Hillsboro Elementary School #26 (0% Occupied)

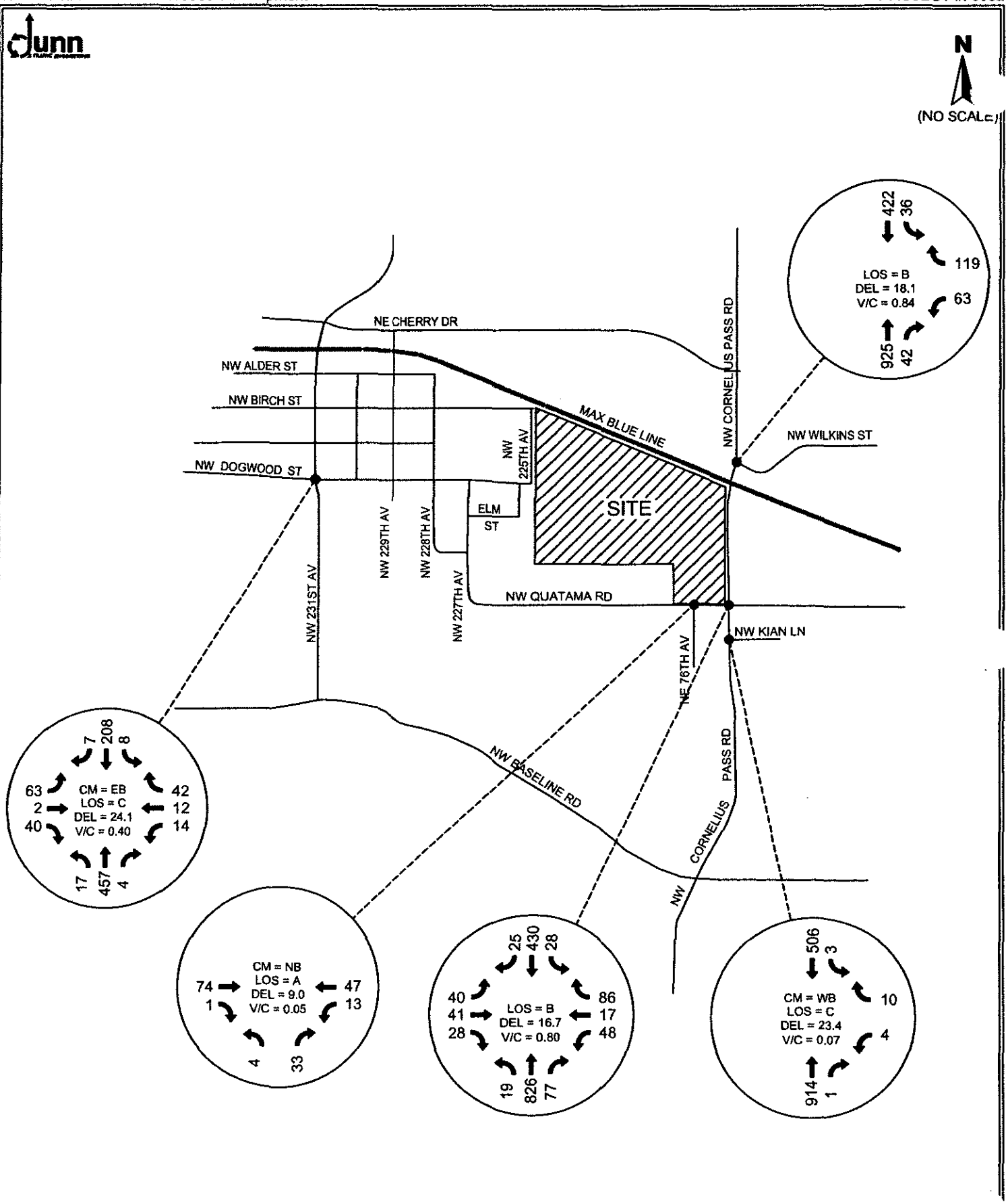
The residual trips associated with all identified "in-process" developments have been incorporated into the year 2011 background traffic volumes estimated for this study. *The trip assignments for these developments through the study intersections are summarized in Appendix "E".*

TRAFFIC VOLUMES

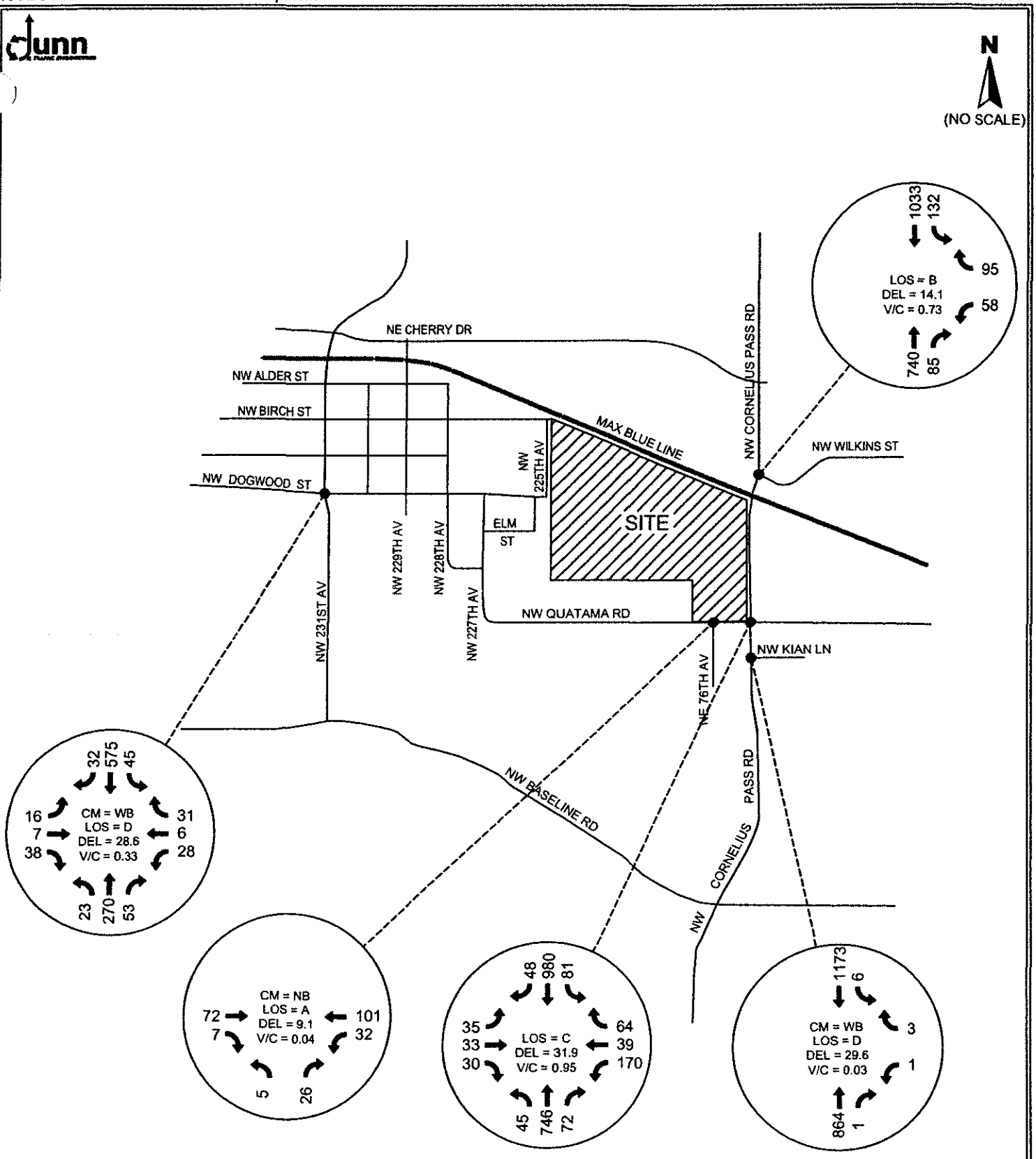
Background traffic volumes for the build-out year 2011 (without the site development) were developed by combining all residual trips associated with the "in-process" developments with year 2008 traffic volumes and by increasing base year 2008 traffic volumes by six percent to account for a two-percent annual increase in regional traffic growth in the study area over the next three years. Figures 8 and 9 illustrate the resulting year 2011 background traffic volumes during the weekday a.m. and p.m. peak hours, respectively.

PEAK HOUR OPERATIONS

Figures 8 and 9 also summarize the year 2011 background operations analysis results for all the study intersections during the weekday a.m. and p.m. peak hours, respectively. As the results show, all study intersections will operate within acceptable level-of-service and volume-to-capacity ratio thresholds during both the weekday a.m. and p.m. peak hours, based on Washington County and City of Hillsboro operating standards. *Appendix "F" includes the year 2011 background traffic conditions level of service worksheets.*



LEGEND	YEAR 2011 BACKGROUND TRAFFIC CONDITIONS WEEKDAY AM PEAK HOUR	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO	AUGUST, 2008	8



LEGEND	YEAR 2011 BACKGROUND TRAFFIC CONDITIONS WEEKDAY PM PEAK HOUR	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO	AUGUST, 2008	9

SITE DEVELOPMENT PLAN

Venture Properties, Inc. is proposing to modify the approved site plan for the Orenco Woods Crossing Development to include a new mix of housing, as well as the addition of neighborhood commercial and employment area building space in a manner that conforms with the underlying SCR-V (*Station Community Residential – Village)* zoning which now applies to the subject site. It should be emphasized that the modified site plan stays under the maximum housing cap of 252 units, which was established as part of the previous approval conditions for development of the subject site. The modified site plan now accounts for 120 single family detached homes, 129 townhome/condominium units with the addition of up to 35,777 square feet of neighborhood commercial building space and up to 17,650 square feet of employment area building space. Construction of the proposed development is expected to begin in 2009 with full build-out and occupancy of all development phases occurring by the year 2011.

As shown in the modified site plan in Figure 2, proposed access to the site will be from two external public street connections consisting of a full access to NW Quatama Road (directly across from NE 76th Avenue) and a limited right-in/right-out/left-in only access to NW Cornelius Pass Road (just over 600 feet north of NW Quatama Road). The proposed location and traffic control features at these two external street connections have not changed relative to the original site plan.

SITE FRONTAGE IMPROVEMENTS

Improvements proposed along NW Cornelius Pass Road include widening the roadway along a majority of the site frontage from two to three travel lanes, in order to develop a channelized left-turn lane northbound into the proposed street access. A right-turn lane with taper transition will also be constructed in the southbound direction to facilitate right-turn movements entering at the proposed street access. A raised median and appropriate signing and striping will be provided to limit all movements at the proposed street access to NW Cornelius Pass Road to right-in/right-out/left-in only. Also, a continuous sidewalk will be established along the site frontage at its planned location.

Proposed improvements along the site frontage of NW Quatama Road include widening the roadway to facilitate a three-lane section (one travel lane in each direction and a center left-turn lane) with bicycle lanes on both sides of the street, and a new planting strip and sidewalk along the north side of the street. These improvements will bring this section of roadway up to the full urban *Collector* street design standard for Washington County and the City of Hillsboro.

At the NW Quatama Road/NW Cornelius Pass Road intersection, the proposed street widening enhancements on the north leg of the intersection will result in a new southbound right-turn lane from NW Cornelius Pass Road onto NW Quatama Road. Also, the proposed street widening enhancements on west leg of the intersection will trigger additional street widening requirements on the east leg to establish proper lane transitions through the intersection along NW Quatama Road. With proposed improvements in place, an exclusive left-turn lane will be established on both the eastbound and westbound approaches of NW Quatama Road. For this study, it was assumed that the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this signalized intersection will be maintained, along with the protected-permissive left-turn signal phasing that now exists on the northbound and southbound approaches of NW Cornelius Pass Road.

With all proposed off-site transportation improvements in place, Figure 10 illustrates the assumed lane configurations and traffic control devices at the existing and proposed new study intersections.

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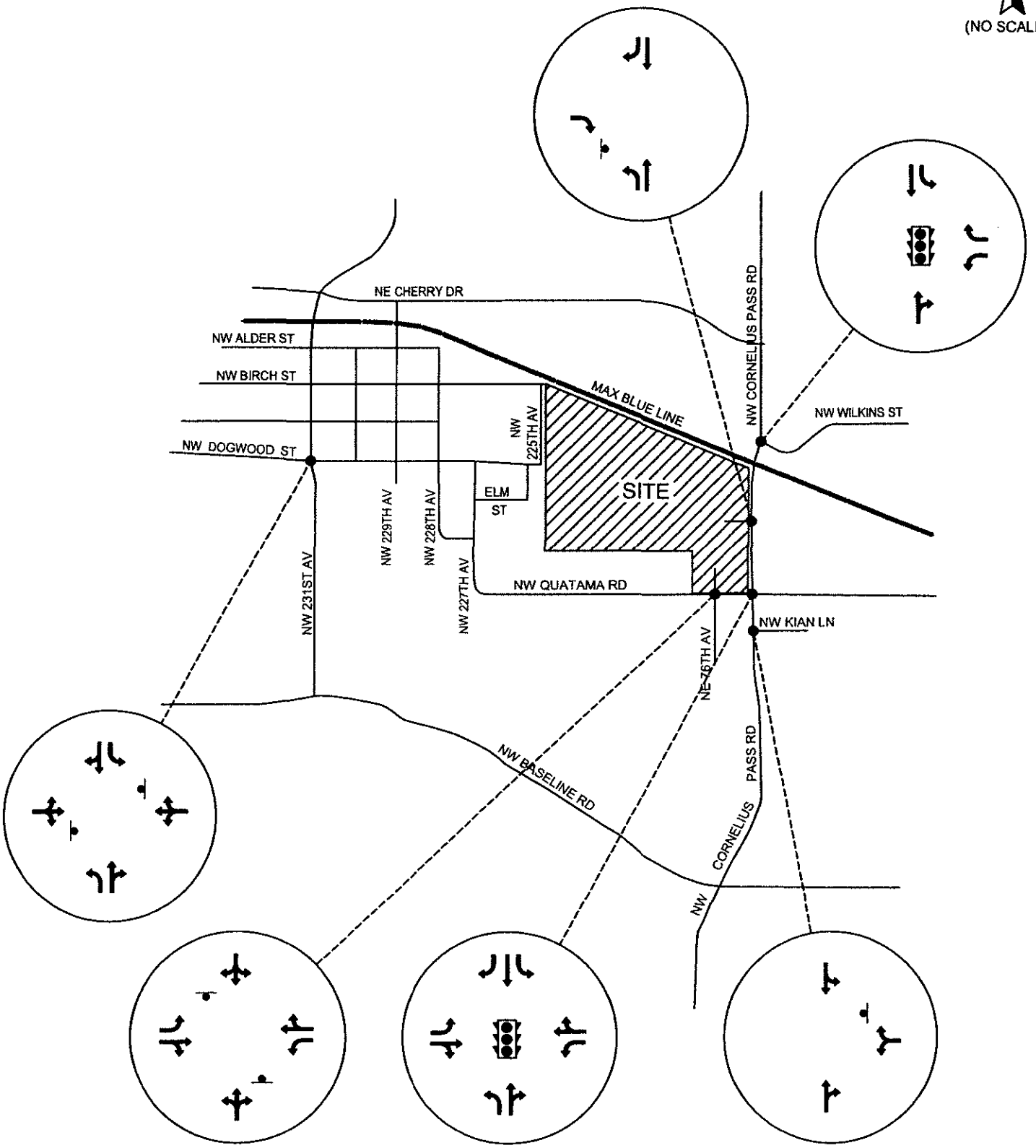


LEGEND	ASSUMED LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES (BUILD-OUT CONDITIONS)	FIGURE No.:
= STOP SIGN = STOP SIGNAL	AUGUST, 2008	10

SITE TRIP GENERATION

Estimates were prepared of average daily and weekday a.m. and p.m. peak hour vehicle trip ends for the subject site, based on the modified site plan. These estimates were prepared using the standard reference *Trip Generation, 7th Edition* (Reference 3) and the *ITE Trip Generation Handbook* (Reference 4). Both publications are published by the Institute of Transportation Engineers (ITE).

Because the modified site plan now includes a mixture of residential, neighborhood commercial, and employment area uses, there is the potential for three different trip types. These include internal, pass-by trips, and primary trips. ITE defines each type of trip as the following:

- *Internal Trips:* These are trips made between adjacent land uses on the development site. These trips do not impact the surrounding roadway network, but are completely internal to the development. Internalization reduces the number of trips generated by the proposed project.
- *Pass-By Trips:* These trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street that offers direct access to the generator. With the addition of the proposed development, these trips would stop at the site before continuing. As such, these trips do not represent new trips to the adjacent roadway beyond the site access points.
- *Primary Trips:* These trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. The trip typically goes from origin to generator then returns to the origin.

Table 4 summarizes the estimated site trip generation during a typical weekday as well as during the weekday a.m. and p.m. peak hours for the proposed development based on the modified site plan.

TABLE 4
Estimated Site Trip Generation

Land Uses	ITE Code	Size	Average Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family Homes	210	120 units	1,230	93	23	70	126	79	47
Townhomes/Condos	230	129 units	797	63	11	52	74	50	24
*Internal**			(203)	(11)	(6)	(5)	(37)	(22)	(15)
Pharmacy w/Drive Thru	881	10,000 sq. ft.	882	27	15	12	86	42	44
*Internal**			(88)	(4)	(2)	(2)	(11)	(5)	(6)
*49% Pass-By***			(389)				(36)	(18)	(18)
Shopping Center	820	25,777 sq. ft.	2,813	69	42	27	256	123	133
*Internal**			(281)	(8)	(4)	(4)	(33)	(13)	(20)
*34% Pass-By***			(861)				(76)	(38)	(38)
Daycare	565	8,050 sq. ft.	638	103	55	48	83	39	44
General Office	710	9,600 sq. ft.	220	15	13	2	14	2	12
*Internal**			(86)	(3)	(1)	(2)	(9)	(5)	(4)
Total Trips			6,580	370	159	211	639	335	304
Internal Trips			(658)	(26)	(13)	(13)	(90)	(45)	(45)
Total External Trips			5,922	344	146	198	549	290	259
Total Pass-By Trips			**(1,250)**				**(112)**	**(56)**	**(56)**
Total Primary Trips			**4,672**	**344**	**146**	**198**	**437**	**234**	**203**

* - Internal trips are estimated to travel internally between the residential, commercial, and employment areas of the site without accessing the external streets of Quatama Road and Cornelius Pass Road.

**- Pass-by rates contained in the ITE Trip Generation Handbook, Second Edition, were applied to the weekday p.m. peak hour as well as the average daily period.

For the purposes of this study it was assumed that a pharmacy with drive-through window (10,000 square feet in size) and a shopping center (25,777 square feet in size) would occupy the neighborhood commercial element of the site. It was also assumed that a daycare facility (8,050 square feet in size) and an office building (9,600 square feet in size) would occupy the employment element of the site. As for the residential component, a total of 120 single family detached units was assumed along with 129 townhome/condominium units.

As shown in Table 4, trip internalization is estimated to occur between the residential, neighborhood commercial, and employment area uses. Trip internalization figures were estimated for the weekday a.m. and p.m. peak hour periods using procedures identified in the *ITE Trip Generation Handbook* (See Chapter 7 for internal capture rates involving Multi-Use developments.) For this study, an average internal capture rate of 7.0 percent was determined for the weekday a.m. peak hour, with an average rate of 14.1 percent determined for the weekday p.m. peak hour. An internalization factor of 10 percent was applied to the total daily trip generation figures, as this represents a rough average of the internal capture rates for the weekday a.m. and p.m. peak hour periods. *All trip internalization calculations are provided in Appendix "G" of this study.*

Pass-by trips will also be generated by the proposed neighborhood commercial uses on the site. Specifically, the assumed pharmacy and shopping center land uses are estimated to have pass-by capture rates of 49 percent and 34 percent, respectively. These values were obtained from the *ITE Trip Generation Handbook* and were assumed to apply to the weekday p.m. peak hour as well as the average daily period.

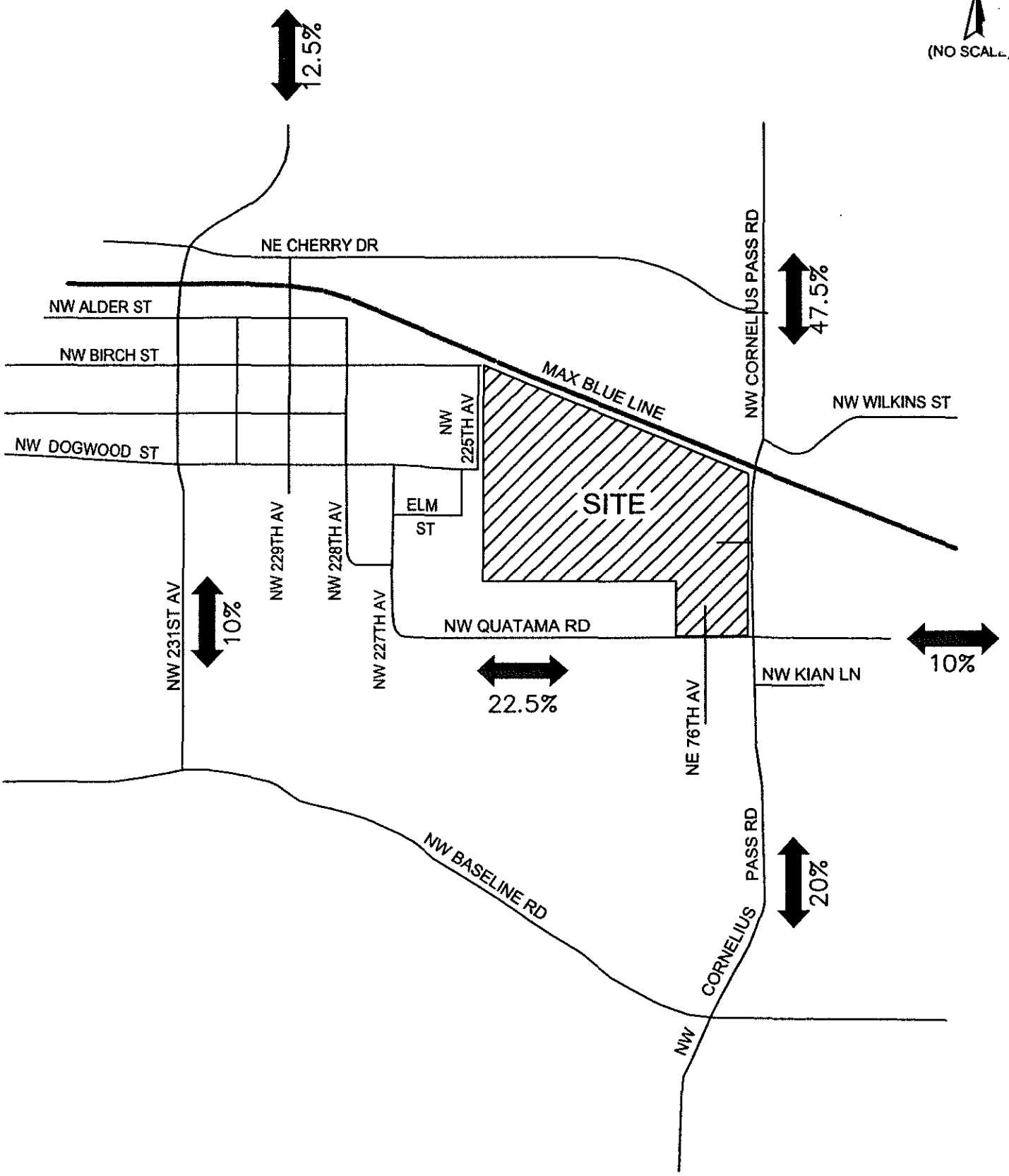
The modified site plan is expected to generate 4,672 total primary vehicle trips over an average weekday, with 344 primary trips (146 in, 198 out) occurring during the weekday a.m. peak hour and 437 primary trips (234 in, 203 out) occurring during the weekday p.m. peak hour.

SITE TRIP DISTRIBUTION

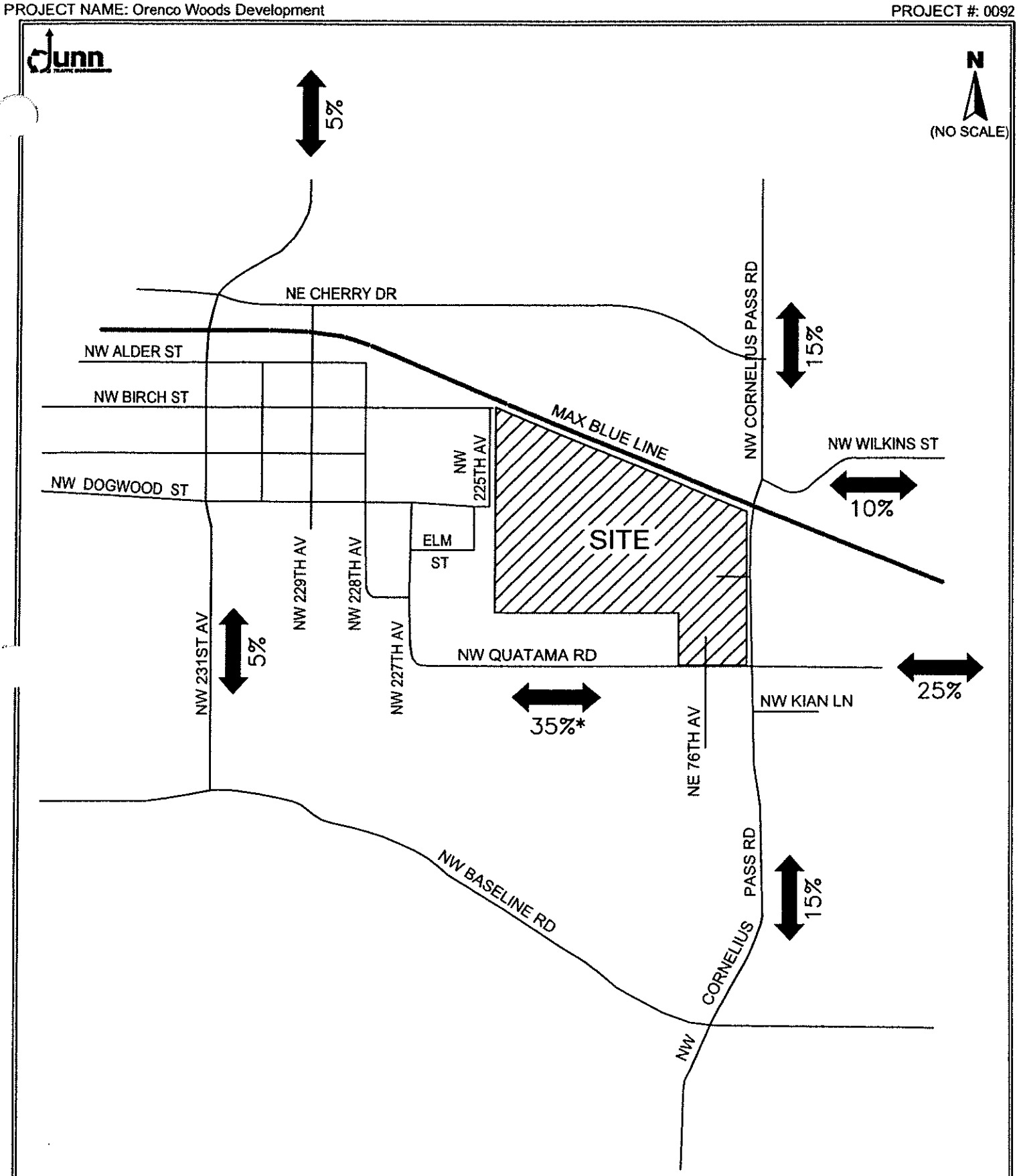
The distribution of site-generated trips onto the study area roadways was determined separately for the residential and neighborhood commercial/employment portions of the site due to the different origin and destination patterns of drivers associated with these land uses. For the residential portion of the site, the site trip distribution pattern is identical to what was utilized in the previous December 2005 traffic study, whereby the lack of any public street connections along the western site boundary with the Old Orenco Neighborhood resulted in an estimated residential trip distribution pattern of 47.5% to/from the north along NW Cornelius Pass Road, 10% to/from the east along NW Quatama Road, 20% to/from the south along NW Cornelius Pass Road, 10% to/from the southwest along NW 231st Avenue, and 12.5% to/from the northwest along NW 231st Avenue. Figure 11 illustrates the site trip distribution pattern for the residential portion of the site.

For the neighborhood commercial/employment portion of the site, a separate and unique trip distribution pattern was selected to reflect the commercial business and employment-related activities that will be present on-site. Also, because there are much larger commercial businesses and employment-related land uses present north of the site up along NW Cornell Road and south of the site down along NW Baseline Road, much of the commercial and employment-related site traffic is assumed to be local in nature. For example, it was assumed for this study that 25 percent of all the primary commercial/employment trips would originate from or be destined to the various residential subdivisions located immediately south and west of the site along NW Quatama Road and NW 227th Avenue (i.e. Danbury Park and Old Orenco Neighborhood). Figure 12 illustrates the resulting site trip distribution patterns selected for the commercial/employment portion of the site.

Based on the selected site trip distribution patterns and various trip generation estimates for the individual land uses proposed for the site development, Figures 13 and 14 display the total site traffic assignments for the study area intersections during the weekday a.m. and p.m. peak hours, respectively.

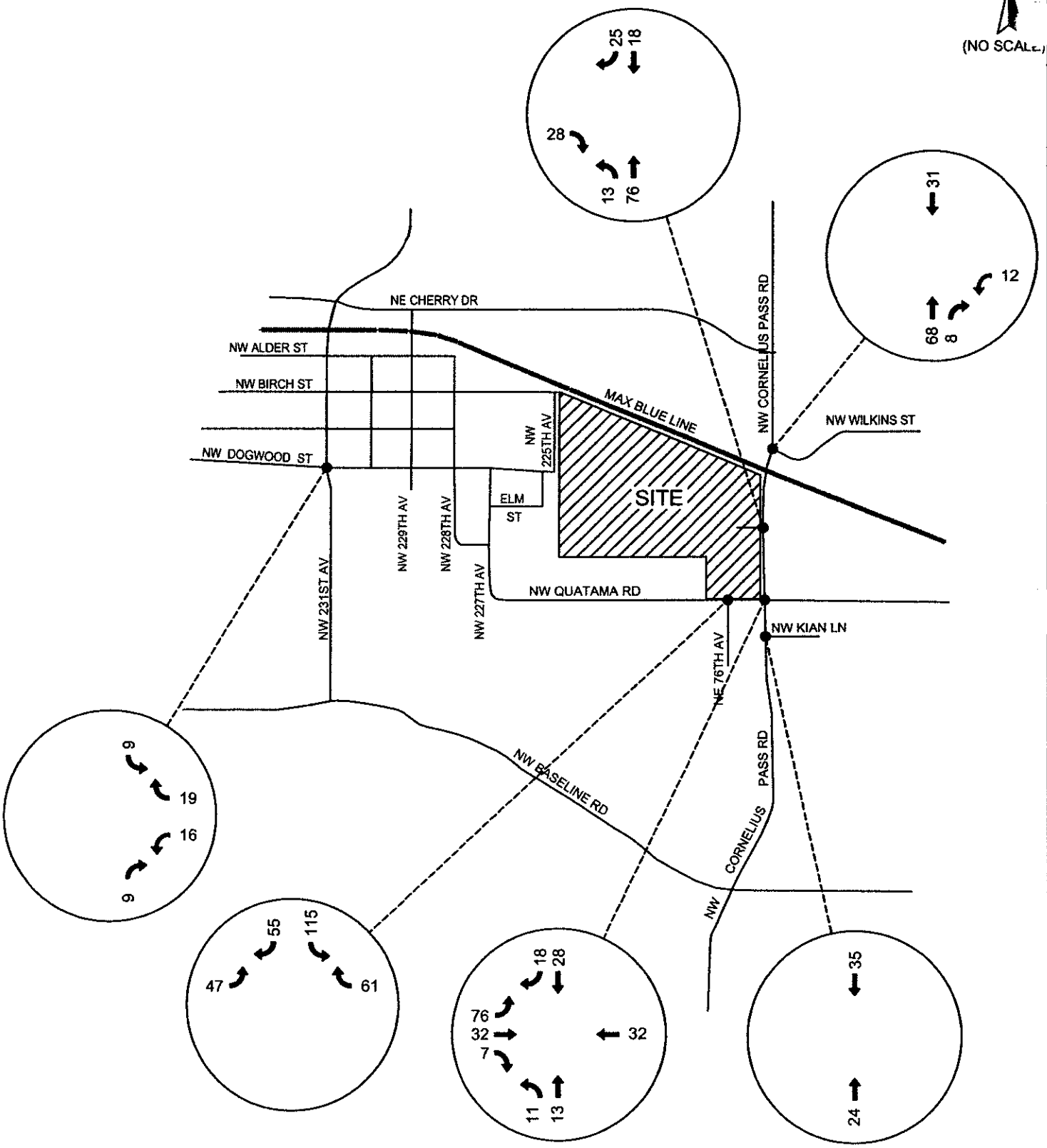


LEGEND	ESTIMATED SITE TRIP DISTRIBUTION PATTERN (RESIDENTIAL PORTION)	FIGURE No.:
⟷ = PERCENT SITE TRAFFIC DISTRIBUTION	AUGUST, 2008	11

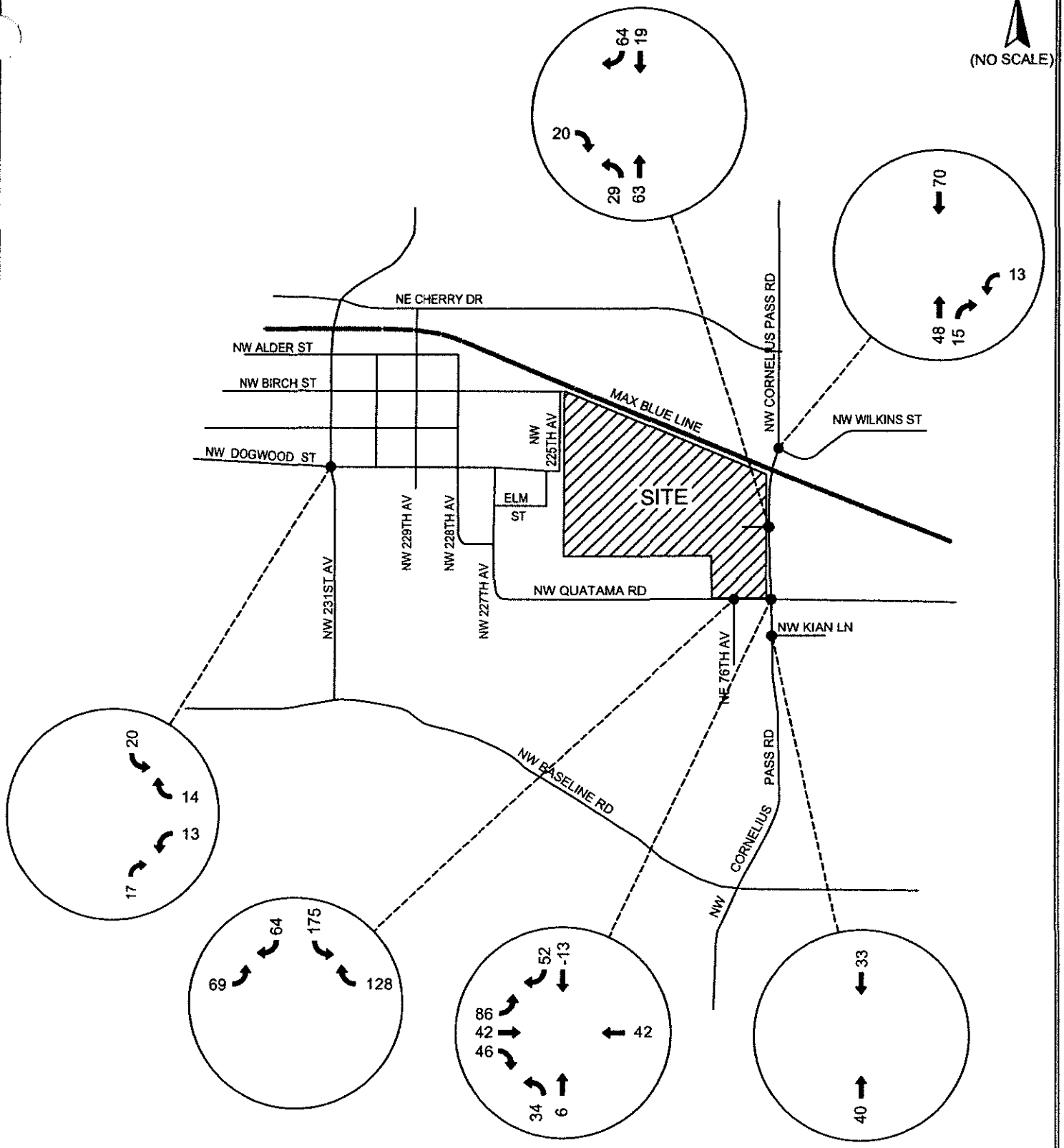


* - 25% of the Commercial/Employment site trips are anticipated to travel to/from the residences within the old Orenco Neighborhood, and the subdivisions adjacent to NW Quatama Road.

LEGEND	ESTIMATED SITE TRIP DISTRIBUTION PATTERN (COMMERCIAL/EMPLOYMENT PORTION)	FIGURE No.:
⟷ = PERCENT SITE TRAFFIC DISTRIBUTION	AUGUST, 2008	12



LEGEND	TOTAL SITE-GENERATED TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR AUGUST, 2008	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME		13



LEGEND	TOTAL SITE-GENERATED TRAFFIC VOLUMES WEEKDAY PM PEAK HOUR	FIGURE No.:
## = PEAK HOUR TRAFFIC VOLUME	AUGUST, 2008	14

TOTAL TRAFFIC CONDITIONS

The year 2011 total traffic conditions analysis forecasts how the study area's transportation system will operate when the proposed development is expected to be fully built-out and occupied and all related off-site transportation improvements are made.

TRAFFIC VOLUMES

The 2011 background traffic volumes for the weekday a.m. and p.m. peak hours shown in Figures 8 and 9 were added to the respective weekday a.m. and p.m. peak hour site-generated traffic volumes shown in Figures 13 and 14 to arrive at the year 2011 total traffic volumes shown in Figures 15 and 16.

PEAK HOUR OPERATIONS

Figures 15 and 16 also summarize the year 2011 total traffic operations analysis results for the study intersections during the weekday a.m. and p.m. peak hours, respectively. As the figures show, with the site development and all proposed off-site improvements in place, all existing and proposed new study intersections will operate within acceptable level-of-service and volume-to-capacity ratio thresholds during both the weekday a.m. and p.m. peak hours, based on applicable Washington County and City of Hillsboro operating standards. *Appendix "H" includes the year 2011 total traffic conditions level of service worksheets.*

TRAFFIC SIGNAL WARRANTS

A signal warrant analysis was conducted for key unsignalized public street intersections in the study area. These include the proposed street access to NW Cornelius Pass Road, the NW Dogwood Street/NW 231st Avenue intersection, and the NW Quatama Road/NE 76th Avenue intersection.

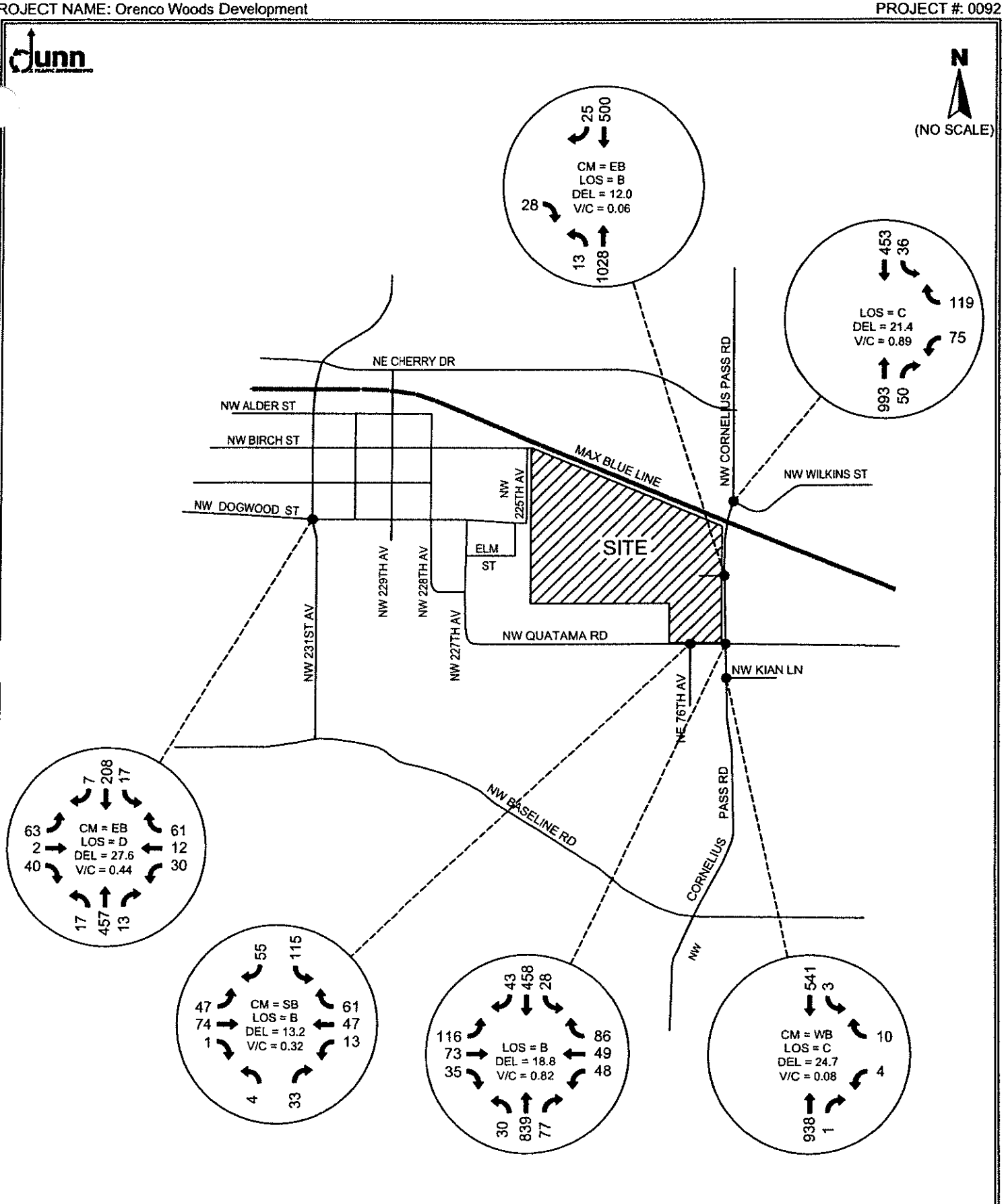
The traffic signal warrant analysis was based the procedures described in the *Manual on Uniform Traffic Control Devices* (MUTCD, Reference 5), using the estimated year 2011 total traffic volumes. Specifically, the weekday p.m. peak hour was selected as the basis of the signal warrant analysis because it represents the peak travel period of a typical weekday. The weekday p.m. peak hour traffic volumes were also used to estimate the fourth and eighth highest hourly traffic flows at the study intersections. Historical evidence shows that the fourth and eighth highest hourly traffic flows represent approximately 80- and 60-percent of the weekday p.m. peak hour volumes.

The results of the analysis indicate none of the volume-based traffic signal warrants (Peak Hour, Four-Hour, or Eight-Hour Volumes) will be satisfied at any of the three identified unsignalized study intersections. *Appendix "I" contains the traffic signal warrant analysis worksheets.*

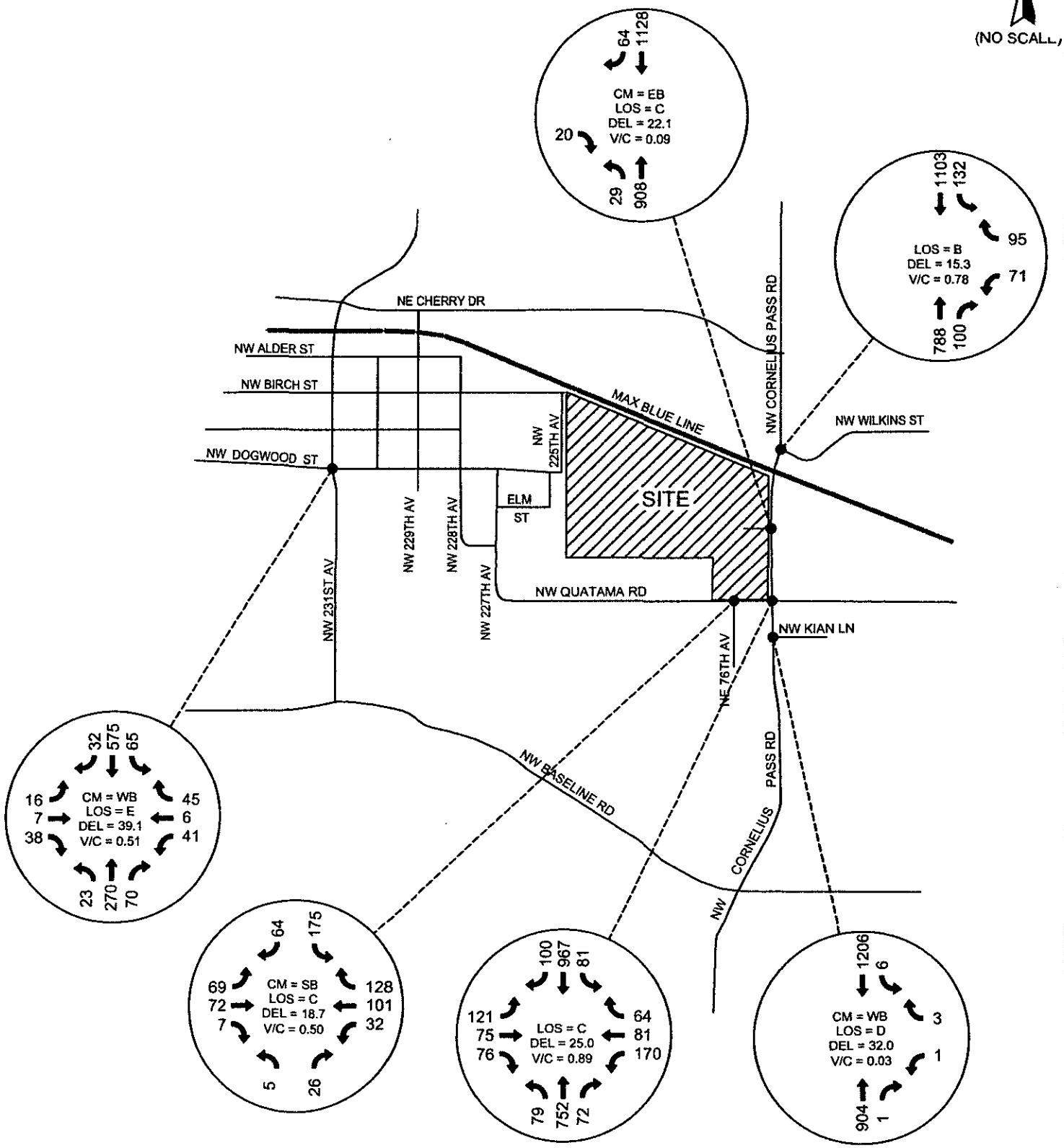
LEFT-TURN LANE WARRANTS

Year 2011 total traffic volumes were used to determine if left-turn lanes would be warranted at any of the unsignalized study intersections where left-turn lanes are not already provided or proposed. For this study, left-turn lane warrants were assessed only for the NW Cornelius Pass Road/NW Kian Lane intersection. The remaining study intersections either already have a left-turn lane along the major street like those study intersections along NW 231st Avenue, or a left-turn lane is proposed as part of the Orenco Woods Crossing development, such as at the proposed site access intersections on NW Quatama Road and NW Cornelius Pass Road.

The procedures used to determine if left-turn lane warrants are satisfied at the NW Cornelius Pass Road/NW Kian Lane intersection are based on a queuing model developed by M.D. Harmelink titled *Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections* (Reference 6). The procedures take into account left-turn arrival rates, the volume of advancing and opposing traffic, the percentage of left-turning vehicles, posted speed, and the time interval required to make a left-turn



LEGEND	YEAR 2011 TOTAL TRAFFIC CONDITIONS WEEKDAY AM PEAK HOUR	FIGURE No.:
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH DEL = AVERAGE CONTROL DELAY (SECONDS) V/C = VOLUME-TO-CAPACITY RATIO	AUGUST, 2008	15



LEGEND
CM = UNSIGNALIZED CRITICAL MOVEMENT/APPROACH
LOS = LEVEL OF SERVICE FOR SIGNALIZED INTERSECTION OR UNSIGNALIZED CRITICAL MOVEMENT/APPROACH
DEL = AVERAGE CONTROL DELAY (SECONDS)
V/C = VOLUME-TO-CAPACITY RATIO

YEAR 2011 TOTAL TRAFFIC CONDITIONS
WEEKDAY PM PEAK HOUR

AUGUST, 2008

FIGURE No.: 16

maneuver. It should be emphasized that the focus of the turn lane warrant analysis is on the left-turn movements from the major street where drivers must yield to oncoming traffic. Satisfaction of the left-turn lane warrant criteria is an indication that traffic circulation on the main street can be enhanced by the addition of an exclusive left-turn lane. Installation of a left-turn lane would separate left-turning vehicles from the through traffic stream, thus, reducing traffic delay and eliminating standing vehicle queues for the through traffic lane.

The Harmelink analysis was conducted using the estimated year 2011 total traffic volumes for the weekday a.m. and p.m. peak hours, with the understanding that amount of left-turn traffic demand from NW Cornelius Pass Road onto NW Kian Lane is very low relative to the amount of through traffic (less than one percent). Due to the low percentage of left-turning vehicles, Washington County employs a modified version of the Harmelink analysis. *This analysis methodology along with the left-turn lane warrant analysis results are provided in Appendix "J".*

Based on the analysis results, a left-turn lane will not be warranted for the southbound left-turn movement from NW Cornelius Pass Road onto NW Kian Lane during the weekday a.m. peak hour, but would be warranted during the weekday p.m. peak hour. However, further testing indicates that the left-turn lane warrant would also be satisfied during the weekday p.m. peak hour of the 2011 background traffic condition, without the site development. Based on this finding, a left-turn lane improvement at NW Kian Lane would not be proportionate to the impacts of the proposed site development. Therefore, the Applicant should not be responsible for implementing any left-turn lane treatment at this intersection. It is also important to emphasize here that the operational analysis provided in the previous section indicates that this intersection will operate sufficiently under current lane configurations and traffic control. Additionally, when NW Cornelius Pass Road is eventually widened to five lanes, access to NW Kian Lane will likely be restricted to right-in/right-out only movements for safety reasons and to eliminate conflicts between standing vehicle queues. It is also possible that the residences along NW Kian Lane may eventually have a secondary access to NW Quatama Road as the vacant land to the north develops.

RIGHT-TURN LANE WARRANTS

The potential need for right-turn lanes at all the unsignalized study intersections along NW Cornelius Pass Road was also examined for year 2011 total traffic conditions. The analysis procedures were based on the volume-based guidelines described in *National Cooperative Highway Research Program Report 279: Intersection Channelization Design Guide* (Reference 7). Based solely on the NCHRP Report 279 volume-based guidelines, a right-turn lane will only be warranted for the southbound right-turn movement from NW Cornelius Pass Road into the proposed street access during the weekday p.m. peak hour. It should be emphasized here that a right-turn lane is proposed for this movement as part of the site frontage improvements to be made along NW Cornelius Pass Road. *Appendix "K" contains the right-turn lane warrant analysis worksheets.*

VEHICLE QUEUING

A vehicle queuing analysis was conducted to ensure that adequate lane storage will be available at all study intersections upon full development of the proposed Orenco Woods Crossing development. For the queuing analysis, a Poisson distribution was applied at a 95-percent confidence level to determine queue length probabilities. (In essence, random arrivals were assumed and the queue lengths shown at signalized intersections will not be exceeded during 95-percent of the signal cycles occurring in the weekday peak hour.) The assumed length-of-red interval at each signalized intersection was obtained from the signal timing parameters used in the 2011 total traffic level-of-service analysis. At stop-controlled intersections, the 95th-percentile vehicle queue length was determined using Equation 17-37 presented in the *Highway Capacity Manual* (Reference 1). All vehicle queuing analyses conducted for this study assume one vehicle will occupy 25 feet of storage length.

Table 5 summarizes the results of the queuing analysis under year 2011 total traffic conditions during the weekday a.m. and p.m. peak hours. As shown in the table, the queuing analysis determined that the 95th-percentile vehicle queues can be accommodated within the existing or proposed lane storage at all study intersections. . *Appendix "L" contains the queuing analysis worksheets.*

TABLE 5
Estimated 95th-Percentile Queue Lengths
(Year 2011 Total Traffic Conditions)

Intersection	Approach	Movement	Storage Demand (feet)		Available Storage (feet)	Adequate Storage Available?
			AM Peak	PM Peak		
NW Cornelius Pass Rd./ NW Wilkins St.	Northbound	Through-Right	275	300	Cont.	Yes
	Southbound	Left	75	150	150	Yes
		Through	125	250	Cont.	Yes
	Westbound	Left	100	100	200	Yes
		Right	150	125	200	Yes
NW Cornelius Pass Rd./ Proposed Street Access	Northbound	Left	25	25	75 (proposed)	Yes
	Eastbound	Right	25	25	Cont. (proposed)	Yes
NW Cornelius Pass Rd./ NW Quatama Rd.	Northbound	Left	50	100	100	Yes
		Through-Right	300	325	Cont.	Yes
	Southbound	Left	50	100	150 (proposed)	Yes
		Through	175	350	Cont.	Yes
		Right	25	75	150 (proposed)	Yes
	Eastbound	Left	150	150	300 [1] (proposed)	Yes
		Through-Right	125	150	Cont.	Yes
	Westbound	Left	75	175	175 (proposed)	Yes
		Through-Right	150	150	Cont.	Yes
NW Cornelius Pass Rd./ NW Kian Ln.	Westbound	Left-Right	25	25	Cont.	Yes
NW Quatama Rd./ Proposed Site Access/ NE 76th Ave.	Northbound	Left-Through-Right	25	25	Cont.	Yes
	Southbound	Left-Through-Right	50	75	Cont. (proposed)	Yes
	Eastbound	Left	25	25	65 (proposed)	Yes
	Westbound	Left	25	25	300 [1] (proposed)	Yes
NW 231st Ave./ NW Dogwood St.	Northbound	Left	25	25	75	Yes
	Southbound	Left	25	25	Cont.	Yes
	Eastbound	Left-Through-Right	75	50	Cont.	Yes
	Westbound	Left-Through-Right	50	75	Cont.	Yes

Notes: Cont.=Continuous travel lane.

[1] Along NW Quatama Road, there is 375 feet of distance (centerline-to-centerline) between the intersections of NE 76th Avenue and NW Cornelius Pass Road. This distance between these intersections allows eastbound vehicles approximately 300 of storage distance to queue up during a red signal phase without blocking the NE 76th Avenue intersection.

ACCESS SPACING

Figure 3 illustrates all existing and proposed accesses within the "influence area" of the site. As shown in this figure, a public street providing access to the site is proposed along NW Quatama Road directly across from NE 76th Avenue, creating a common four-way intersection. The proposed location of this new street access is 140 feet east of the easternmost driveway to the Elks Lodge on the north side of NW Quatama Road and 335 feet west of NW Cornelius Pass Road. Under these conditions and according to Section 501-8.5B(3) of the Washington County Community Development Code, the access spacing standard of 100 feet for a *Collector* street, such as NW Quatama Road, is satisfied.

Figure 3 also shows the proposed location for a new public street access along the west side of NW Cornelius Pass Road, at a distance of 715 feet north of NW Quatama Road, 450 feet north of the PGE substation driveway on the east side of the street, and 140 feet south of another driveway to a single family residence on the east side of the street. Although the proposal to have direct access to NW Cornelius Pass Road does not satisfy the 600-foot access spacing standards outlined in Section 501-8.5B(4) of the Washington County CDC for an *Arterial* street such as NW Cornelius Pass Road, Section 501-8.5C of the CDC does allow for an exception to the access criteria through County approval of an Access Modification Request. Such a request has been prepared separately from this study and submitted to Washington County for review.

It is important to emphasize that the proposed access to NW Cornelius Pass Road will allow site traffic to circulate more efficiently between the development and the adjacent street system. It will lessen overall trip lengths for drivers related to the development and place less demand on the traffic signal at NW Cornelius Pass Road/NW Quatama Street intersection, thus preserving its capacity and minimizing vehicle delays and standing vehicle queues. It is also expected that having the proposed access in place will reduce cut-through traffic demand within the old Orenco Neighborhood immediately west of the site; a goal established by the City of Hillsboro during the process to change the underlying Comprehensive Plan designation for the proposed development site. Lastly, the proposed street access to NW Cornelius Pass Road will be designed to limit access to right-in/right-out/left-in only movements via the construction of a raised median and appropriate signing and striping. All left-out movements will be directed to the proposed street access to NW Quatama Road where drivers can safely access NW Cornelius Pass Road in the northbound direction from the signalized intersection at NW Quatama Road.

SIGHT DISTANCE

Sight distance measurements were made in the field to ensure that the proposed street connections to NW Cornelius Pass Road and NW Quatama Road will have adequate intersection sight distance. All intersection sight distance measurements were made from a point 15 feet behind the edge of the traveled way, and from a height of 3.5 feet above the ground looking at an object that is 3.5 feet above the ground, which is consistent with AASHTO (Reference 8) standards.

From the location of the proposed street access to NW Cornelius Pass Road, intersection sight distance was measured to be more than 680 feet in the northbound direction and more than 600 feet in the southbound direction. These distances exceed the minimum standard of 450 feet as required by Washington County for a roadway with a posted speed of 45 mph.

At the proposed location for the new street access to NW Quatama Road (directly across from NE 76th Avenue) intersection sight distance measured more than 400 feet in the eastbound and westbound directions, which exceed the minimum standard of 250 feet as required by Washington County for a roadway with a posted speed of 25 mph.

PEDESTRIAN CIRCULATION

Section 137-XVI(C) of the Hillsboro Zoning Ordinance No. 1945 indicates the need for a pedestrian circulation study to be included within the traffic impact report for a development located within a 2,600-foot radius of an LRT station. Given that the entire Orenco Woods Crossing site is located more than 2,600 feet from the Quatama/NW 205th Avenue station and only a small portion of the northwest corner of the site is located within 2,600 feet of the Orenco/NW 231st Avenue station, a pedestrian circulation study is not required. However, it should be stated that the proposed street system within the Orenco Woods Crossing development will be designed according to City of Hillsboro standards and will facilitate continuous sidewalk facilities along all streets, with external pedestrian connections provided to each of the public streets surrounding the site, such as NW Cornelius Pass Road, NW Quatama Road, and NW 225th Avenue. Direct pedestrian connections will also be provided to important destinations such as the Orenco Elementary School, the McDonald House, internal park areas, and the multi-use path proposed along Rock Creek.

CONCLUSIONS AND RECOMMENDATIONS

Based on the transportation impact analysis findings documented in this report per the modified site plan, the proposed Orenco Woods Crossing development can be developed while maintaining acceptable levels of operation and safety on the surrounding transportation system. This study resulted in the following recommendations:

- Construct a new public street access to NW Cornelius Pass Road at a distance of approximately 715 feet north of NW Quatama Road (centerline-to-centerline distance). Construct a right-turn deceleration lane with appropriate storage and taper transition on the southbound approach of NW Cornelius Pass Road at the proposed new access. Construct a left-turn lane with 75 feet of storage distance on the northbound approach. Limit traffic movements at the proposed new intersection to right-in/right-out/left-in only through the construction of a raised median and installation of appropriate signing and striping.
- Widen NW Cornelius Pass Road from two to three travel lanes between NW Quatama Road and the proposed public street access to the site, with an appropriate taper transition back to two travel lanes north of the proposed access;
- Construct a continuous sidewalk along the site frontage of NW Cornelius Pass Road in its ultimate planned location, between the regional trail access and NW Quatama Road.
- Construct a new public street access to NW Quatama Road, directly across from NE 76th Avenue.
- Widen NW Quatama Road along the site frontage to facilitate a three-lane section (one travel lane in each direction and a center left-turn lane) with bicycle lanes on both sides of the street, and a new planting strip and sidewalk along the north side of the street.
- Widen the eastbound and westbound approaches of the NW Quatama Road/NW Cornelius Pass Road intersection to establish 150 feet of striped storage on the eastbound approach and 175 feet of striped storage on the westbound approach. Install a right turn lane with 150 feet of storage on the southbound approach. Maintain the existing permitted left-turn signal phasing on the eastbound and westbound approaches of this intersection, and maintain the protected/permissive left-turn signal phasing that now exists on the northbound and southbound approaches.
- Maintain any landscaping provided along the site frontages of NW Cornelius Pass Road and NW Quatama Road to ensure adequate sight distance along these roadways.

REFERENCES

1. Transportation Research Board. *Highway Capacity Manual.* 2000.
2. Washington County. *Washington County 2020 Transportation Plan.* 2002.
3. Institute of Transportation Engineers (ITE). *Trip Generation Manual, Seventh Edition*, 2003.
4. Institute of Transportation Engineers (ITE). *Trip Generation Handbook, Second Edition*, June 2004.
5. United States Department of Transportation. *Manual on Uniform Traffic Control Devices* (MUTCD). 2003.
6. M. D. Harmelink. *Volume Warrants for Left-Turn Storage Lanes at Unsignalized Intersections.*
7. Transportation Research Board. *National Cooperative Highway Research Program, Report No. 279, Intersection Channelization Design Guide.* 1985
8. American Association of State Highway and Transportation Officials (AASHTO). *A Policy on Geometric Design of Highways and Streets.* 2004.

APPENDIX A

Quality Counts, LLC
Daily Vehicle Volume Report

Location: Dogwood btwn 230th and 231th
Unit ID: QUALITY COUNTS
Study Date: Tuesday - December 07, 2004

Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	5	4	9
01:00 - 01:59	1	1	2
02:00 - 02:59	2	1	3
03:00 - 03:59	2	2	4
04:00 - 04:59	10	1	11
05:00 - 05:59	16	2	18
06:00 - 06:59	23	10	33
07:00 - 07:59	81	62	143 AM PEAK
08:00 - 08:59	70	26	96
09:00 - 09:59	35	35	70
10:00 - 10:59	31	33	64
11:00 - 11:59	44	40	84
12:00 - 12:59	51	32	83
13:00 - 13:59	52	53	105
14:00 - 14:59	69	49	118
15:00 - 15:59	54	34	88
16:00 - 16:59	35	51	86
17:00 - 17:59	50	72	122 PM PEAK
18:00 - 18:59	41	41	82
19:00 - 19:59	29	41	70
20:00 - 20:59	23	28	51
21:00 - 21:59	20	21	41
22:00 - 22:59	9	9	18
23:00 - 23:59	5	6	11
ADT	758	654	1412
AM Peak Time	07:30 - 08:29	07:15 - 08:14	07:15 - 08:14
AM Peak Volume	97	66	159
PM Peak Time	14:15 - 15:14	17:00 - 17:59	13:45 - 14:44
PM Peak Volume	75	72	123

Quality Counts, LLC
Daily Vehicle Volume Report

Location: Dogwood btwn 230th and 231th
Unit ID: QUALITY COUNTS
Study Date: Wednesday - December 08, 2004

Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	1	4	5
01:00 - 01:59	0	2	2
02:00 - 02:59	2	1	3
03:00 - 03:59	3	0	3
04:00 - 04:59	10	3	13
05:00 - 05:59	11	2	13
06:00 - 06:59	27	7	34
07:00 - 07:59	69	54	123 AM PEAK
08:00 - 08:59	74	21	95
09:00 - 09:59	31	22	53
10:00 - 10:59	19	23	42
11:00 - 11:59	42	39	81
12:00 - 12:59	44	25	69
13:00 - 13:59	39	34	73
14:00 - 14:59	84	49	133
15:00 - 15:59	54	32	86
16:00 - 16:59	46	57	103
17:00 - 17:59	62	72	134 PM PEAK
18:00 - 18:59	30	44	74
19:00 - 19:59	33	29	62
20:00 - 20:59	19	15	34
21:00 - 21:59	12	10	22
22:00 - 22:59	8	5	13
23:00 - 23:59	6	10	16
ADT	726	560	1286
AM Peak Time	07:45 - 08:44	07:15 - 08:14	07:15 - 08:14
AM Peak Volume	93	57	140
PM Peak Time	14:00 - 14:59	16:45 - 17:44	17:00 - 17:59
PM Peak Volume	84	77	134

Quality Counts, LLC
Daily Vehicle Volume Report

Location: Dogwood btwn 230th and 231th
Unit ID: QUALITY COUNTS
Study Date: Thursday - December 09, 2004

Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	2	1	3
01:00 - 01:59	1	2	3
02:00 - 02:59	1	0	1
03:00 - 03:59	5	1	6
04:00 - 04:59	7	1	8
05:00 - 05:59	11	5	16
06:00 - 06:59	26	10	36
07:00 - 07:59	70	48	118 AM PEAK
08:00 - 08:59	62	30	92
09:00 - 09:59	35	25	60
10:00 - 10:59	36	16	52
11:00 - 11:59	38	33	71
12:00 - 12:59	51	37	88
13:00 - 13:59	44	35	79
14:00 - 14:59	57	40	97
15:00 - 15:59	61	31	92
16:00 - 16:59	33	36	69
17:00 - 17:59	47	53	100
18:00 - 18:59	44	60	104 PM PEAK
19:00 - 19:59	20	36	56
20:00 - 20:59	25	18	43
21:00 - 21:59	18	11	29
22:00 - 22:59	10	12	22
23:00 - 23:59	9	5	14
ADT	713	546	1259
AM Peak Time	07:15 - 08:14	07:15 - 08:14	07:15 - 08:14
AM Peak Volume	85	50	135
PM Peak Time	13:45 - 14:44	17:30 - 18:29	17:15 - 18:14
PM Peak Volume	61	64	117

2008 ANNUAL TRAFFIC COUNTS
CITY OF HILLSBORO, ENGINEERING DIVISION
PHONE: 503-681-6146
FAX: 503-681-6245

CL = Classification:	SL = Speed Limit	ADT = Average Daily Traffic
A = Arterial	85th % = 85th Percentile Speed in MPH	AM Peak = Morning Peak Hour Volume
C = Collector	N/E = Northbound and Eastbound Direction of travel	PM Peak = Evening Peak Hour Volume
NR = Neighborhood Route	S/W = Southbound and Westbound Direction of travel	SZ = School Zone
L = Local		

NE SUNRISE LANE	BETWEEN 12TH/14TH	C	25	1	3/19	29.05	28.63	4.0	6.0	1482	1644	3126	142	94	236	120	216	336
NE SUNRISE LANE	BETWEEN 17TH/21ST	C	25	0	3/12	36.50	35.13	5.0	3.0	1335	1195	2530	102	51	153	109	130	239
NE SUNRISE LANE	BETWEEN 9TH/10TH	C	25	1	3/12	31.65	33.88	5.0	6.0	1237	1390	2627	107	69	176	104	164	268
NW 188TH AVE	BETWEEN CORNELL/EVERGREEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 194TH TER	BETWEEN CORNELL/VENETIAN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 194TH TER	BETWEEN VENETIAN/EVERGREEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 206TH AVE	BTWN ROCKSPRING/BROWNSTONE	C	35	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW 227TH AVE	BETWEEN FIR/QUATAMA	C	25	0	2/21	36.54	34.66	7.0	4.0	578	641	1219	71	126	197	65	48	113
NW 228TH AVE	BETWEEN BIRCH/ALDER	NR	25	1	2/21	30.07	25.82	6.0	3.0	189	236	425	25	34	59	24	21	45
NW 229TH AVE	BETWEEN BUTLER/EVERGREEN	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
* NW 231ST AVE	BETWEEN CHERRY/CAMPUS	C	35	0	3/5	41.50	48.67	6.0	15.0	4236	3327	7563	509	157	666	268	390	658
* NW 231ST AVE	BETWEEN OELRICH/MARINA	C	35	0	3/5	49.01	47.61	14.0	7.0	3852	3889	7741	468	225	693	261	503	764
NW 235TH AVE	BETWEEN EVERGREEN/BENNETT	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW ALDER ST	BETWEEN 231ST/228TH	NR	25	0	2/21	36.63	39.95	9.0	8.0	252	272	524	31	35	66	20	25	45
NW ALOCLEK DR	BETWEEN CORNELL/211TH	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW AMBERGLEN PKWY	BETWEEN VON NEUMANN/AMBERGLEN CT	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW AMBERWOOD DR	BETWEEN ALOCLEK/JOHN OLSEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW BENNETT ST	BETWEEN 235TH/229TH	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW CONNELL AVE	BETWEEN VAL/DALE	C	20	1	1/16	31.82	33.13	11.0	5.0	1758	1623	3381	131	127	258	194	156	350
NW CONNELL AVE	BETWEEN JACKSON/RACHEL	C	25	0	1/16	31.68	32.19	7.0	12.0	1922	2105	4027	167	205	372	204	212	416
NW DOGWOOD ST	BETWEEN 228TH/227TH	C	20	1	2/21	28.22	27.62	9.0	8.0	523	649	1172	50	101	151	67	55	122
NW DOGWOOD ST	BETWEEN 231ST/229TH	C	25	0	2/21	30.00	29.93	12.0	9.0	513	625	1138	58	77	135	55	54	109
NW EVERGREEN PKWY	BETWEEN 185TH/CORNELL	A	30	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW HUFFMAN AVE	EAST OF SHUTE RD	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW IMBRIE DR	BEWN EVERGREEN/CORNELIUS PASS	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW JACOBSON RD	BETWEEN PINEFARM/CENTURY	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW JACOBSON RD	BTWN CROENI/CORNELIUS PASS	C	40	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0

2008 ANNUAL TRAFFIC COUNTS
CITY OF HILLSBORO, ENGINEERING DIVISION
PHONE: 503-681-6146
FAX: 503-681-6245

CL = Classification:	SL = Speed Limit	ADT = Average Daily Traffic
A = Arterial	85th % = 85th Percentile Speed in MPH	AM Peak = Morning Peak Hour Volume
C = Collector	N/E = Northbound and Eastbound Direction of travel	PM Peak = Evening Peak Hour Volume
NR = Neighborhood Route	S/W = Southbound and Westbound Direction of travel	SZ = School Zone
L = Local		

NW JOHN OLSEN AVE	BETWEEN CORNELL/EVERGREEN	C	35	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
* NW QUATAMA RD	BETWEEN 227TH/AUTUMNWOOD	C	25	0	2/21	32.69	36.71	4.0	4.0	588	656	1244	73	127	200	68	50	118
NW STUCKI AVE	BETWEEN CORNELL/VENETIAN	C	45	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW STUCKI AVE	BETWEEN VENETIAN/EVERGREEN	C	45	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW WAGON WAY	BETWEEN CROENI/CORNELIUS PASS	C	0	1		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
NW WILKINS STREET	BETWEEN 206TH/AMBERGLEN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 12TH AVE	BETWEEN BASELINE/WASHINGTON	NR	25	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 13TH AVE	BETWEEN SPRUCE/ALDER	NR	25	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 18TH AVE	BETWEEN MAPLE,OAK CREST	C	25	0	2/13	29.46	29.72	6.0	7.0	935	1059	1994	0	0	0	0	0	0
SE 21ST AVE	BETWEEN BUSH/SPRUCE	C	25	1		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 24TH AVE	BETWEEN MAPLE/MAIN	C	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 32ND AVE	BETWEEN ALDER/MAPLE	A	25	0	5/7	31.00	32.46	4.0	6.0	4441	3977	8418	347	233	580	363	437	800
SE 3RD AVE	BETWEEN OAK/BASELINE	NR	20	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 53RD AVE	BETWEEN HACIENDA/RANCHO	NR	25	0	4/4	31.25	24.83	16.0	13.0	93	67	160	14	6	20	9	8	17
SE 67TH AVE	BETWEEN MOSCATO/BLAINE	NR	25	0	4/10	35.68	35.25	3.0	11.0	474	309	783	24	37	61	51	25	76
SE 6TH AVE	BETWEEN OAK/BASELINE	NR	0	0		0.00	0.00	0.0	0.0	0	0	0	0	0	0	0	0	0
SE 73RD AVE	BETWEEN DRAKE/AUGUSTA	NR	25	1	4/10	33.00	30.10	3.0	3.0	324	335	659	27	33	60	38	35	73
SE 73RD AVE	BETWEEN VILLA/FRANCES	NR	25	0	4/10	31.41	30.91	4.0	9.0	557	778	1335	40	47	87	82	100	182
SE BENTLEY RD	BETWEEN 37TH/39TH	C	25	1	5/7	39.11	39.48	3.0	3.0	1018	1164	2182	91	94	185	88	140	228
SE BORWICK RD	BETWEEN 229TH/68TH	C	25	0	4/16	34.39	35.75	5.0	5.0	1360	1171	2531	178	44	222	101	233	334
SE BROOKWOOD AVE	BETWEEN LONE OAK/ALEXANDER	C	40	0	2/13	34.44	33.52	5.0	7.0	1464	1629	3093	154	135	289	124	186	310
SE CEDAR ST	BETWEEN 36TH/39TH	C	20	1	5/7	32.71	31.35	2.0	3.0	726	857	1583	102	77	179	77	81	158
SE CENTURY AVE	BETWEEN ARIEL/MAPLE	C	25	0	4/16	36.90	37.01	6.0	4.0	877	1026	1903	105	59	164	74	177	251
SE CENTURY BLVD	BETWEEN PEGASUS/HACIENDA	C	35	1	4/10	34.36	32.16	4.0	5.0	2325	2249	4574	238	194	432	214	249	463
SE CENTURY BLVD	BETWEEN FRANCES/GREEN	C	35	0	4/10	35.86	36.81	4.0	6.0	1767	1714	3481	159	174	333	163	191	354
SE CYPRESS ST	BETWEEN 21ST/28TH	A	25	0	5/7	33.67	34.24	4.0	4.0	4301	3424	7725	281	231	512	371	399	770
SE DRAKE ST	BETWEEN 53RD/55TH	C	25	0	4/2	32.74	32.64	9.0	7.0	819	710	1529	61	47	108	76	70	146

LOCATION: Cornelius Pass Rd btwn Quatama and Wilkins
SPECIFIC LOCATION: 500 ft from Quatama
CITY/STATE: Hillsboro, OR

QC JOB #: 10369601
DIRECTION: NB/SB
DATE: Jul 15 2008

FHWA VEHICLE CLASSIFICATION DATA (NB/SB)

SPEED DATA (NB/SB)

VOLUME DATA (NB/SB)

Start Time	NB	SB	Total
12:00 AM	81	124	205
1:00 AM	41	58	99
2:00 AM	40	45	85
3:00 AM	50	40	90
4:00 AM	107	43	150
5:00 AM	358	87	445
6:00 AM	695	276	971
7:00 AM	873	375	1248 *
8:00 AM	737	448	1185
9:00 AM	578	426	1004
10:00 AM	617	453	1070
11:00 AM	606	554	1160
12:00 PM	635	663	1298
1:00 PM	650	602	1252
2:00 PM	564	690	1254
3:00 PM	572	773	1345
4:00 PM	592	862	1454 *
5:00 PM	277	584	861
6:00 PM	421	674	1095
7:00 PM	516	644	1160
8:00 PM	445	593	1038
9:00 PM	331	514	845
10:00 PM	192	351	543
11:00 PM	109	195	304
Day Total	10087	10074	20161
Percent	50.0%	50.0%	

PEAK HOUR (AM): 7:00 AM
PEAK HOUR (PM): 4:00 PM

AVERAGE SPEED:
MODAL SPEED:
MEDIAN SPEED:
85th PERCENTILE:
POSTED SPEED:

TOTAL TRUCKS:
(Class 4 thru 13)

Type of report: Tube Count - Volume Data

LOCATION: Cornelius Pass Rd btwn Quatama and Wilkins
SPECIFIC LOCATION: 500 ft from Quatama
CITY/STATE: Hillsboro, OR

QC JOB #: 10369601
DIRECTION: NB
DATE: Jul 14 2008 - Jul 16 2008

Start Time	Mon 14-Jul-08	Tue 15-Jul-08	Wed 16-Jul-08	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		81	51			66			66	
1:00 AM		41	56			48			48	
2:00 AM		40	35			37			37	
3:00 AM		50	46			48			48	
4:00 AM		107	106			106			106	
5:00 AM		358	360			359			359	
6:00 AM		695	**649**			672			672	
7:00 AM		**873**				**873**			**873**	
8:00 AM		737				737			737	
9:00 AM		578				578			578	
10:00 AM		617				617			617	
11:00 AM		606				606			606	
12:00 PM		635				635			635	
1:00 PM	622	**650**				**636**			**636**	
2:00 PM	585	564				574			574	
3:00 PM	619	572				595			595	
4:00 PM	535	592				563			563	
5:00 PM	587	277				432			432	
6:00 PM	**625**	421				523			523	
7:00 PM	481	516				498			498	
8:00 PM	400	445				422			422	
9:00 PM	286	331				308			308	
10:00 PM	202	192				197			197	
11:00 PM	109	109				109			109	
Day Total	5051	10087	1303			10239			10239	
% Weekday Average	49.3%	98.5%	12.7%							
% Week Average	49.3%	98.5%	12.7%			100.0%				
AM Peak Volume		7:00 AM 873	6:00 AM 649			7:00 AM 873			7:00 AM 873	
PM Peak Volume	6:00 PM 625	1:00 PM 650				1:00 PM 636			1:00 PM 636	

Comments:

Report generated on 7/21/2008 10:50 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Cornelius Pass Rd btwn Quatama and Wilkins
SPECIFIC LOCATION: 500 ft from Quatama
CITY/STATE: Hillsboro, OR

QC JOB #: 10369601
DIRECTION: SB
DATE: Jul 14 2008 - Jul 16 2008

Start Time	Mon 14-Jul-08	Tue 15-Jul-08	Wed 16-Jul-08	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		124	121			122			122	
1:00 AM		58	55			56			56	
2:00 AM		45	61			53			53	
3:00 AM		40	32			36			36	
4:00 AM		43	46			44			44	
5:00 AM		87	95			91			91	
6:00 AM		276	**244**			260			260	
7:00 AM		375				375			375	
8:00 AM		448				448			448	
9:00 AM		426				426			426	
10:00 AM		453				453			453	
11:00 AM		**554**				**554**			**554**	
12:00 PM		663				663			663	
1:00 PM	607	602				604			604	
2:00 PM	700	690				695			695	
3:00 PM	776	773				774			774	
4:00 PM	845	**862**				**853**			**853**	
5:00 PM	**945**	584				764			764	
6:00 PM	768	674				721			721	
7:00 PM	671	644				657			657	
8:00 PM	634	593				613			613	
9:00 PM	456	514				485			485	
10:00 PM	332	351				341			341	
11:00 PM	218	195				206			206	
Day Total	6952	10074	654			10294			10294	
% Weekday Average	67.5%	97.9%	6.4%							
% Week Average	67.5%	97.9%	6.4%			100.0%				
AM Peak Volume		11:00 AM 554	6:00 AM 244			11:00 AM 554			11:00 AM 554	
PM Peak Volume	5:00 PM 945	4:00 PM 862				4:00 PM 853			4:00 PM 853	

Comments:

Report generated on 7/21/2008 10:51 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

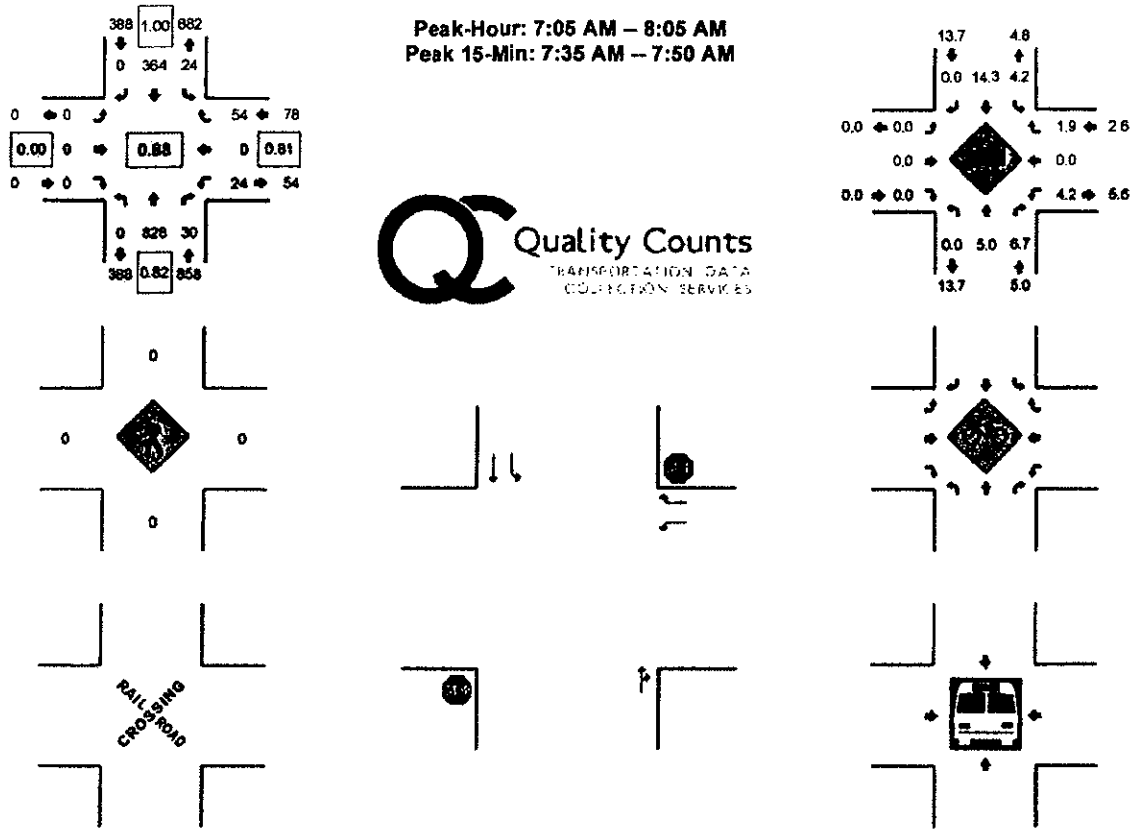
LOCATION: NW Cornelius Pass Rd -- NW Wilkins St

QC JOB #: 10365109

CITY/STATE: Hillsboro, OR

DATE: 6/19/2008

Peak-Hour: 7:05 AM – 8:05 AM
Peak 15-Min: 7:35 AM – 7:50 AM



5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Wilkins St (Eastbound)				NW Wilkins St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	63	0	0	0	23	0	0	0	0	0	0	2	0	3	0	91	
7:05 AM	0	66	1	0	3	24	0	0	0	0	0	0	4	0	2	0	121	
7:10 AM	0	62	1	0	0	34	0	0	0	0	0	0	0	0	7	0	111	
7:15 AM	0	75	2	0	4	25	0	0	0	0	0	0	0	0	3	0	109	
7:20 AM	0	44	5	0	0	27	0	0	0	0	0	0	4	0	2	0	82	
7:25 AM	0	57	4	0	4	34	0	0	0	0	0	0	1	0	8	0	118	
7:30 AM	0	57	3	0	0	26	0	0	0	0	0	0	2	0	3	0	100	
[redacted]																		
7:50 AM	0	60	2	0	4	22	0	0	0	0	0	0	1	0	2	0	100	
7:55 AM	0	61	1	0	1	37	0	0	0	0	0	0	3	0	4	0	107	1314
8:00 AM	0	57	0	0	4	34	0	0	0	0	0	0	2	0	4	0	101	1324
8:05 AM	0	50	3	0	2	38	0	0	0	0	0	0	1	0	3	0	97	1300
8:10 AM	0	56	5	0	2	26	0	0	0	0	0	0	1	0	4	0	94	1283
8:15 AM	0	48	1	0	1	30	0	0	0	0	0	0	0	0	2	0	82	1256
8:20 AM	0	52	2	0	0	28	0	0	0	0	0	0	0	0	3	0	85	1259
8:25 AM	0	60	1	0	0	35	0	1	0	0	0	0	1	0	2	0	100	1243
8:30 AM	0	57	3	0	1	29	0	0	0	0	0	0	1	0	4	0	95	1238
8:35 AM	0	47	1	0	1	18	0	0	0	0	0	0	3	0	1	0	71	1182
8:40 AM	0	51	3	0	1	37	0	0	0	0	0	0	1	0	1	0	94	1157
8:45 AM	0	46	6	0	1	32	0	0	0	0	0	0	1	0	0	0	86	1112
8:50 AM	0	53	2	0	3	29	0	0	0	0	0	0	2	0	2	0	91	1103
8:55 AM	0	47	1	0	1	38	0	0	0	0	0	0	0	0	1	0	88	1084

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1000	48	0	16	348	0	0	0	0	0	0	12	0	84	0	1508
Heavy Trucks	0	24	4		0	40	0		0	0	0		0	0	4		72
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

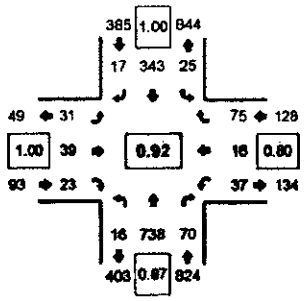
Type of peak hour being reported: System Peak

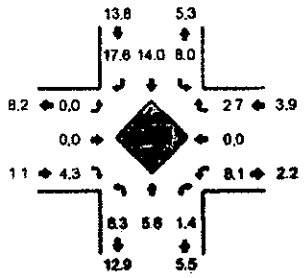
Method for determining peak hour: Total Entering Volume

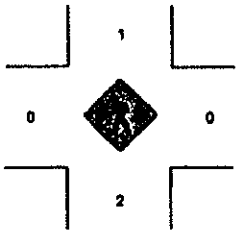
LOCATION: NW Cornelius Pass Rd -- NW Quatama Rd
CITY/STATE: Hillsboro, OR

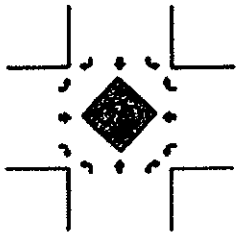
QC JOB #: 10365101
DATE: 6/19/2008

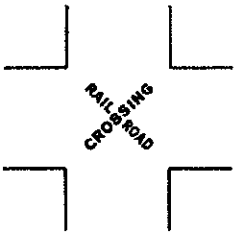
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

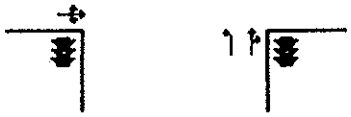


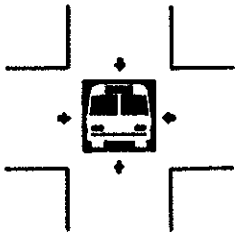












5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Quatama Rd (Eastbound)				NW Quatama Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	53	11	0	0	17	1	0	2	1	1	0	1	1	5	0	94	
7:05 AM	[redacted]																	
7:10 AM																		
7:15 AM																		
7:20 AM																		
7:25 AM																		
7:30 AM																		
7:35 AM																		
7:40 AM																		
7:45 AM																		
7:50 AM																		
7:55 AM																		
8:05 AM	1	48	3	0	3	41	0	0	2	3	2	0	4	1	5	0	113	1413
8:10 AM	1	61	1	0	1	26	0	0	3	1	1	0	1	0	3	0	99	1402
8:15 AM	1	43	3	0	5	25	0	0	1	1	3	0	3	1	3	0	89	1372
8:20 AM	1	44	3	0	4	24	2	0	4	2	1	0	2	2	6	0	95	1368
8:25 AM	1	49	4	0	1	29	1	0	5	2	1	0	0	2	4	0	99	1352
8:30 AM	4	57	3	0	2	28	0	0	2	3	0	0	0	1	1	0	101	1334
8:35 AM	1	43	3	0	1	23	0	0	0	1	1	0	5	0	4	0	82	1282
8:40 AM	2	55	2	0	1	32	2	0	2	2	1	0	3	0	3	0	105	1254
8:45 AM	1	43	3	0	2	28	3	0	0	1	0	0	2	1	7	0	91	1222
8:50 AM	2	46	4	0	0	34	2	0	6	1	1	0	3	0	2	0	101	1203
8:55 AM	0	39	1	0	4	29	1	0	2	3	1	0	2	1	1	0	84	1160

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	888	52	0	28	300	28	0	32	40	20	0	32	56	92	0	1560
Heavy Trucks	4	28	0		4	32	0		0	0	0		0	0	4		72
Pedestrians		0				4				0				0			4
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

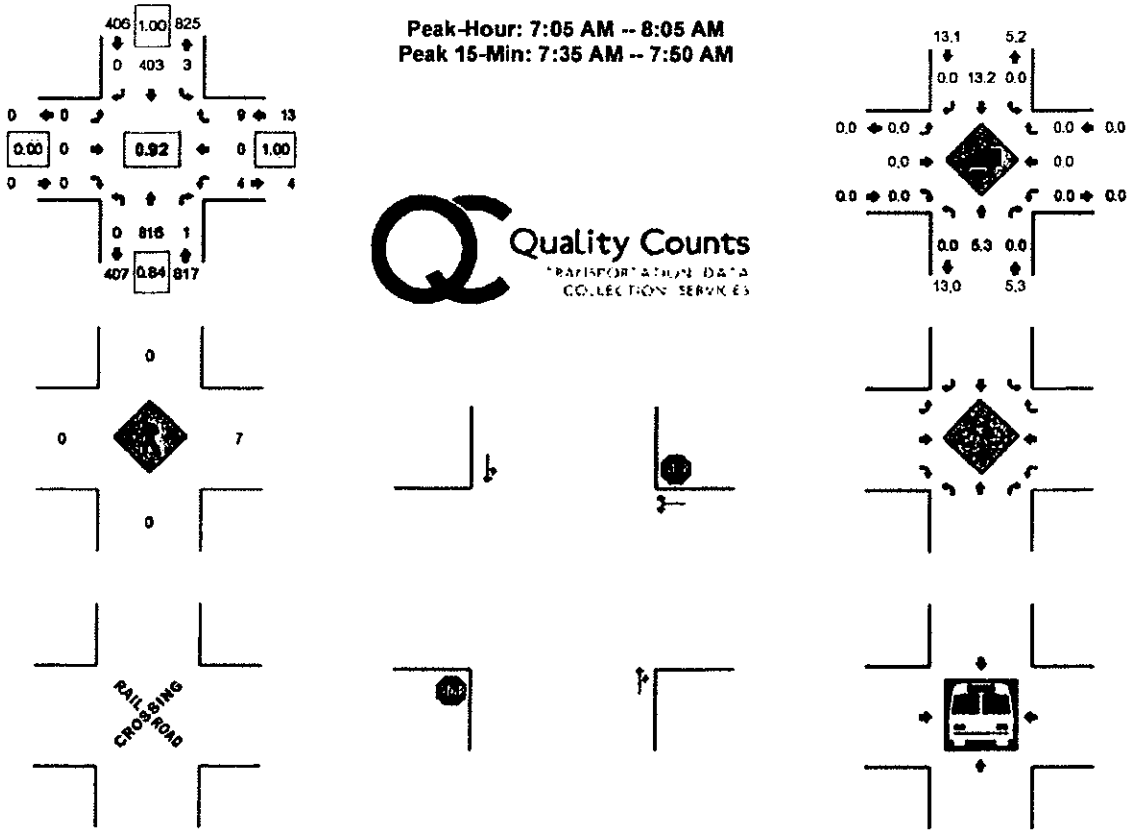
Method for determining peak hour: Total Entering Volume

LOCATION: NW Cornelius Pass Rd – NW Kian Ln

QC JOB #: 10365105

CITY/STATE: Hillsboro, OR

DATE: 6/19/2008



5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Kian Ln (Eastbound)				NW Kian Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	73	1	0	0	79	0	0	0	0	0	0	0	0	0	0	93	
7:05 AM	0	79	0	0	0	94	0	0	0	0	0	0	0	0	2	0	175	
7:10 AM	0	72	0	0	1	82	0	0	0	0	0	0	0	0	1	0	156	
7:15 AM	0	82	0	0	0	28	0	0	0	0	0	0	0	0	2	0	112	
7:20 AM	0	30	1	0	1	36	0	0	0	0	0	0	0	0	0	0	68	
7:25 AM	0	71	0	0	0	80	0	0	0	0	0	0	0	0	0	0	151	
7:30 AM	0	87	0	0	0	70	0	0	0	0	0	0	0	0	0	0	157	
[redacted]																		
7:40 AM	0	72	0	0	1	31	0	0	0	0	0	0	0	0	0	0	104	1360
7:45 AM	0	85	0	0	0	44	0	0	0	0	0	0	0	0	0	0	129	1320
7:50 AM	0	49	0	0	0	59	0	0	0	0	0	0	0	0	0	0	108	1226
8:05 AM	0	55	0	0	0	47	0	0	0	0	0	0	0	0	0	0	102	1226
8:10 AM	0	65	0	0	0	28	0	0	0	0	0	0	0	0	1	0	94	1213
8:15 AM	0	46	0	0	0	31	0	0	0	0	0	0	0	0	0	0	77	1198
8:20 AM	0	49	0	0	0	27	0	0	0	0	0	0	0	0	1	0	77	1186
8:25 AM	0	56	0	0	0	31	0	0	0	0	0	0	0	0	0	0	87	1172
8:30 AM	0	57	0	0	0	30	0	0	0	0	0	0	0	0	0	0	87	1150
8:35 AM	0	48	0	0	0	27	0	0	0	0	0	0	0	0	1	0	76	1103
8:40 AM	0	63	0	0	0	35	0	0	0	0	0	0	1	0	0	0	99	1090
8:45 AM	0	44	0	0	0	31	0	0	0	0	0	0	0	0	0	0	75	1065
8:50 AM	0	49	0	0	0	36	0	0	0	0	0	0	0	0	0	0	85	1045
8:55 AM	0	40	0	0	0	32	0	0	0	0	0	0	0	0	1	0	73	1021

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	978	0	0	0	356	0	0	0	0	0	0	4	0	4	0	1340
Heavy Trucks	0	24	0		0	32	0		0	0	0		0	0	0		56
Pedestrians		0				0				0				16			16
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

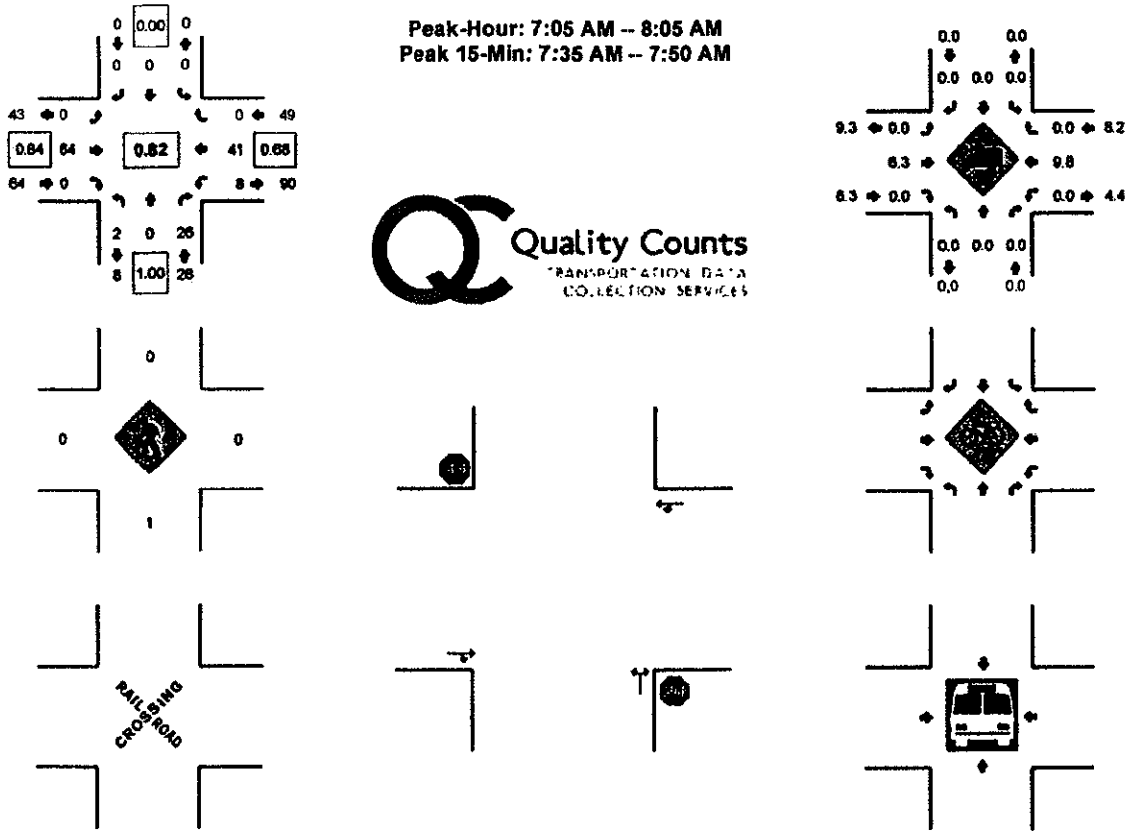
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NE 76th Ave -- NW Quatama Rd
CITY/STATE: Hillsboro, OR

QC JOB #: 10365103
DATE: 6/19/2008

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:35 AM -- 7:50 AM



5-Min Count Period Beginning At	NE 76th Ave (Northbound)				NE 76th Ave (Southbound)				NW Quatama Rd (Eastbound)				NW Quatama Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	2	0	0	0	0	0	0	3	0	0	0	3	0	0	10	
7:05 AM	0	0	3	0	0	0	0	0	0	4	0	0	0	2	0	0	10	[illegible]
7:10 AM	0	0	2	0	0	0	0	0	0	3	0	0	0	4	0	0	9	[illegible]
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	[illegible]
7:20 AM	0	0	2	0	0	0	0	0	0	3	0	0	0	3	0	0	8	[illegible]
7:25 AM	0	0	3	0	0	0	0	0	0	3	0	0	0	3	0	0	9	[illegible]
7:30 AM	0	0	3	0	0	0	0	0	0	2	0	0	0	3	0	0	8	[illegible]
[redacted]																		
7:50 AM	0	0	4	0	0	0	0	0	0	5	0	0	0	4	0	0	13	[illegible]
7:55 AM	0	0	2	0	0	0	0	0	0	4	0	0	0	3	0	0	9	[illegible]
8:00 AM	0	0	2	0	0	0	0	0	0	5	0	0	0	5	0	0	12	141
8:05 AM	0	0	4	0	0	0	0	0	0	4	0	0	0	1	0	0	9	140
8:10 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	133
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	129
8:20 AM	1	0	2	0	0	0	0	0	0	5	0	0	0	5	0	0	13	132
8:25 AM	0	0	3	0	0	0	0	0	0	4	0	0	2	1	0	0	10	133
8:30 AM	1	0	0	0	0	0	0	0	0	5	0	0	1	4	0	1	12	134
8:35 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	126
8:40 AM	0	0	1	0	0	0	0	0	0	3	1	0	0	4	0	0	9	119
8:45 AM	2	0	0	0	0	0	0	0	0	2	0	0	1	4	0	0	9	112
8:50 AM	0	0	2	0	0	0	0	0	0	6	0	0	0	3	0	1	12	111
8:55 AM	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	6	106

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	20	0	0	0	0	0	0	76	0	0	16	56	0	0	172
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

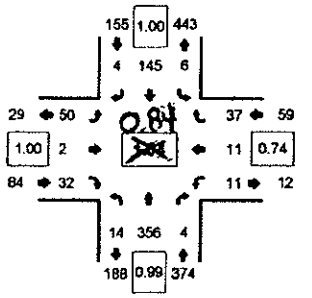
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

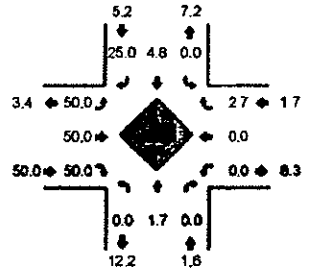
Method for determining peak hour: Total Entering Volume

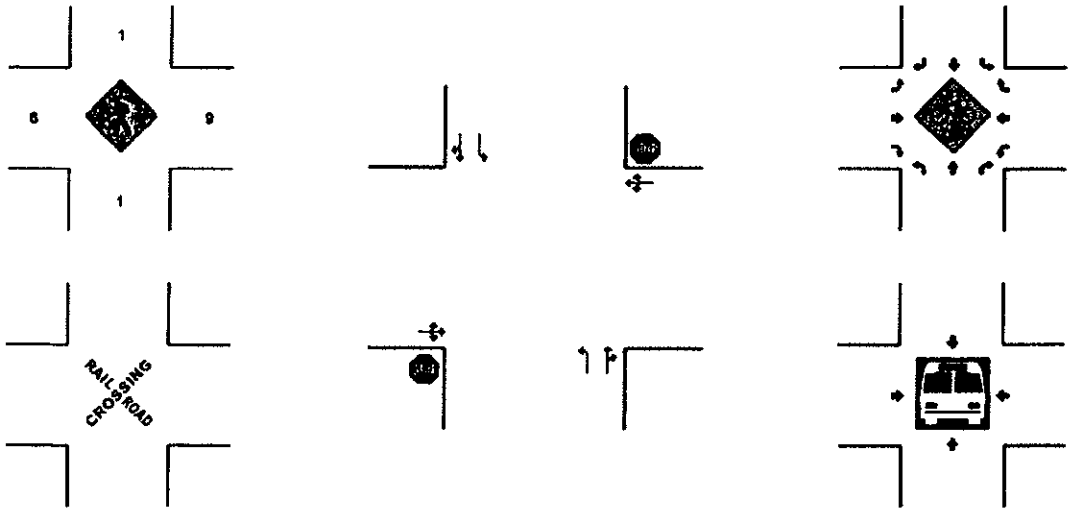
LOCATION: NW 231st Ave -- NW Dogwood St
CITY/STATE: Hillsboro, OR

QC JOB #: 10365107
DATE: 6/19/2008



Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:35 AM -- 7:50 AM





5-Min Count Period Beginning At	NW 231st Ave (Northbound)				NW 231st Ave (Southbound)				NW Dogwood St (Eastbound)				NW Dogwood St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	25	1	0	0	7	0	0	4	0	2	0	0	0	4	0	44	
7:05 AM	1	28	0	0	2	8	0	0	8	0	0	0	1	2	3	0	61	
7:10 AM	0	33	4	0	0	8	1	0	3	0	0	0	3	0	2	0	60	2
7:15 AM	2	22	0	0	0	9	0	0	0	0	4	0	0	1	2	0	42	1
7:20 AM	0	29	0	0	0	15	1	0	6	0	2	0	0	0	4	0	59	
7:25 AM	3	27	0	0	0	3	0	0	8	0	4	0	0	0	1	0	54	
7:30 AM	2	26	0	0	3	7	0	0	1	2	2	0	2	2	0	0	50	
[redacted]																		
7:50 AM	0	37	0	0	0	10	0	0	2	0	3	0	0	2	2	0	57	611
7:55 AM	1	35	1	0	1	36	0	0	4	0	0	0	2	2	3	0	71	644
8:00 AM	1	31	0	0	0	16	2	0	12	0	0	0	0	1	0	0	72	672
8:05 AM	0	31	0	0	1	14	1	0	6	0	2	0	0	0	1	0	56	677
8:10 AM	1	16	0	0	0	8	1	0	4	0	4	0	3	0	1	0	38	665
8:15 AM	2	23	0	0	1	10	0	0	4	0	4	0	0	0	1	0	45	668
8:20 AM	2	21	0	0	0	9	0	0	6	1	6	0	2	0	5	0	52	657
8:25 AM	3	20	0	0	0	6	0	0	4	2	4	0	0	0	6	0	45	648
8:30 AM	1	21	1	0	1	7	0	0	6	0	6	0	1	2	4	0	50	648
8:35 AM	1	21	1	0	0	6	0	0	2	0	6	0	4	1	3	0	45	639
8:40 AM	0	17	0	0	0	11	1	0	10	0	4	0	0	0	1	0	44	625
8:45 AM	2	23	0	0	0	5	0	0	6	0	8	0	2	1	5	0	52	627
8:50 AM	2	19	1	0	2	11	0	0	0	0	2	0	0	0	1	0	38	608
8:55 AM	0	13	1	0	0	8	1	0	4	0	0	0	1	1	0	0	29	566

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	352	8	0	0	152	0	0	24	0	16	0	24	4	52	0	648
Heavy Trucks	0	16	0		0	12	0		12	0	8		0	0	0		48
Pedestrians		4				0				4				8			16
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:00 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

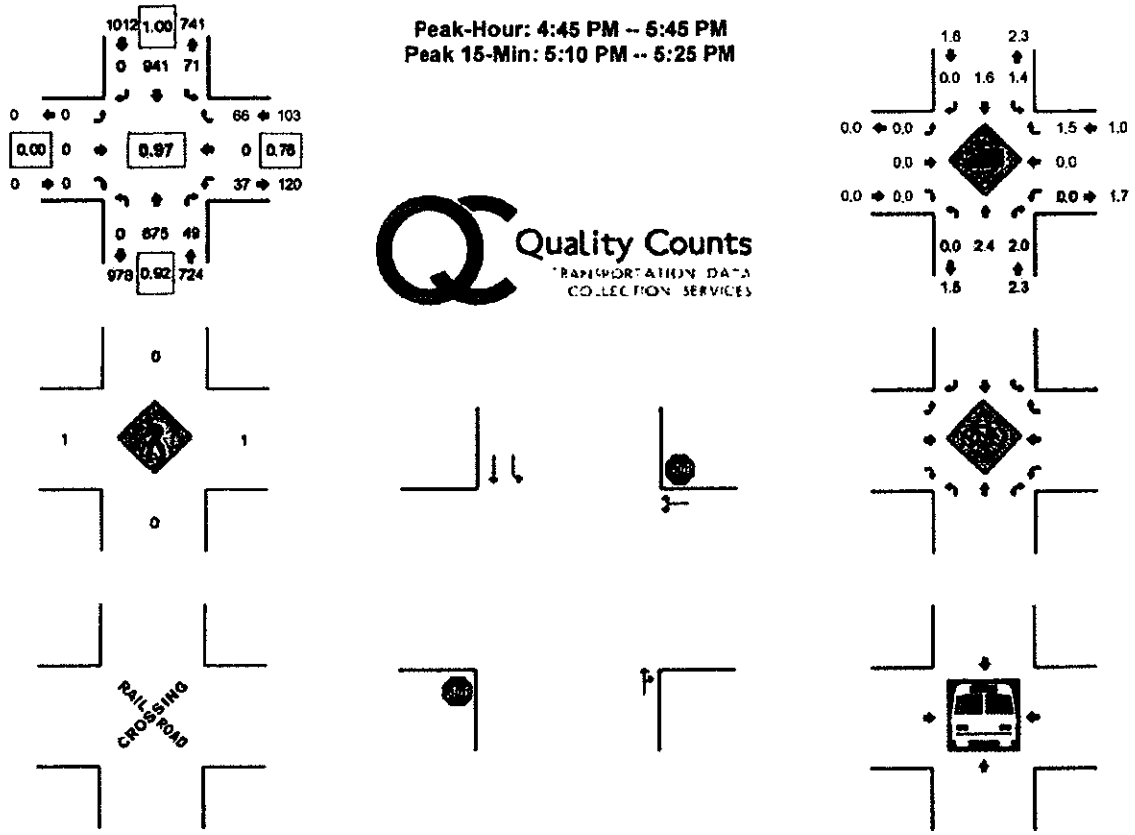
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW Cornelius Pass Rd – NW Wilkins St
CITY/STATE: Hillsboro, OR

QC JOB #: 10365110
DATE: 6/19/2008

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Wilkins St (Eastbound)				NW Wilkins St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	49	4	0	5	72	0	0	0	0	0	0	4	0	3	0	137	
4:05 PM	0	58	0	0	3	72	0	0	0	0	0	0	8	0	5	0	146	
4:10 PM	0	61	4	0	4	68	0	0	0	0	0	0	3	0	2	0	142	
4:15 PM	0	53	3	0	4	74	0	0	0	0	0	0	4	0	1	2	141	
4:20 PM	0	43	2	0	5	83	0	0	0	0	0	0	3	0	4	0	140	
4:25 PM	0	47	4	0	5	67	0	0	0	0	0	0	5	0	2	0	130	
4:30 PM	0	41	6	0	2	93	0	0	0	0	0	0	4	0	4	0	150	
4:35 PM	0	45	4	0	5	58	0	0	0	0	0	0	3	0	5	0	120	
4:40 PM	0	48	5	0	6	77	0	0	0	0	0	0	2	0	1	0	139	
4:45 PM	0	60	3	0	4	70	0	0	0	0	0	0	4	0	4	0	146	
4:50 PM	0	57	4	0	4	66	0	0	0	0	0	0	4	0	3	0	138	
4:55 PM	0	54	3	0	5	73	0	0	0	0	0	0	3	0	4	0	142	
5:00 PM	0	60	3	0	4	73	0	0	0	0	0	0	4	0	4	0	148	
5:05 PM	0	54	3	0	3	77	0	0	0	0	0	0	3	0	4	0	144	
[redacted]																		
5:25 PM	0	56	4	0	4	74	0	0	0	0	0	0	4	0	4	0	146	
5:30 PM	0	64	3	0	3	80	0	0	0	0	0	0	4	0	4	0	158	
5:35 PM	0	58	3	0	3	80	0	0	0	0	0	0	4	0	4	0	152	
5:40 PM	0	57	6	0	6	85	0	0	0	0	0	0	2	0	4	0	160	
5:45 PM	0	49	5	0	9	72	0	0	0	0	0	0	4	0	4	0	143	1837
5:50 PM	0	57	3	0	3	79	0	0	0	0	0	0	0	0	5	1	148	1836
5:55 PM	0	67	1	0	5	73	0	0	0	0	0	0	2	0	4	0	152	1825

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	706	76	0	88	892	0	0	0	0	0	0	60	0	76	0	1900
Heavy Trucks	0	12	0		4	12	0		0	0	0		0	0	0		28
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

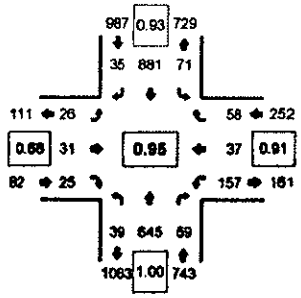
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

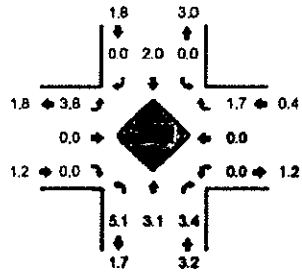
Method for determining peak hour: Total Entering Volume

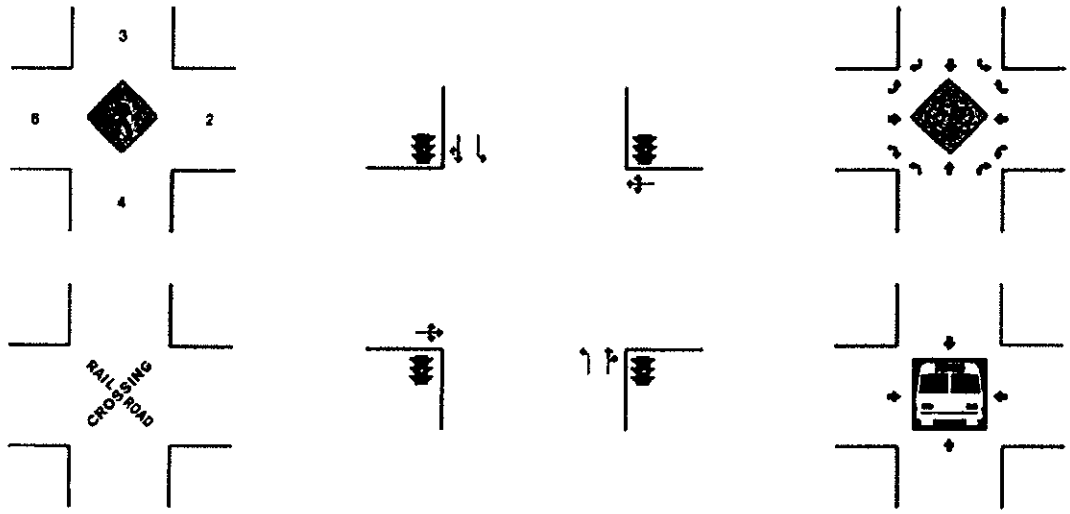
LOCATION: NW Cornelius Pass Rd -- NW Quatama Rd
CITY/STATE: Hillsboro, OR

QC JOB #: 10365102
DATE: 6/19/2008



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM





5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Quatama Rd (Eastbound)				NW Quatama Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	43	0	0	1	60	1	0	5	2	3	0	5	3	2	0	127	
4:05 PM	4	51	4	0	5	67	2	0	1	3	4	0	3	2	5	0	151	
4:10 PM	2	63	2	0	8	73	4	0	3	1	0	0	8	2	3	0	169	
4:15 PM	0	54	2	0	5	74	1	0	1	1	2	0	4	3	4	0	151	
4:20 PM	0	40	4	0	7	81	1	0	0	3	1	0	9	3	4	0	153	
4:25 PM	1	40	2	0	5	58	2	0	3	1	1	0	8	3	3	0	127	
4:30 PM	3	51	4	0	3	93	4	0	0	1	1	0	2	2	2	0	166	
4:35 PM	3	41	3	0	2	64	3	0	2	3	0	0	8	2	3	0	134	
4:40 PM	3	47	7	0	5	62	1	0	3	3	3	0	2	6	3	0	147	
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4:50 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4:55 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:00 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:05 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[redacted]																		
5:25 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:30 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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5:40 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:45 PM	1	45	4	0	7	80	2	0	2	2	1	0	7	9	3	0	163	2058
5:50 PM	1	65	6	0	3	76	2	0	3	0	1	0	6	4	4	0	171	2069
5:55 PM	1	51	9	0	3	77	4	0	1	2	0	0	7	5	9	0	169	2057

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	644	44	0	72	956	36	0	44	36	40	0	160	44	72	0	2188
Heavy Trucks	0	12	0		0	16	0		0	0	0		0	0	0		28
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

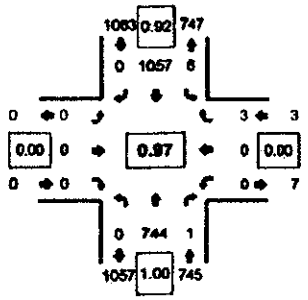
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: System Peak

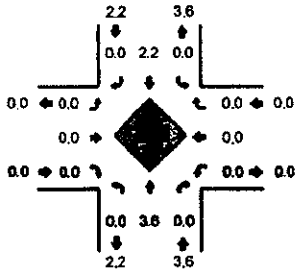
Method for determining peak hour: Total Entering Volume

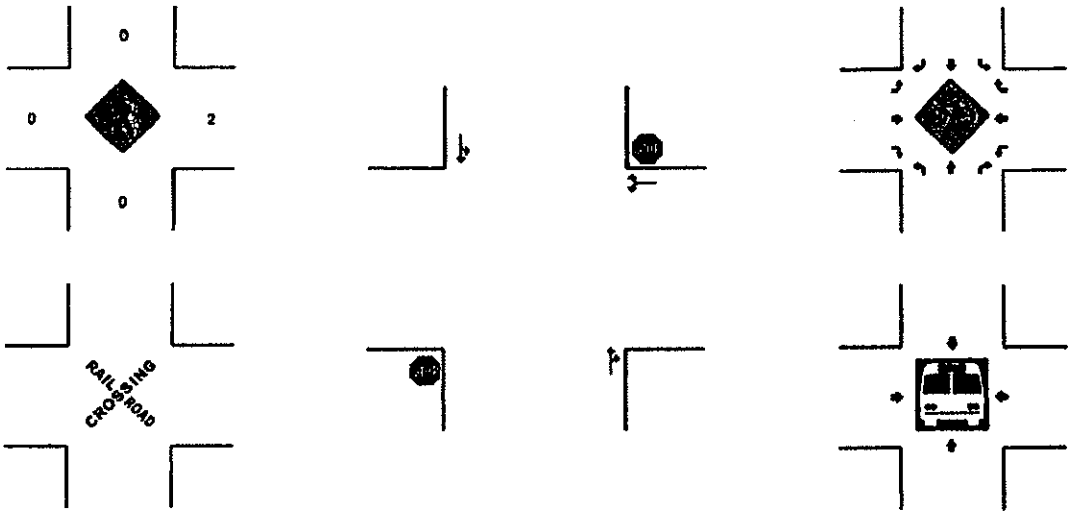
LOCATION: NW Cornelius Pass Rd -- NW Kian Ln
CITY/STATE: Hillsboro, OR

QC JOB #: 10365106
DATE: 6/19/2008



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM





5-Min Count Period Beginning At	NW Cornelius Pass Rd (Northbound)				NW Cornelius Pass Rd (Southbound)				NW Kian Ln (Eastbound)				NW Kian Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	51	0	0	0	70	0	0	0	0	0	0	0	0	0	0	121	
4:05 PM	0	62	0	0	0	73	0	0	0	0	0	0	0	0	1	0	136	
4:10 PM	0	62	0	0	2	75	0	0	0	0	0	0	0	0	0	0	139	
4:15 PM	0	51	0	0	1	82	0	0	0	0	0	0	0	0	0	0	134	
4:20 PM	0	44	0	0	2	90	0	0	0	0	0	0	0	0	0	0	136	
4:25 PM	0	48	2	0	0	69	0	0	0	0	0	0	0	0	1	0	120	
4:30 PM	0	51	0	0	0	95	0	0	0	0	0	0	0	0	1	0	147	
4:35 PM	0	50	0	0	2	71	0	0	0	0	0	0	0	0	0	0	123	
4:40 PM	0	54	0	0	1	64	0	0	0	0	0	0	0	0	0	0	119	
[redacted]																		
5:45 PM	0	50	1	0	1	90	0	0	0	0	0	0	0	0	0	0	142	1797
5:50 PM	0	72	0	0	0	81	0	0	0	0	0	0	0	0	0	0	153	1805
5:55 PM	0	60	0	0	0	83	0	0	0	0	0	0	0	0	1	0	144	1792

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	712	0	0	6	1144	0	0	0	0	0	0	0	0	0	0	1864
Heavy Trucks	0	12	0		0	20	0		0	0	0		0	0	0		32
Pedestrians		0				0				0				8			8
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

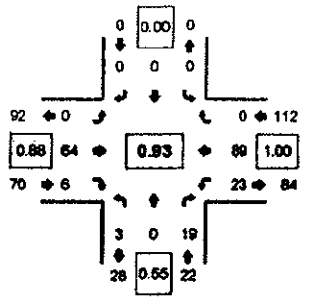
Type of peak hour being reported: System Peak

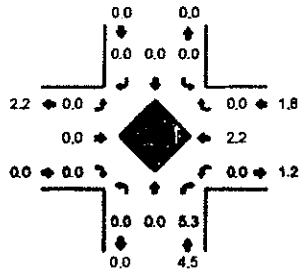
Method for determining peak hour: Total Entering Volume

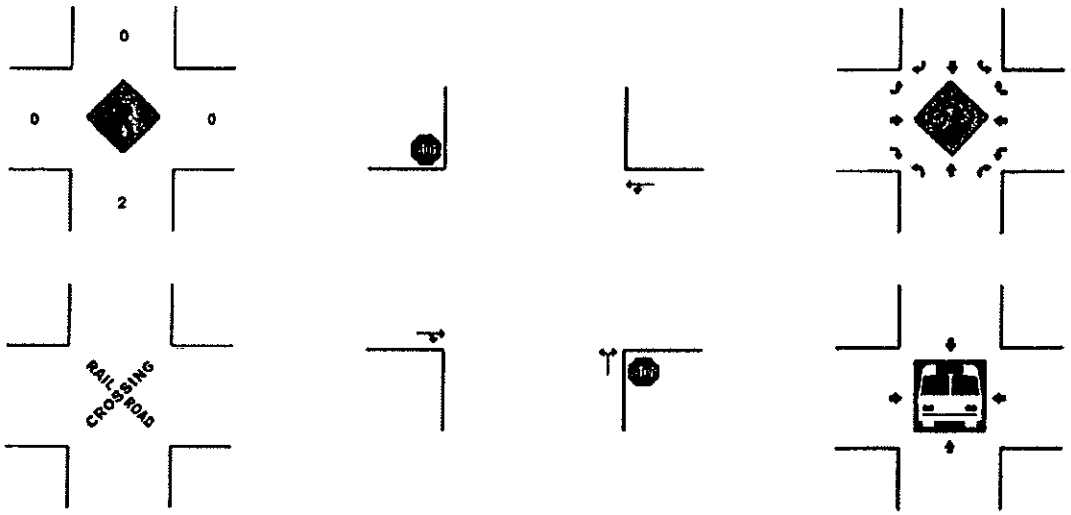
LOCATION: NE 76th Ave -- NW Quatama Rd
CITY/STATE: Hillsboro, OR

QC JOB #: 10365104
DATE: 6/19/2008

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM







5-Min Count Period Beginning At	NE 76th Ave (Northbound)				NE 76th Ave (Southbound)				NW Quatama Rd (Eastbound)				NW Quatama Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	0	0	0	0	0	7	1	0	1	5	0	0	15	
4:05 PM	0	0	1	0	0	0	0	0	0	6	1	0	1	6	0	0	15	
4:10 PM	1	0	2	0	0	0	0	0	0	2	0	0	2	6	0	0	13	
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11	
4:20 PM	1	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	7	
4:25 PM	0	0	0	0	0	0	0	0	0	4	1	0	2	4	0	0	11	
4:30 PM	0	0	1	0	0	0	0	0	0	2	0	0	3	7	0	0	13	
4:35 PM	0	0	1	0	0	0	0	0	0	3	0	0	3	5	0	0	12	
4:40 PM	1	0	2	0	0	0	0	0	0	7	1	0	3	8	0	0	22	
4:45 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4:50 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4:55 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:00 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:05 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:10 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:15 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:20 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:25 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:30 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:35 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:40 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	1	11	0	0	15	200
5:50 PM	0	0	1	0	0	0	0	0	0	3	1	0	2	6	0	0	13	193
5:55 PM	0	0	2	0	0	0	0	0	0	3	0	0	1	9	0	0	15	192

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	36	0	0	0	0	0	0	76	4	0	28	72	0	0	220
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

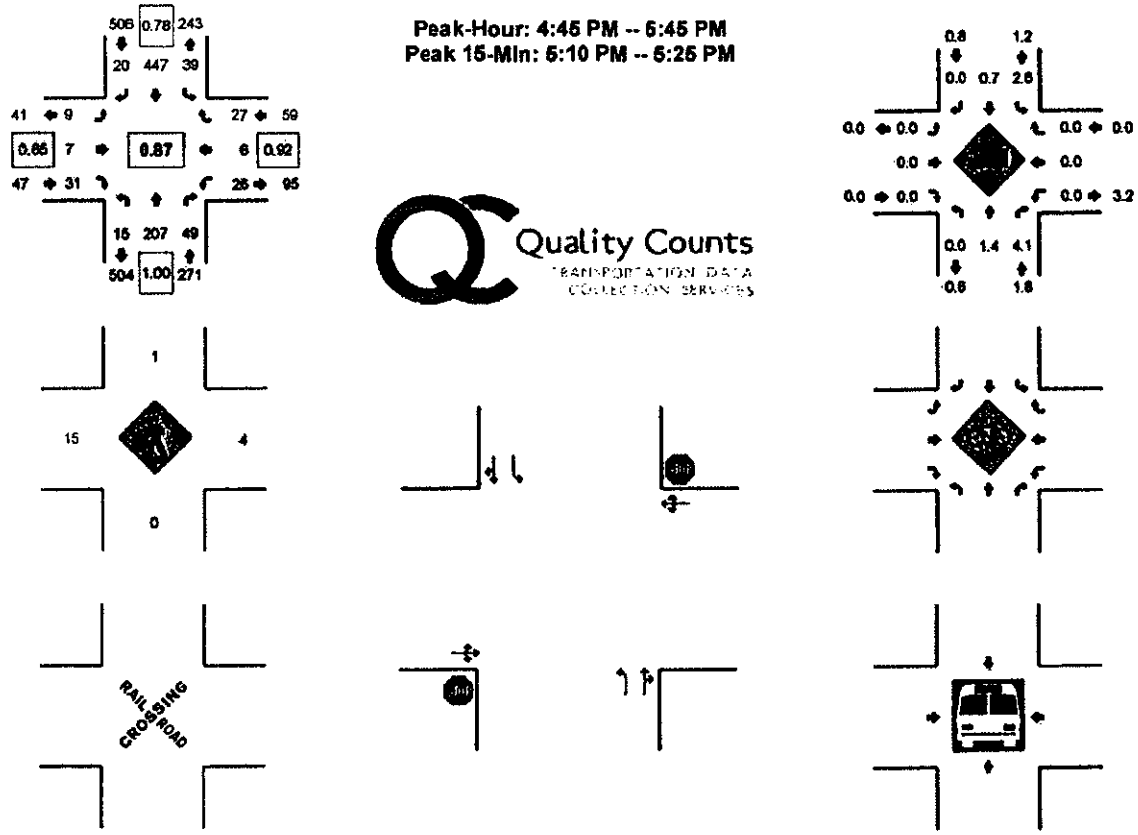
Type of peak hour being reported: System Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW 231st Ave -- NW Dogwood St
CITY/STATE: Hillsboro, OR

QC JOB #: 10365108
DATE: 6/19/2008

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	NW 231st Ave (Northbound)				NW 231st Ave (Southbound)				NW Dogwood St (Eastbound)				NW Dogwood St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	9	1	0	2	26	0	0	2	1	0	0	1	0	0	0	44	
4:05 PM	0	24	4	0	4	26	1	0	2	1	1	0	2	1	3	0	69	
4:10 PM	1	17	2	0	1	36	2	0	2	0	3	0	1	0	1	0	66	
4:15 PM	1	19	2	0	1	23	2	0	0	1	1	0	2	0	1	0	53	
4:20 PM	0	14	1	0	1	30	1	0	2	0	1	0	1	0	2	0	53	
4:25 PM	0	13	0	0	3	27	1	0	1	0	1	0	1	0	1	0	48	
4:30 PM	1	23	2	0	3	30	2	0	1	1	3	0	0	0	0	0	66	
4:35 PM	1	20	2	0	3	34	1	0	2	0	0	0	3	0	1	0	67	
4:40 PM	0	11	5	0	5	40	3	0	0	0	0	0	1	0	0	0	65	
[redacted]																		
5:45 PM	2	18	2	0	3	30	1	0	3	0	2	0	3	0	3	0	67	892
5:50 PM	2	24	1	0	4	36	1	0	0	0	2	0	1	1	1	0	73	897
5:55 PM	2	23	2	0	1	20	1	0	2	0	1	0	1	0	0	0	53	875

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	*20*	*180*	*28*	*0*	*72*	*556*	*24*	*0*	*16*	*8*	*48*	*0*	*40*	*8*	*16*	*0*	1016
Heavy Trucks	0	0	4		0	4	0		0	0	0		0	0	0		8
Pedestrians		0				0				20				8			28
Bicycles																	
Railroad																	
Stopped Buses																	

Comments:

Report generated on 7/8/2008 12:03 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

APPENDIX B

LEVEL OF SERVICE CONCEPT

Level of service (LOS) is a quality measure describing operational conditions for drivers as they travel through an intersection or along a roadway segment. LOS is defined by such service measures as speed and travel time, freedom to maneuver, impediments caused by other vehicles, and comfort and convenience. Six LOS grades are used to denote the various levels of service, from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

Signalized Intersections

At signalized intersections, level of service is defined by the average control delay per vehicle. Average control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The following table presents the relationship between the six LOS grades and average control delay, plus a qualitative description of each level of service grade. The level of service thresholds acceptable to the specific reviewing jurisdiction(s) are described in the body of the report.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay Per Vehicle (Seconds)[1]	Description of Conditions
A	≤10.0	Very low average control delay with extremely favorable traffic progression and most vehicles arriving during the green phase. Vehicles clear the intersection every signal cycle.
B	>10 and ≤20	Low average control delay with good progression, but more vehicles stop than for a level of service A condition, causing higher levels of average control delay. Operating speeds are beginning to be affected by other traffic.
C	>20 and ≤35	Higher delays from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. Operating speeds and maneuverability are closely controlled by other traffic.
D	>35 and ≤55	The influence of traffic congestion is noticeable. There are longer delays resulting from some combination of unfavorable traffic progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are also noticeable, but operating speeds are tolerable.
E	>55 and ≤80	Very long traffic delays generally indicate poor progression, long cycle lengths, and/or high volume/capacity ratios. Individual cycle failures are frequent occurrences. Operating speeds are restricted and traffic flow has become unstable, meaning any interruptions will cause vehicle queues to form and operations to deteriorate to level of service F.
F	>80	Extreme delays resulting in conditions that are unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

1. The average control delay ranges presented in this table are from the Transportation Research Board, Highway Capacity Manual, (2000).

Unsignalized Intersections

Unsignalized intersections include two way stop controlled (TWSC) and all way stop controlled (AWSC) intersections. The 2000 Highway Capacity Manual provides models for estimating average control delay at both TWSC and AWSC intersections. Both quantitative and qualitative descriptions of the various service levels associated with an unsignalized intersection are presented in the following table. Again, the level of service thresholds acceptable to the specific reviewing jurisdiction(s) are described in the body of the report.

LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay Per Vehicle (Seconds)[1]	Description of Conditions
A	≤10.0	Nearly all drivers find freedom of operation. Very seldom is there more than one vehicle in queue.
B	>10 and ≤15	Some drivers begin to consider the delay an inconvenience. Occasionally there is more than one vehicle in queue.
C	>15 and ≤25	Many times there is more than one vehicle in queue. Most drivers feel restricted, but not objectionably so.
D	>25 and ≤35	Often there is more than one vehicle in queue. Drivers feel quite restricted.
E	>35 and ≤50	Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. There is almost always more than one vehicle in queue. Drivers find the delays approaching intolerable levels.
F	>50	Forced flow. Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

1. The average control delay ranges presented in this table are from the Transportation Research Board, Highway Capacity Manual, (2000).

It should be noted that the level of service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. **While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections.** No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level-of-service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOE's) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

APPENDIX C

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[24.5]

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 0 1 0			1 0 1 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module: AM Peak Hour												
Base Vol:	0	828	30	24	364	0	0	0	0	24	0	54
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	828	30	24	364	0	0	0	0	24	0	54
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:	0	941	34	27	414	0	0	0	0	27	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	941	34	27	414	0	0	0	0	27	0	61
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	975	xxxx	xxxxx	xxxx	xxxx	xxxxx	1426	xxxx	958
Potent Cap.:	xxxx	xxxx	xxxxx	662	xxxx	xxxxx	xxxx	xxxx	xxxxx	148	xxxx	311
Move Cap.:	xxxx	xxxx	xxxxx	662	xxxx	xxxxx	xxxx	xxxx	xxxxx	144	xxxx	311
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.20
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	0.7
Control Del:	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	35.8	xxxx	19.4
LOS by Move:	*	*	*	B	*	*	*	*	*	E	*	C
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	58	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	16	738	70	25	343	17	31	39	23	37	16	75
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:	16	738	70	25	343	17	31	39	23	37	16	75
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	17	802	76	27	373	18	34	42	25	40	17	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	802	76	27	373	18	34	42	25	40	17	82
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
FinalVolume:	17	802	76	27	373	18	34	42	25	40	17	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.83	0.87	0.87	0.78	0.78	0.78	0.78	0.78	0.78
Lanes:	1.00	0.91	0.09	1.00	0.95	0.05	0.33	0.42	0.25	0.29	0.12	0.59
Final Sat.:	1702	1615	153	1583	1577	78	492	619	365	427	185	865
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.02	0.24	0.24	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.78	0.71	0.71	0.73	0.70	0.70	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.03	0.70	0.70	0.09	0.34	0.34	0.51	0.51	0.51	0.70	0.70	0.70
Delay/Veh:	2.6	9.4	9.4	6.0	5.4	5.4	38.4	38.4	38.4	47.9	47.9	47.9
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:	2.6	9.4	9.4	6.0	5.4	5.4	38.4	38.4	38.4	47.9	47.9	47.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	15	15	0	4	4	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[19.5]

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 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: AM Peak Hour												
Base Vol:	0	816	1	3	403	0	0	0	0	4	0	9
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	816	1	3	403	0	0	0	0	4	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	887	1	3	438	0	0	0	0	4	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	887	1	3	438	0	0	0	0	4	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	888	xxxx	xxxxx	xxxx	xxxx	xxxxx	1332	1332	888
Potent Cap.:	xxxx	xxxx	xxxxx	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	172	156	346
Move Cap.:	xxxx	xxxx	xxxxx	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	155	346
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.0	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	263	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

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:	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 0	0	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	2	0	26	0	0	0	0	64	0	8	41	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	0	26	0	0	0	0	64	0	8	41	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	2	0	32	0	0	0	0	78	0	10	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	32	0	0	0	0	78	0	10	50	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	148	148	78	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	78	xxxx	xxxxx
Potent Cap.:	849	748	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1483	xxxx	xxxxx
Move Cap.:	845	743	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1483	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	976	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2008 Existing Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[15.9]

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	0	1	0	1 0	0	1	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module: AM Peak Hour																
Base Vol:	14	356		4	6	145		4	50		2	32	11		11	37
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:	14	356		4	6	145		4	50		2	32	11		11	37
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:	0.84	0.84		0.84	0.84	0.84		0.84	0.84		0.84	0.84	0.84		0.84	0.84
PHF Volume:	17	424		5	7	173		5	60		2	38	13		13	44
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	17	424		5	7	173		5	60		2	38	13		13	44
Critical Gap Module:																
Critical Gp:	4.1	xxxx		xxxxx	4.1	xxxx		xxxxx	7.1		6.5	6.2	7.1		6.5	6.2
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:	177	xxxx		xxxxx	429	xxxx		xxxxx	677		651	175	669		651	426
Potent Cap.:	1399	xxxx		xxxxx	1115	xxxx		xxxxx	366		388	868	371		388	628
Move Cap.:	1399	xxxx		xxxxx	1115	xxxx		xxxxx	327		381	868	348		381	628
Volume/Cap:	0.01	xxxx		xxxx	0.01	xxxx		xxxx	0.18		0.01	0.04	0.04		0.03	0.07
Level Of Service Module:																
2Way95thQ:	0.0	xxxx		xxxxx	0.0	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
Control Del:	7.6	xxxx		xxxxx	8.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
LOS by Move:	A	*		*	A	*		*	*		*	*	*		*	*
Movement:	LT	- LTR		- RT	LT	- LTR		- RT	LT		- LTR	- RT	LT		- LTR	- RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		431	xxxxx	xxxx		494	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		0.9	xxxxx	xxxxx		0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		15.9	xxxxx	xxxxx		13.5	xxxxx
Shared LOS:	*	*		*	*	*		*	*		C	*	*		B	*
ApproachDel:	xxxxxx				xxxxxx				15.9				13.5			
ApproachLOS:	*				*				C				B			

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: E[41.5]

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	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module: PM Peak Hour																				
Base Vol:	0	675		49		71	941		0		0		0		0	37		0		66
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	675		49		71	941		0		0		0		0	37		0		66
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:	0.97	0.97		0.97		0.97	0.97		0.97		0.97		0.97		0.97	0.97		0.97		0.97
PHF Volume:	0	696		51		73	970		0		0		0		0	38		0		68
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	696		51		73	970		0		0		0		0	38		0		68
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		746	xxxx		xxxxx		xxxx		xxxx		xxxxx	1838		xxxx		721
Potent Cap.:	xxxx	xxxx		xxxxx		862	xxxx		xxxxx		xxxx		xxxx		xxxxx	84		xxxx		429
Move Cap.:	xxxx	xxxx		xxxxx		862	xxxx		xxxxx		xxxx		xxxx		xxxxx	78		xxxx		429
Volume/Cap:	xxxx	xxxx		xxxx		0.08	xxxx		xxxx		xxxx		xxxx		xxxx	0.49		xxxx		0.16
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxx		xxxx		xxxxx	2.0		xxxx		0.6
Control Del:	xxxxx	xxxx		xxxxx		9.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	88.7		xxxx		15.0
LOS by Move:	*	*		*		A	*		*		*		*		*	F		*		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		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*		*		*		*		*	*		*		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					41.5				
ApproachLOS:	*					*					*					E				

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	86	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	39	645	59	71	881	35	26	31	25	157	37	58
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:	39	645	59	71	881	35	26	31	25	157	37	58
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	679	62	75	927	37	27	33	26	165	39	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	679	62	75	927	37	27	33	26	165	39	61
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
FinalVolume:	41	679	62	75	927	37	27	33	26	165	39	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.93	0.97	0.97	0.83	0.83	0.83	0.73	0.73	0.73
Lanes:	1.00	0.92	0.08	1.00	0.96	0.04	0.32	0.38	0.30	0.62	0.15	0.23
Final Sat.:	1753	1668	153	1769	1780	71	501	597	482	869	205	321
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.04	0.52	0.52	0.05	0.05	0.05	0.19	0.19	0.19
Crit Moves:	****				****						****	
Green/Cycle:	0.61	0.58	0.58	0.69	0.61	0.61	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.24	0.70	0.70	0.22	0.85	0.85	0.24	0.24	0.24	0.85	0.85	0.85
Delay/Veh:	14.3	15.4	15.4	9.2	20.1	20.1	29.0	29.0	29.0	52.4	52.4	52.4
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:	14.3	15.4	15.4	9.2	20.1	20.1	29.0	29.0	29.0	52.4	52.4	52.4
LOS by Move:	B	B	B	A	C	C	C	C	C	D	D	D
HCM2kAvgQ:	1	15	15	1	24	24	2	2	2	10	10	10

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DUNN TRAFFIC, PORTLAND

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[23.3]

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 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: PM Peak Hour												
Base Vol:	0	744	1	6	1057	0	0	0	0	1	0	3
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	744	1	6	1057	0	0	0	0	1	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	767	1	6	1090	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	767	1	6	1090	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	768	xxxx	xxxxx	xxxx	xxxx	xxxxx	1870	1870	768
Potent Cap.:	xxxx	xxxx	xxxxx	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	73	405
Move Cap.:	xxxx	xxxx	xxxxx	846	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	73	405
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	201	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.3		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[8.9]

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 0 1 0			0 1 0 0 0		
Volume Module: PM Peak Hour												
Base Vol:	3	0	19	0	0	0	0	64	6	23	89	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:	3	0	19	0	0	0	0	64	6	23	89	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	0	20	0	0	0	0	69	6	25	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	20	0	0	0	0	69	6	25	96	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	217	217	72	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	75	xxxx	xxxxx
Potent Cap.:	767	677	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1524	xxxx	xxxxx
Move Cap.:	757	666	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1524	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	946	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2008 Existing Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 2.6 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:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module: PM Peak Hour												
Base Vol:	15	207	49	39	447	20	9	7	31	26	6	27
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	207	49	39	447	20	9	7	31	26	6	27
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	17	238	56	45	514	23	10	8	36	30	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	238	56	45	514	23	10	8	36	30	7	31
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	537	xxxx	xxxxx	294	xxxx	xxxxx	934	944	525	937	927	266
Potent Cap.:	1031	xxxx	xxxxx	1273	xxxx	xxxxx	248	264	556	247	270	777
Move Cap.:	1031	xxxx	xxxxx	1273	xxxx	xxxxx	224	251	556	217	256	777
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.05	0.03	0.06	0.14	0.03	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	380	xxxxx	xxxx	331	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx	xxxxx	18.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.1			18.7		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

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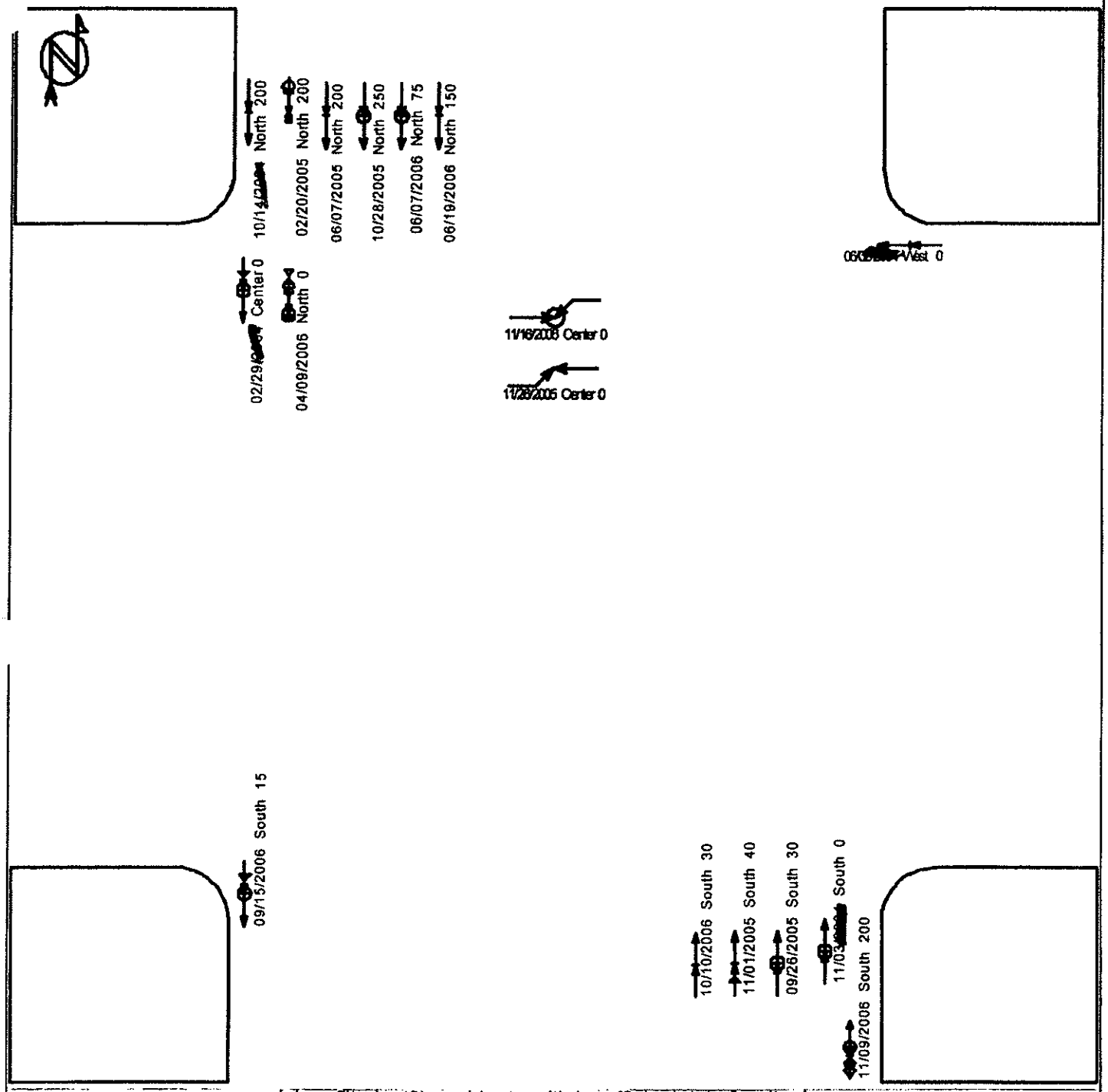
APPENDIX D

17 Accidents

Cornelius Pass Rd at Quatama Rd
01/01/04 - 12/31/06



(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

Washington County, OR 07/17/2008 (modified) Intersection Magic ver 6.723 (4) Programming 1988-2000

APPENDIX E

Project # 0092 - Orenco Woods Mixed-Use
In-Process Development Trips (As of 7/16/08)

			Dogwood/231st												76th/Quatama					
		% Occupied	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBRT	EBTH	EBRT	WBLT	WBTH
	In-Process Developments																			
	Nexus Apartments	50		3			11													
	Crossroads at Orenco Station*	90		12			6													
	Stonebrier	75		1			1													
	Villages at Orenco	50		33			20													
	Dolores Park	0		14			5													
	Arbor Crossing Condos	70																		
	Arbor Pass Creek Condos	5																		
AM	Kalahal Ridge	0												1			2			1
	Rock Creek Ridge	30				1						1		1			3			2
	Townhome Development**	0										1		1	2	3			1	
	Touchstone (Quatama Park Townhomes)	30																		
	Pittman Place	0		1			2													
	Cherry Park at Orenco	0		1			3													
	Beavercreek Manor Assisted Living	0				1										2		1	4	
	Alder Creek	95															1			1
	Evergreen Meadows	0	2					3	10		6									
	Orenco Medical Office	0		10			1													
	Hillsboro Elementary School #26	0		5			5													
	TOTAL		**2**	**80**	**0**	**2**	**54**	**3**	**10**	**0**	**6**	**2**	**0**	**3**	**2**	**5**	**6**	**1**	**5**	**4**

			Dogwood/231st												76th/Quatama					
		% Occupied	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBLT	NBRT	EBTH	EBRT	WBLT	WBTH
	In-Process Developments																			
	Nexus Apartments	50		6			23													
	Crossroads at Orenco Station*	90		12			6													
	Stonebrier	75		1			1													
	Villages at Orenco	50		10			30													
	Dolores Park	0		10			17													
	Arbor Crossing Condos	70																		
	Arbor Pass Creek Condos	5																		
PM	Kalahal Ridge	0				1											1			2
	Rock Creek Ridge	30			1	1								1			2			4
	Townhome Development**	0				1										2		1	4	
	Touchstone (Quatama Park Townhomes)	30																		
	Pittman Place	0		1			6													
	Cherry Park at Orenco	0		3			3													
	Beavercreek Manor Assisted Living	0				1					1			1	2	4			4	
	Alder Creek	95															1			1
	Evergreen Meadows	0	7					11	6		4									
	Orenco Medical Office	0		3			10													
	Hillsboro Elementary School #26	0		5			5													
	TOTAL		**7**	**51**	**1**	**4**	**101**	**11**	**6**	**0**	**5**	**0**	**0**	**2**	**2**	**6**	**4**	**1**	**8**	**7**

*- Accounts for Famous Dave's, On the Border, +1 other pad.
**- Site located just south of Quatama Gardens townhomes.

7/17/2008

C:\Projfiles\0092-Orenco Woods Mixed Use\excel\inprocess_trips.xls

Project # 0092 - Orenco Woods Mixed-Use
In-Process Development Trips (As of 7/16/08)

			Cornelius Pass/Wilkins Street						Cornelius Pass/Proposed Access		Cornelius Pass/Quatama												Cornelius Pass/Kian Lane	
		% Occupied	NBTH	NBRT	SBLT	SBTH	WBLT	WBRT	NBTH	SBTH	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBTH	SBTH
AM	*In-Process Developments*																							
	Nexus Apartments	50																						
	Crossroads at Orenco Station*	90	14			7			14	7		14			7								14	7
	Stonebrier	75	1			1			1	1		1			1								1	1
	Villages at Orenco	50																						
	Dolores Park	0																						
	Arbor Crossing Condos	70			2			5					2							5			2	5
	Arbor Pass Creek Condos	5		10	10		38	57	10	38		10			38								10	38
	Kalahal Ridge	0	1			1			1	1						1	1		1					1
	Rock Creek Ridge	30	2			1			2	1	1					1	2		1				1	1
	Townhome Development**	0	2			1			2	1						1	2		1					1
	Touchstone (Quatama Park Townhomes)	30	5			1			6	1			1	1						4		6	1	4
	Pittman Place	0	2			6			2	5		2			5								2	5
	Cherry Park at Orenco	0	2			5			2	5		2			5								2	5
	Beavercreek Manor Assisted Living	0	1			3			1	3	1					3	1		1				1	1
	Alder Creek	95	1			1			1	1						1	1							
	Evergreen Meadows	0																						
	Orenco Medical Office	0																						
	Hillsboro Elementary School #26	0	15			10			15	10		15			10								15	10
	TOTAL		47	10	11	36	38	62	57	74	2	44	3	1	66	7	7	0	4	9	0	6	49	79

			Cornelius Pass/Wilkins Street						Cornelius Pass/Proposed Access		Cornelius Pass/Quatama												Cornelius Pass/Kian Lane	
		% Occupied	NBTH	NBRT	SBLT	SBTH	WBLT	WBRT	NBTH	SBTH	NBLT	NBTH	NBRT	SBLT	SBTH	SBRT	EBLT	EBTH	EBRT	WBLT	WBTH	WBRT	NBTH	SBTH
PM	*In-Process Developments*																							
	Nexus Apartments	50																						
	Crossroads at Orenco Station*	90							14	7		14			7								14	7
	Stonebrier	75							1	1		1			1								1	1
	Villages at Orenco	50																						
	Dolores Park	0																						
	Arbor Crossing Condos	70			5			2					5							2			5	2
	Arbor Pass Creek Condos	5		33	52		19	24	33	19		33			19								33	19
	Kalahal Ridge	0	1			1			1	1	1					1	1						1	
	Rock Creek Ridge	30	1			3			1	3	1					3	1		1				1	1
	Townhome Development**	0	1			3			1	3	1					3	1		1				1	1
	Touchstone (Quatama Park Townhomes)	30	3			6			3	6			4	5						2		3	4	2
	Pittman Place	0	3			9			3	9		3			9								3	9
	Cherry Park at Orenco	0	6			5			6	5		6			5								6	5
	Beavercreek Manor Assisted Living	0	3			3			3	3	1					3	3		1				1	1
	Alder Creek	95	1			1			1	1						1	1							
	Evergreen Meadows	0																						
	Orenco Medical Office	0																						
	Hillsboro Elementary School #26	0	5			5			5	5		5			5								5	5
	TOTAL		24	33	57	36	19	26	72	53	4	52	9	5	46	11	7	0	3	4	0	3	75	53

*- Accounts for Famous Dave's, On the Border, +1 other pad
**- Site located just south of Quatama Gardens townhomes

APPENDIX F

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	82	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: AM Peak Hour												
Base Vol:	0	828	30	24	364	0	0	0	0	24	0	54
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	878	32	25	386	0	0	0	0	25	0	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	47	10	11	36	0	0	0	0	38	0	62
Initial Fut:	0	925	42	36	422	0	0	0	0	63	0	119
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:	0	1051	48	41	479	0	0	0	0	72	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1051	48	41	479	0	0	0	0	72	0	136
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
FinalVolume:	0	1051	48	41	479	0	0	0	0	72	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.83	0.88	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1720	78	1583	1666	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.61	0.03	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.73	0.73	0.03	0.76	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.83	0.83	0.83	0.38	0.00	0.00	0.00	0.00	0.40	0.00	0.83
Delay/Veh:	0.0	13.1	13.1	113.0	3.7	0.0	0.0	0.0	0.0	39.1	0.0	69.1
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	13.1	13.1	113.0	3.7	0.0	0.0	0.0	0.0	39.1	0.0	69.1
LOS by Move:	A	B	B	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	23	23	3	5	0	0	0	0	2	0	6

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Background Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	74	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	16	738	70	25	343	17	31	39	23	37	16	75
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	782	74	27	364	18	33	41	24	39	17	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	44	3	1	66	7	7	0	4	9	0	6
Initial Fut:	19	826	77	28	430	25	40	41	28	48	17	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	21	898	84	30	467	27	43	45	31	52	18	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	898	84	30	467	27	43	45	31	52	18	93
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
FinalVolume:	21	898	84	30	467	27	43	45	31	52	18	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.83	0.87	0.87	0.73	0.73	0.73	0.74	0.74	0.74
Lanes:	1.00	0.91	0.09	1.00	0.94	0.06	0.36	0.38	0.26	0.32	0.11	0.57
Final Sat.:	1702	1617	151	1583	1562	91	502	520	357	450	158	797
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.02	0.30	0.30	0.09	0.09	0.09	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.76	0.70	0.70	0.72	0.69	0.69	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.04	0.80	0.80	0.13	0.43	0.43	0.59	0.59	0.59	0.80	0.80	0.80
Delay/Veh:	3.2	13.0	13.0	8.7	6.3	6.3	40.5	40.5	40.5	56.3	56.3	56.3
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:	3.2	13.0	13.0	8.7	6.3	6.3	40.5	40.5	40.5	56.3	56.3	56.3
LOS by Move:	A	B	B	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	0	20	20	0	6	6	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[23.4]

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 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: AM Peak Hour												
Base Vol:	0	816	1	3	403	0	0	0	0	4	0	9
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	865	1	3	427	0	0	0	0	4	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	49	0	0	79	0	0	0	0	0	0	0
Initial Fut:	0	914	1	3	506	0	0	0	0	4	0	10
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	993	1	3	550	0	0	0	0	5	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	993	1	3	550	0	0	0	0	5	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	995	xxxx	xxxxx	xxxx	xxxx	xxxxx	1551	1551	994
Potent Cap.:	xxxx	xxxx	xxxxx	665	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	115	300
Move Cap.:	xxxx	xxxx	xxxxx	665	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	114	300
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.4	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	210	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.4		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[9.0]

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	0	1 0	0 1	0	0 0
Volume Module: AM Peak Hour												
Base Vol:	2	0	26	0	0	0	0	64	0	8	41	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	0	28	0	0	0	0	68	0	8	43	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	0	5	0	0	0	0	6	1	5	4	0
Initial Fut:	4	0	33	0	0	0	0	74	1	13	47	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	5	0	40	0	0	0	0	90	1	16	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	40	0	0	0	0	90	1	16	58	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	181	181	91	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	91	xxxx	xxxxx
Potent Cap.:	813	716	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1467	xxxx	xxxxx
Move Cap.:	806	708	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1467	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	950	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[24.1]

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	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:	AM Peak Hour											
Base Vol:	14	356	4	6	145	4	50	2	32	11	11	37
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	377	4	6	154	4	53	2	34	12	12	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	80	0	2	54	3	10	0	6	2	0	3
Initial Fut:	17	457	4	8	208	7	63	2	40	14	12	42
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	20	544	5	10	247	9	75	3	48	16	14	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	544	5	10	247	9	75	3	48	16	14	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	256	xxxx	xxxxx	550	xxxx	xxxxx	891	861	252	884	863	547
Potent Cap.:	1309	xxxx	xxxxx	1005	xxxx	xxxxx	263	293	787	266	292	537
Move Cap.:	1309	xxxx	xxxxx	1005	xxxx	xxxxx	225	286	787	244	285	537
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.33	0.01	0.06	0.07	0.05	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	311	xxxxx	xxxx	385	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.1	xxxxx	xxxxx	16.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			24.1			16.8		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	62	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	675	49	71	941	0	0	0	0	37	0	66
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	716	52	75	997	0	0	0	0	39	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	0	24	33	57	36	0	0	0	0	19	0	25
Initial Fut:	0	740	85	132	1033	0	0	0	0	58	0	95
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	762	88	136	1065	0	0	0	0	60	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	762	88	136	1065	0	0	0	0	60	0	98
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
FinalVolume:	0	762	88	136	1065	0	0	0	0	60	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.93	0.98	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	0.90	0.10	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1647	189	1769	1862	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.08	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.67	0.67	0.11	0.78	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.69	0.69	0.69	0.73	0.00	0.00	0.00	0.00	0.40	0.00	0.73
Delay/Veh:	0.0	10.7	10.7	48.4	6.9	0.0	0.0	0.0	0.0	40.8	0.0	58.7
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	10.7	10.7	48.4	6.9	0.0	0.0	0.0	0.0	40.8	0.0	58.7
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	15	15	5	16	0	0	0	0	2	0	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle:	131	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module: PM Peak Hour												
Base Vol:	39	645	59	71	881	35	26	31	25	157	37	58
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	41	684	63	75	934	37	28	33	27	166	39	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	4	62	9	6	46	11	7	0	3	4	0	3
Initial Fut:	45	746	72	81	980	48	35	33	30	170	39	64
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	785	75	86	1031	51	36	35	31	179	41	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	785	75	86	1031	51	36	35	31	179	41	68
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
FinalVolume:	48	785	75	86	1031	51	36	35	31	179	41	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.93	0.97	0.97	0.80	0.80	0.80	0.71	0.71	0.71
Lanes:	1.00	0.91	0.09	1.00	0.95	0.05	0.36	0.34	0.30	0.62	0.14	0.24
Final Sat.:	1753	1662	159	1769	1762	87	545	518	465	841	194	318
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.05	0.59	0.59	0.07	0.07	0.07	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.61	0.58	0.58	0.69	0.61	0.61	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.36	0.81	0.81	0.33	0.95	0.95	0.30	0.30	0.30	0.95	0.95	0.95
Delay/Veh:	20.7	19.6	19.6	12.9	32.7	32.7	29.5	29.5	29.5	73.5	73.5	73.5
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:	20.7	19.6	19.6	12.9	32.7	32.7	29.5	29.5	29.5	73.5	73.5	73.5
LOS by Move:	C	B	B	B	C	C	C	C	C	E	E	E
HCM2kAvgQ:	1	21	21	1	34	34	3	3	3	12	12	12

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Background Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[29.6]

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	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module: PM Peak Hour																				
Base Vol:	0	744		1		6	1057		0		0		0		0	1		0		3
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06		1.06		1.06	1.06		1.06		1.06
Initial Bse:	0	789		1		6	1120		0		0		0		0	1		0		3
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
In-Process:	0	75		0		0	53		0		0		0		0	0		0		0
Initial Fut:	0	864		1		6	1173		0		0		0		0	1		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:	0.97	0.97		0.97		0.97	0.97		0.97		0.97		0.97		0.97	0.97		0.97		0.97
PHF Volume:	0	890		1		7	1210		0		0		0		0	1		0		3
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	890		1		7	1210		0		0		0		0	1		0		3
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		891	xxxx		xxxxx		xxxx		xxxx		xxxxx	2114		2114		891
Potent Cap.:	xxxx	xxxx		xxxxx		760	xxxx		xxxxx		xxxx		xxxx		xxxxx	57		51		344
Move Cap.:	xxxx	xxxx		xxxxx		760	xxxx		xxxxx		xxxx		xxxx		xxxxx	56		51		344
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.02		0.00		0.01
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		9.8	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		151		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.1		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		9.8	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		29.6		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		D		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					29.6				
ApproachLOS:	*					*					*					D				

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Background Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.1]

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 0 1 0			0 1 0 0 0		
Volume Module: PM Peak Hour												
Base Vol:	3	0	19	0	0	0	0	64	6	23	89	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	0	20	0	0	0	0	68	6	24	94	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	2	0	6	0	0	0	0	4	1	8	7	0
Initial Fut:	5	0	26	0	0	0	0	72	7	32	101	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	0	28	0	0	0	0	77	8	35	109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	28	0	0	0	0	77	8	35	109	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	260	260	81	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	85	xxxx	xxxxx
Potent Cap.:	725	641	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx
Move Cap.:	712	626	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	917	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIllsboro
2011 Background Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 3.5 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:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	15	207	49	39	447	20	9	7	31	26	6	27
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	219	52	41	474	21	10	7	33	28	6	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
In-Process:	7	51	1	4	101	11	6	0	5	0	0	2
Initial Fut:	23	270	53	45	575	32	16	7	38	28	6	31
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	26	311	61	52	661	37	18	9	44	32	7	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	311	61	52	661	37	18	9	44	32	7	35
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	698	xxxx	xxxxx	372	xxxx	xxxxx	1199	1208	679	1203	1196	341
Potent Cap.:	899	xxxx	xxxxx	1192	xxxx	xxxxx	164	185	455	163	188	706
Move Cap.:	899	xxxx	xxxxx	1192	xxxx	xxxxx	142	171	455	134	174	706
Volume/Cap:	0.03	xxxx	xxxx	0.04	xxxx	xxxx	0.13	0.05	0.10	0.24	0.04	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	258	xxxxx	xxxx	226	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.0	xxxxx	xxxxx	28.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			24.0			28.6		
ApproachLOS:	*			*			C			D		

Note: Queue reported is the number of cars per lane.

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APPENDIX G

Analyst BJD
Date 7/23'08

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt ORENCO WOODS
Time Period AM PEAK HOUR

LAND USE A RESIDENTIAL

ITE LU Code 210 & 230
Size 249 units

	Total	Internal	External
Enter	34	6	28
Exit	122	5	117
Total	156	11	145
%	100	7.1%	92.9%

Exit to External: 117
Enter from External: 28

53% 65 Demand — 5 Balanced — 9% 5 Demand
31% 11 Demand — 5 Balanced — 12% 5 Demand
0% 0 Demand — 0 Balanced — 0% 0 Demand
2% 1 Demand — 1 Balanced — 2% 1 Demand

LAND USE B RETAIL

ITE LU Code 881 & 820
Size 35,777

	Total	Internal	External
Enter	57	6	51
Exit	39	6	33
Total	96	12	84
%	100	12.5%	97.5%

Exit to External: 33
Enter from External: 51

LAND USE C OFFICE/OTHER

ITE LU Code 565 & 710
Size 17,650

	Total	Internal	External
Enter	68	1	67
Exit	50	2	48
Total	118	3	115
%	100	2.5%	97.5%

Enter from External: 67
Exit to External: 48

Demand 2% 1 — Balanced 1 — Demand 23% 12
Demand 3% 1 — Balanced 1 — Demand 31% 21

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	28	51	67	146
Exit	117	33	48	198
Total	145	84	115	344
Single-Use Trip Gen. Est.	156	96	118	370

INTERNAL CAPTURE 7.0%

Source: Kaku Associates, Inc.

Analyst BJD
Date 7/23/08

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt ORTALO WOODS
Time Period PM PEAK HOUR

LAND USE A RESIDENTIAL

ITE LU Code 210 & 230
Size 249 units

	Total	Internal	External
Enter	129	22	107
Exit	71	15	56
Total	200	37	163
%	100	18.5%	81.5%

Exit to External: 56
Enter from External: 107

53% 38 Demand
15 Balanced
9% 15 Demand

31% 40 Demand
21 Balanced
12% 21 Demand

0% 0 Demand
0 Balanced
0% 0 Demand

2% 3 Demand
1 Balanced
2% 1 Demand

LAND USE B RETAIL

ITE LU Code 881 & 820
Size 35,777

	Total	Internal	External
Enter	165	18	147
Exit	177	26	151
Total	342	44	298
%	100	12.9%	87.1%

Exit to External: 15
Enter from External: 147

2% 3 Demand
3 Balanced
23% 13 Demand

3% 5 Demand
5 Balanced
3% 13 Demand

LAND USE C OFFICE/OTHER

ITE LU Code 565 & 710
Size 17,650

	Total	Internal	External
Enter	41	5	36
Exit	56	4	52
Total	97	9	88
%	100	9.3%	90.7%

Enter from External: 36
Exit to External: 52

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	107	147	36	290
Exit	56	151	52	259
Total	163	298	88	549
Single-Use Trip Gen. Est.	200	342	97	639

INTERNAL CAPTURE 14.1%

Source: Kaku Associates, Inc.

APPENDIX H

Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	100	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: AM Peak Hour												
Base Vol:	0	828	30	24	364	0	0	0	0	24	0	54
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	878	32	25	386	0	0	0	0	25	0	57
Added Vol:	0	68	8	0	31	0	0	0	0	12	0	0
In-Process:	0	47	10	11	36	0	0	0	0	38	0	62
Initial Fut:	0	993	50	36	453	0	0	0	0	75	0	119
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:	0	1128	57	41	515	0	0	0	0	86	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1128	57	41	515	0	0	0	0	86	0	136
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
FinalVolume:	0	1128	57	41	515	0	0	0	0	86	0	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.83	0.88	1.00	1.00	1.00	1.00	0.92	1.00	0.83
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1712	86	1583	1666	0	0	0	0	1753	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	0.03	0.31	0.00	0.00	0.00	0.00	0.05	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.74	0.74	0.03	0.77	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.89	0.89	0.89	0.40	0.00	0.00	0.00	0.00	0.50	0.00	0.89
Delay/Veh:	0.0	16.7	16.7	134.5	3.7	0.0	0.0	0.0	0.0	41.0	0.0	82.6
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	16.7	16.7	134.5	3.7	0.0	0.0	0.0	0.0	41.0	0.0	82.6
LOS by Move:	A	B	B	F	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	29	29	3	5	0	0	0	0	3	0	7

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle:	78	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	16	738	70	25	343	17	31	39	23	37	16	75
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	782	74	27	364	18	33	41	24	39	17	80
Added Vol:	11	13	0	0	28	18	76	32	7	0	32	0
In-Process:	2	44	3	1	66	7	7	0	4	9	0	6
Initial Fut:	30	839	77	28	458	43	116	73	35	48	49	86
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	912	84	30	497	47	126	80	38	52	53	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	912	84	30	497	47	126	80	38	52	53	93
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
FinalVolume:	33	912	84	30	497	47	126	80	38	52	53	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.83	0.88	0.75	0.52	0.94	0.94	0.59	0.87	0.87
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.67	0.33	1.00	0.36	0.64
Final Sat.:	1702	1619	149	1583	1666	1416	997	1207	582	1119	602	1052
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.02	0.30	0.03	0.13	0.07	0.07	0.05	0.09	0.09
Crit Moves:		****		****			****					
Green/Cycle:	0.76	0.69	0.69	0.69	0.67	0.67	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.06	0.82	0.82	0.14	0.45	0.05	0.82	0.43	0.43	0.30	0.57	0.57
Delay/Veh:	3.5	14.4	14.4	9.6	7.3	5.1	64.5	35.5	35.5	34.7	38.4	38.4
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:	3.5	14.4	14.4	9.6	7.3	5.1	64.5	35.5	35.5	34.7	38.4	38.4
LOS by Move:	A	B	B	A	A	A	E	D	D	C	D	D
HCM2kAvgQ:	0	22	22	0	7	0	6	3	3	2	5	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.2 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	0	816	1	3	403	0	0	0	0	4	0	9
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	865	1	3	427	0	0	0	0	4	0	10
Added Vol:	0	24 ~~29~~	0	0	35 ~~36~~	0	0	0	0	0	0	0
In-Process:	0	49	0	0	79	0	0	0	0	0	0	0
Initial Fut:	0	~~987~~ 938	1	3	54 ~~542~~	0	0	0	0	4	0	10
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1018	1	3	589	0	0	0	0	5	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1018	1	3	589	0	0	0	0	5	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1020	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	1615	1019
Potent Cap.:	xxxx	xxxx	xxxxx	650	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	105	290
Move Cap.:	xxxx	xxxx	xxxxx	650	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	104	290
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.6	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	198	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.7	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[13.2]

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 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module: AM Peak Hour												
Base Vol:	2	0	26	0	0	0	0	64	0	8	41	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	0	28	0	0	0	0	68	0	8	43	0
Added Vol:	0	0	0	115	0	55	47 ~~46~~	0	0	0	0	61
In-Process:	2	0	5	0	0	0	0	6	1	5	4	0
Initial Fut:	4	0	33	115	0	55	47 ~~46~~	74	1	13	47	61
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	5	0	40	140	0	67	59	90	1	16	58	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	40	140	0	67	59	90	1	16	58	74
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	369	373	91	356	336	95	132	xxxx	xxxxx	91	xxxx	xxxxx
Potent Cap.:	591	561	973	603	588	967	1428	xxxx	xxxxx	1467	xxxx	xxxxx
Move Cap.:	528	532	973	556	557	967	1428	xxxx	xxxxx	1467	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.04	0.25	0.00	0.07	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	889	xxxxx	xxxx	645	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	B	*	*	*	*	*	*	*
ApproachDel:		9.3			13.2			xxxxxx			xxxxxx	
ApproachLOS:		A			B			*			*	

Note: Queue reported is the number of cars per lane.

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Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: D[27.6]

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:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:	AM Peak Hour											
Base Vol:	14	356	4	6	145	4	50	2	32	11	11	37
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	15	377	4	6	154	4	53	2	34	12	12	39
Added Vol:	0	0	9	9	0	0	0	0	0	16	0	19
In-Process:	2	80	0	2	54	3	10	0	6	2	0	3
Initial Fut:	17	457	13	17	208	7	63	2	40	30	12	61
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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	20	544	16	21	247	9	75	3	48	35	14	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	544	16	21	247	9	75	3	48	35	14	73
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	256	xxxx	xxxxx	560	xxxx	xxxxx	929	893	252	910	890	552
Potent Cap.:	1309	xxxx	xxxxx	996	xxxx	xxxxx	248	281	787	255	282	533
Move Cap.:	1309	xxxx	xxxxx	996	xxxx	xxxxx	200	271	787	232	272	533
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.37	0.01	0.06	0.15	0.05	0.14
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	281	xxxxx	xxxx	359	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.6	xxxxx	xxxxx	20.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			27.6			20.1		
ApproachLOS:	*			*			D			C		

Note: Queue reported is the number of cars per lane.

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Orenco Woods Mixed Use - Hillsboro
2011 Total Traffic Conditions, AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Cornelius Pass Rd./Proposed Access

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.0]

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	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0
Volume Module:AM Peak Hour																				
Base Vol:	0	844		0		0	385		0		0		0		0	0		0		0
Growth Adj:	1.06	1.06		1.06		1.06	1.06		1.06		1.06		1.06		1.06	1.06		1.06		1.06
Initial Bse:	0	895		0		0	408		0		0		0		0	0		0		0
Added Vol:	13	76		0		0	18		25		0		0		28	0		0		0
In-Process:	0	57		0		0	74		0		0		0		0	0		0		0
Initial Fut:	13	1028		0		0	500		25		0		0		28	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:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	14	1117		0		0	544		27		0		0		30	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	14	1117		0		0	544		27		0		0		30	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.2	xxxxx	xxxx	xxxxx							
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	571	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		544	xxxx	xxxx	xxxxx							
Potent Cap.:	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		543	xxxx	xxxx	xxxxx							
Move Cap.:	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		543	xxxx	xxxx	xxxxx							
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.06	xxxx	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.2	xxxx	xxxx	xxxxx							
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		12.0	xxxxx	xxxx	xxxxx							
LOS by Move:	A	*	*	*	*	*	*	*		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	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx			12.0				xxxxxx									
ApproachLOS:	*			*			B				*									

Note: Queue reported is the number of cars per lane.

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2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cornelius Pass Rd./Wilkins St.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle:	70	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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	675	49	71	941	0	0	0	0	37	0	66
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	716	52	75	997	0	0	0	0	39	0	70
Added Vol:	0	48 ~~49~~	15	0	70	0	0	0	0	13	0	0
In-Process:	0	24	33	57	36	0	0	0	0	19	0	25
Initial Fut:	0	~~764~~ 788	100	132	1103	0	0	0	0	71	0	95
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	813	103	136	1138	0	0	0	0	73	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	813	103	136	1138	0	0	0	0	73	0	98
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
FinalVolume:	0	813	103	136	1138	0	0	0	0	73	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.93	0.98	1.00	1.00	1.00	1.00	0.94	1.00	0.84
Lanes:	0.00	0.89	0.11	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1628	206	1769	1862	0	0	0	0	1787	0	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.08	0.61	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.68	0.68	0.11	0.79	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.73	0.73	0.73	0.78	0.00	0.00	0.00	0.00	0.52	0.00	0.78
Delay/Veh:	0.0	11.3	11.3	52.9	7.9	0.0	0.0	0.0	0.0	43.3	0.0	66.1
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	11.3	11.3	52.9	7.9	0.0	0.0	0.0	0.0	43.3	0.0	66.1
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	17	17	5	19	0	0	0	0	3	0	5

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cornelius Pass Rd./Quatama Rd.

Cycle (sec):	90	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.0
Optimal Cycle:	99	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	39	645	59	71	881	35	26	31	25	157	37	58
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	41	684	63	75	934	37	28	33	27	166	39	61
Added Vol:	34	6	0	0	-13	52	86	42	46	0	42	0
In-Process:	4	62	9	6	46	11	7	0	3	4	0	3
Initial Fut:	79	752	72	81	967	100	121	75	76	170	81	64
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	791	75	86	1018	105	127	79	79	179	85	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	791	75	86	1018	105	127	79	79	179	85	68
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
FinalVolume:	84	791	75	86	1018	105	127	79	79	179	85	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.93	0.98	0.83	0.55	0.92	0.92	0.54	0.92	0.92
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	0.50	0.50	1.00	0.56	0.44
Final Sat.:	1753	1663	158	1769	1862	1583	1042	866	874	1021	979	778
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.05	0.55	0.07	0.12	0.09	0.09	0.18	0.09	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.66	0.61	0.61	0.71	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.46	0.78	0.78	0.30	0.89	0.11	0.62	0.46	0.46	0.89	0.44	0.44
Delay/Veh:	18.0	17.0	17.0	11.4	23.4	7.2	38.5	32.8	32.8	69.7	32.6	32.6
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:	18.0	17.0	17.0	11.4	23.4	7.2	38.5	32.8	32.8	69.7	32.6	32.6
LOS by Move:	B	B	B	B	C	A	D	C	C	E	C	C
HCM2kAvgQ:	2	20	20	1	27	1	4	4	4	8	4	4

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Cornelius Pass Rd./Kian Ln.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[32.0]

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 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module: PM Peak Hour												
Base Vol:	0	744	1	6	1057	0	0	0	0	1	0	3
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	789	1	6	1120	0	0	0	0	1	0	3
Added Vol:	0	40	0	0	33	0	0	0	0	0	0	0
In-Process:	0	75	0	0	53	0	0	0	0	0	0	0
Initial Fut:	0	904	1	6	1206	0	0	0	0	1	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	932	1	7	1244	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	932	1	7	1244	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	933	xxxx	xxxxx	xxxx	xxxx	xxxxx	2189	2189	932
Potent Cap.:	xxxx	xxxx	xxxxx	734	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	46	326
Move Cap.:	xxxx	xxxx	xxxxx	734	xxxx	xxxxx	xxxx	xxxx	xxxxx	50	46	326
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	138	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			32.0		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Quatama Rd./76th Ave./Site Access

Average Delay (sec/veh): 8.2 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	3	0	19	0	0	0	0	64	6	23	89	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	0	20	0	0	0	0	68	6	24	94	0
Added Vol:	0	0	0	175	0	64	~~59~~ 69	0	0	0	0	~~149~~ 128
In-Process:	2	0	6	0	0	0	0	4	1	8	7	0
Initial Fut:	5	0	26	175	0	64	~~59~~ 69	72	7	32	101	~~149~~ 128
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	0	28	188	0	69	74	77	8	35	109	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	28	188	0	69	74	77	8	35	109	139
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	512	547	81	492	482	178	248	xxxx	xxxxx	85	xxxx	xxxxx
Potent Cap.:	469	442	973	491	487	870	1330	xxxx	xxxxx	1511	xxxx	xxxxx
Move Cap.:	407	408	973	448	449	870	1330	xxxx	xxxxx	1511	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.03	0.42	0.00	0.08	0.06	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	791	xxxxx	xxxx	515	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	18.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	C	*	*	*	*	*	*	*
ApproachDel:		9.8			18.7			xxxxxx			xxxxxx	
ApproachLOS:		A			C			*			*	

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 231st Ave./Dogwood St.

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: E[39.1]

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 0	1 0		1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module: PM Peak Hour												
Base Vol:	15	207	49	39	447	20	9	7	31	26	6	27
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	219	52	41	474	21	10	7	33	28	6	29
Added Vol:	0	0	17	20	0	0	0	0	0	13	0	14
In-Process:	7	51	1	4	101	11	6	0	5	0	0	2
Initial Fut:	23	270	70	65	575	32	16	7	38	41	6	45
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	26	311	80	75	661	37	18	9	44	47	7	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	311	80	75	661	37	18	9	44	47	7	51
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
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:	698	xxxx	xxxxx	391	xxxx	xxxxx	1262	1273	679	1259	1252	351
Potent Cap.:	899	xxxx	xxxxx	1173	xxxx	xxxxx	148	169	455	149	174	697
Move Cap.:	899	xxxx	xxxxx	1173	xxxx	xxxxx	123	153	455	120	158	697
Volume/Cap:	0.03	xxxx	xxxx	0.06	xxxx	xxxx	0.15	0.06	0.10	0.39	0.05	0.07
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	236	xxxxx	xxxx	207	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	2.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.6	xxxxx	xxxxx	39.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			26.6			39.1		
ApproachLOS:	*			*			D			E		

Note: Queue reported is the number of cars per lane.

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Dunn Traffic Engineering, LLC - Project #0092
Orenco Woods Mixed Use - HIillsboro
2011 Total Traffic Conditions, PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Cornelius Pass Rd./Proposed Access

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[22.1]

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 0 0			0 0 1 0 1			0 0 0 0 1			0 0 0 0 0		
Volume Module: PM Peak Hour												
Base Vol:	0	729	0	0	987	0	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	773	0	0	1046	0	0	0	0	0	0	0
Added Vol:	29	63	0	0	19	64	0	0	20	0	0	0
In-Process:	0	72	0	0	63	0	0	0	0	0	0	0
Initial Fut:	29	908	0	0	1128	64	0	0	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	956	0	0	1188	67	0	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	956	0	0	1188	67	0	0	21	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1255	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1188	xxxx	xxxx	xxxxx
Potent Cap.:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	232	xxxx	xxxx	xxxxx
Move Cap.:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	232	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.1	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	C	*	*	*
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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			22.1			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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APPENDIX I

Signal Warrant Analysis Worksheet

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	8/29/2008
Intersection:	Corn Pass/Site Access
Scenario:	2011 Total, PM Peak Hour
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor =	70%
PM Peak Hour or Daily Count?	PM Peak Hour
Major Street: 4th-Highest Hour =	80% of Peak Hour
Major Street: 8th-Highest Hour =	60% of Peak Hour
Minor Street: 4th-Highest Hour =	80% of Peak Hour
Minor Street: 8th-Highest Hour =	60% of Peak Hour

Input Traffic Volumes

Hour		Major Street		Minor Street		Major St. Adj. Factor	Minor St. Adj. Factor
Begin	End	NB	SB	EB	WB		
4:45 PM	5:45 PM	937	1192	20	0	1.00	1.00
2nd	Highest Hour	900	1144	19	0	0.96	0.96
3rd	Highest Hour	881	1120	19	0	0.94	0.94
4th	Highest Hour	750	954	16	0	0.80	0.80
5th	Highest Hour	712	906	15	0	0.76	0.76
6th	Highest Hour	403	513	9	0	0.43	0.43
7th	Highest Hour	365	465	8	0	0.39	0.39
8th	Highest Hour	337	429	7	0	0.36	0.36
9th	Highest Hour	337	429	7	0	0.36	0.36
10th	Highest Hour	328	417	7	0	0.35	0.35
11th	Highest Hour	187	238	4	0	0.20	0.20
12th	Highest Hour	103	131	2	0	0.11	0.11
13th	Highest Hour	94	119	2	0	0.10	0.10
14th	Highest Hour	37	48	1	0	0.04	0.04

Warrant Analysis Results

	Approach Lanes		Signal Warrant Threshold		Input Traffic Volumes		Is Signal Warrant Satisfied?
	Major Street	Minor Street	Combined Major Street Volume	Higher Minor Street Volume	Combined Major Street Volume	Higher Minor Street Volume	
Warrant #1 - Eight Hour Volume (Condition A)	1	1	350	105	766	7	No
Warrant #1 - Eight Hour Volume (Condition B)	1	1	525	53	766	7	No
Warrant #2 - Four-Hour Volume	1	1	1703	60	1703	16	No
Warrant #3 - Peak Hour Volume	1	1	2129	75	2129	20	No

Signal Warrant Analysis Worksheet

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	8/29/2008
Intersection:	Quatama/Site Access/76th Avenue
Scenario:	2011 Total, PM Peak Hour
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor =	100%
PM Peak Hour or Daily Count?	PM Peak Hour
Major Street: 4th-Highest Hour =	80% of Peak Hour
Major Street: 8th-Highest Hour =	60% of Peak Hour
Minor Street: 4th-Highest Hour =	80% of Peak Hour
Minor Street: 8th-Highest Hour =	60% of Peak Hour

Input Traffic Volumes

Hour		Major Street		Minor Street		Major St. Adj. Factor	Minor St. Adj. Factor
Begin	End	EB	WB	NB	SB		
4:45 PM	5:45 PM	147	262	31	239	1.00	1.00
2nd	Highest Hour	141	252	30	229	0.96	0.96
3rd	Highest Hour	138	246	29	225	0.94	0.94
4th	Highest Hour	118	210	25	191	0.80	0.80
5th	Highest Hour	112	199	24	182	0.76	0.76
6th	Highest Hour	63	113	13	103	0.43	0.43
7th	Highest Hour	57	102	12	93	0.39	0.39
8th	Highest Hour	53	94	11	86	0.36	0.36
9th	Highest Hour	53	94	11	86	0.36	0.36
10th	Highest Hour	51	92	11	84	0.35	0.35
11th	Highest Hour	29	52	6	48	0.20	0.20
12th	Highest Hour	16	29	3	26	0.11	0.11
13th	Highest Hour	15	26	3	24	0.10	0.10
14th	Highest Hour	6	10	1	10	0.04	0.04

Warrant Analysis Results

	Approach Lanes		Signal Warrant Threshold		Input Traffic Volumes		Is Signal Warrant Satisfied?
	Major Street	Minor Street	Combined Major Street Volume	Higher Minor Street Volume	Combined Major Street Volume	Higher Minor Street Volume	
Warrant #1 - Eight Hour Volume (Condition A)	1	1	500	150	147	86	No
Warrant #1 - Eight Hour Volume (Condition B)	1	1	750	75	147	86	No
Warrant #2 - Four-Hour Volume	1	1	327	>350	327	191	No
Warrant #3 - Peak Hour Volume	1	1	409	>500	409	239	No

Signal Warrant Analysis Worksheet

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Dogwood/231st Avenue
Scenario:	2011 Total, PM Peak Hour
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	No
Population < 10,000?	No
Warrant Factor =	100%
PM Peak Hour or Daily Count?	PM Peak Hour
Major Street: 4th-Highest Hour =	80% of Peak Hour
Major Street: 8th-Highest Hour =	60% of Peak Hour
Minor Street: 4th-Highest Hour =	80% of Peak Hour
Minor Street: 8th-Highest Hour =	60% of Peak Hour

Input Traffic Volumes

Hour		Major Street		Minor Street		Major St. Adj. Factor	Minor St. Adj. Factor
Begin	End	NB	SB	EB	WB		
4:45 PM	5:45 PM	363	672	61	92	1.00	1.00
2nd	Highest Hour	348	645	59	88	0.96	0.96
3rd	Highest Hour	341	632	57	86	0.94	0.94
4th	Highest Hour	290	538	49	74	0.80	0.80
5th	Highest Hour	276	511	46	70	0.76	0.76
6th	Highest Hour	156	289	26	40	0.43	0.43
7th	Highest Hour	142	262	24	36	0.39	0.39
8th	Highest Hour	131	242	22	33	0.36	0.36
9th	Highest Hour	131	242	22	33	0.36	0.36
10th	Highest Hour	127	235	21	32	0.35	0.35
11th	Highest Hour	73	134	12	18	0.20	0.20
12th	Highest Hour	40	74	7	10	0.11	0.11
13th	Highest Hour	36	67	6	9	0.10	0.10
14th	Highest Hour	15	27	2	4	0.04	0.04

Warrant Analysis Results

	Approach Lanes		Signal Warrant Threshold		Input Traffic Volumes		Is Signal Warrant Satisfied?
	Major Street	Minor Street	Combined Major Street Volume	Higher Minor Street Volume	Combined Major Street Volume	Higher Minor Street Volume	
Warrant #1 - Eight Hour Volume (Condition A)	1	1	500	150	373	33	No
Warrant #1 - Eight Hour Volume (Condition B)	1	1	750	75	373	33	No
Warrant #2 - Four-Hour Volume	1	1	828	140	828	74	No
Warrant #3 - Peak Hour Volume	1	1	1035	185	1035	92	No

APPENDIX J

FAX COVER SHEET

DATE: 12/5/05

TO: Brian Dunn

FAX #: 503-774-8000

FROM: Jonela Zhu

WASHINGTON COUNTY L.U.T.
TRAFFIC ENGINEERING SECTION
1400 S.W. WALNUT STREET MS 17
HILLSBORO, OR 97123-5625
PHONE : (503) 846-7950
FAX: (503) 846-7910

Number of pages in this transmission including this cover sheet : 3

NOTES:
Brian
If you have any question,
let me know
Jonela

The formula is

$$\frac{V_{A7\%}^{2}}{V_{A5\%}^{2}} = \frac{.05 \times .95}{L_{A7\%}(1-L_{A7\%})}$$

Example: Speed: 40mph
Opposing Volume: 500
Approaching Volume: 700
Left turn Volume: 20

Use: $L = 5\%$ Speed $= 40$mph
Opposing Volume $= 500$
$V_{A5\%} \approx 460$ (See the chart)

$$\therefore \frac{V_{A7\%}^{2}}{V_{A5\%}} = \frac{700^2}{460^2} = \frac{0.05 \times .95}{L_{A7\%}(1-L_{A7\%})}$$

$$\therefore L_{A7\%}(1-L_{A7\%}) = 0.021$$

$$\therefore L_{A7\%} = 2.1\% \Rightarrow 700 \times 2.1\% = 14$$

In this case $20 > 14$ $\therefore$ Left turn lane is warranted

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of Highways,
neering. McGraw-
1954.

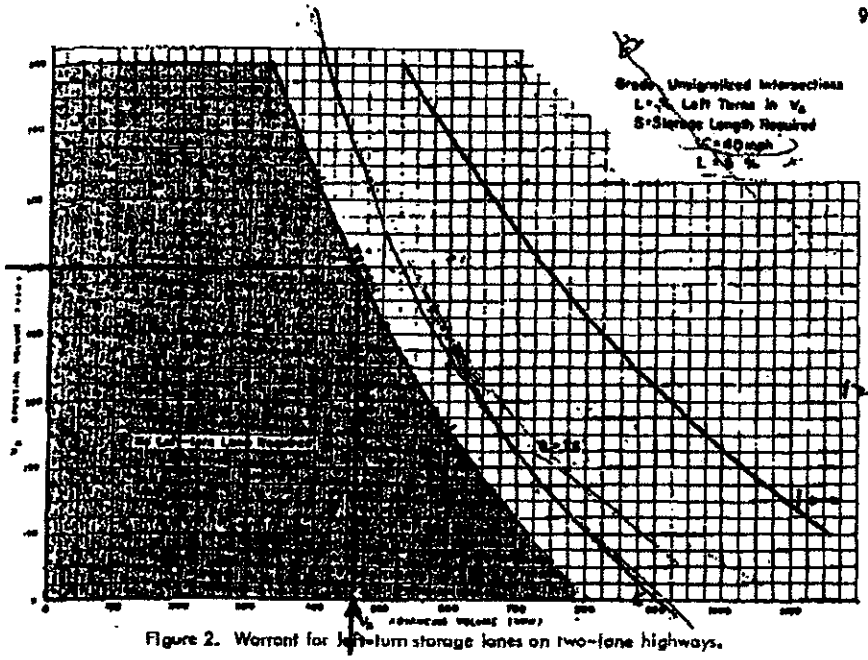
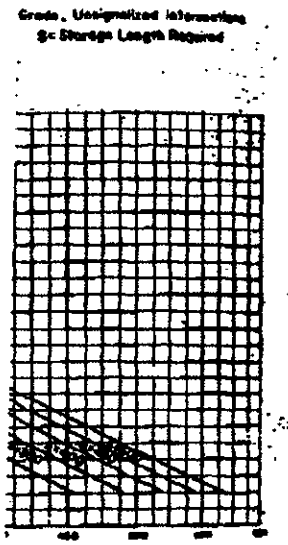
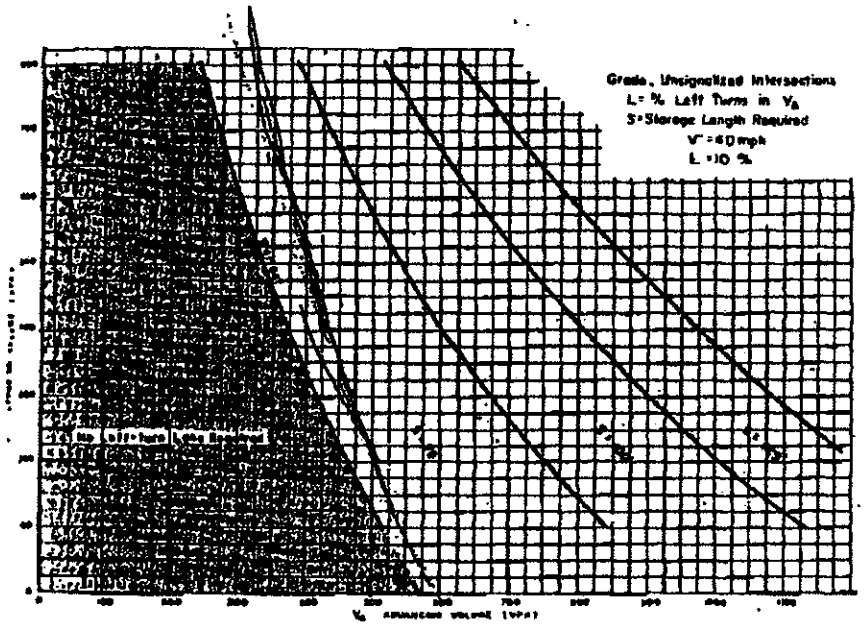


Figure 2. Warrant for left-turn storage lanes on two-lane highways.





lane highways.

Figure 3. Warrant for left-turn storage lanes on two-lane highways.

DATE: 7/20/08
PROJECT: ORENCO WOODS CROSSING DEVELOPMENT
PROJECT #: 0092

LEFT-TURN LANE WARRANT ANALYSIS RESULTS
YEAR 2011 TOTAL TRAFFIC CONDITIONS
① CORNELIUS PASS RD. / KIAN LANE (WEEKDAY AM PEAK HOUR)

FORMULA: $\frac{V_{A\%}^2}{V_{A5\%}^2} = \frac{0.05 \times 0.95}{L_{A\%}(1-L_{A\%})}$

SPEED = 45 mph
OPPOSING VOLUME = 939
APPROACHING VOLUME = 545
LEFT-TURN VOLUME = 3

USING: $L_A = 5\%$, SPEED 40 mph
OPPOSING VOLUME = 939
$V_{A5\%} \approx 275$ (SEE ATTACHED CHART)

$\therefore \frac{V_{A\%}^2}{V_{A5\%}^2} = \frac{545^2}{275^2} = \frac{0.05 \times 0.95}{L_{A\%}(1-L_{A\%})}$

$\therefore L_{A\%}(1-L_{A\%}) = 0.0121$ OR $L_{A\%} = 1.21\%$

$\therefore 545 \times 1.21\% = 7$ vehicles

* Since 3 vehicles < 7 vehicles, then <u>LEFT-TURN LANE IS NOT WARRANTED IN AM</u>

② CORNELIUS PASS ROAD / KIAN LN (WEEKDAY PM PEAK HOUR)
OPPOSING VOLUME = 905
APPROACHING VOLUME = 1212
LEFT-TURN VOLUME = 6

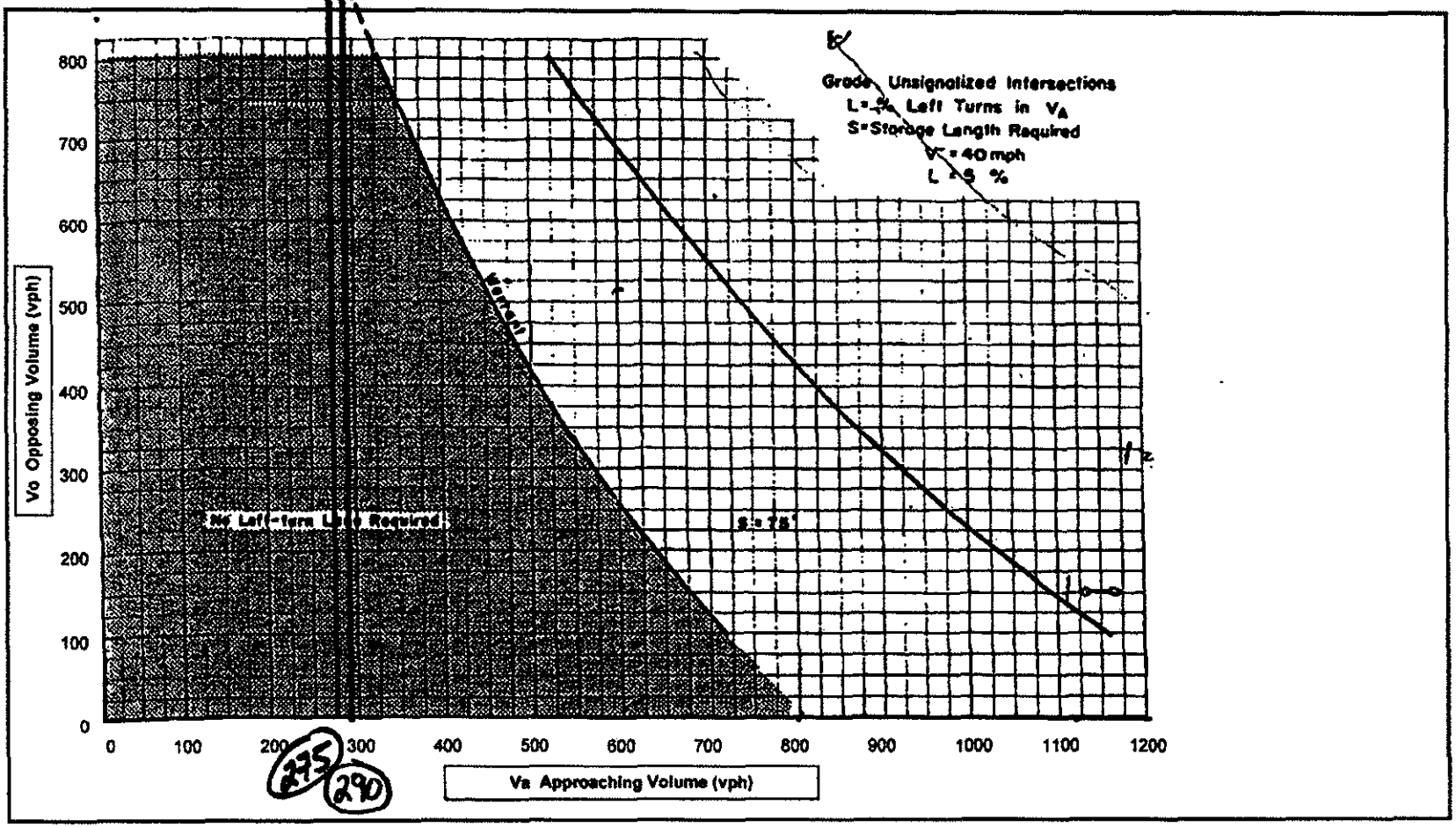
USING: $L_A = 5\%$, SPEED 40 mph
OPPOSING VOLUME = 905
$V_{A5\%} \approx 290$ (SEE ATTACHED)

$\therefore \frac{1212^2}{290^2} = \frac{0.05 \times 0.95}{L_{A\%}(1-L_{A\%})} \Rightarrow L_{A\%}(1-L_{A\%}) = 0.0027$
OR $L_{A\%} = 0.27\% \Rightarrow 1212 \times 0.27\% = 4$ veh

* SINCE 6 > 4 vehicles, <u>LEFT-TURN LANE IS WARRANTED IN PM</u>

Left-Turn Lane Warrant for Two-Lane Highways (M.D. Harmelink Nomagraph)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/21/2008
Intersection:	Cornelius Pass Road/Kian Lane
Scenario:	2011 Total AM and PM Peak Hour



LEFT-TURN LANE WARRANT ANALYSIS RESULTS
YEAR 2011 BACKGROUND TRAFFIC CONDITIONS

① CORNELIUS PASS RD. / KIAN LANE (WEEKDAY PM PEAK HOUR)

OPPOSING VOLUME = 865 vph
APPROACHING VOLUME = 1179 vph
LEFT-TURN VOLUME = 6 vph

USING: $L_A = 5\%$, SPEED 40 mph
OPPOSING VOLUME = 865 vph
$V_{A5\%} \approx 305$ (SEE ATTACHED WORKSHEET)

$$\therefore \quad \frac{1179^2}{305^2} = \frac{0.05 \times 0.95}{L_{A\%}(1 - L_{A\%})} \Rightarrow L_{A\%}(1 - L_{A\%}) = 0.0032$$

OR $L_{A\%} = 0.32\%$

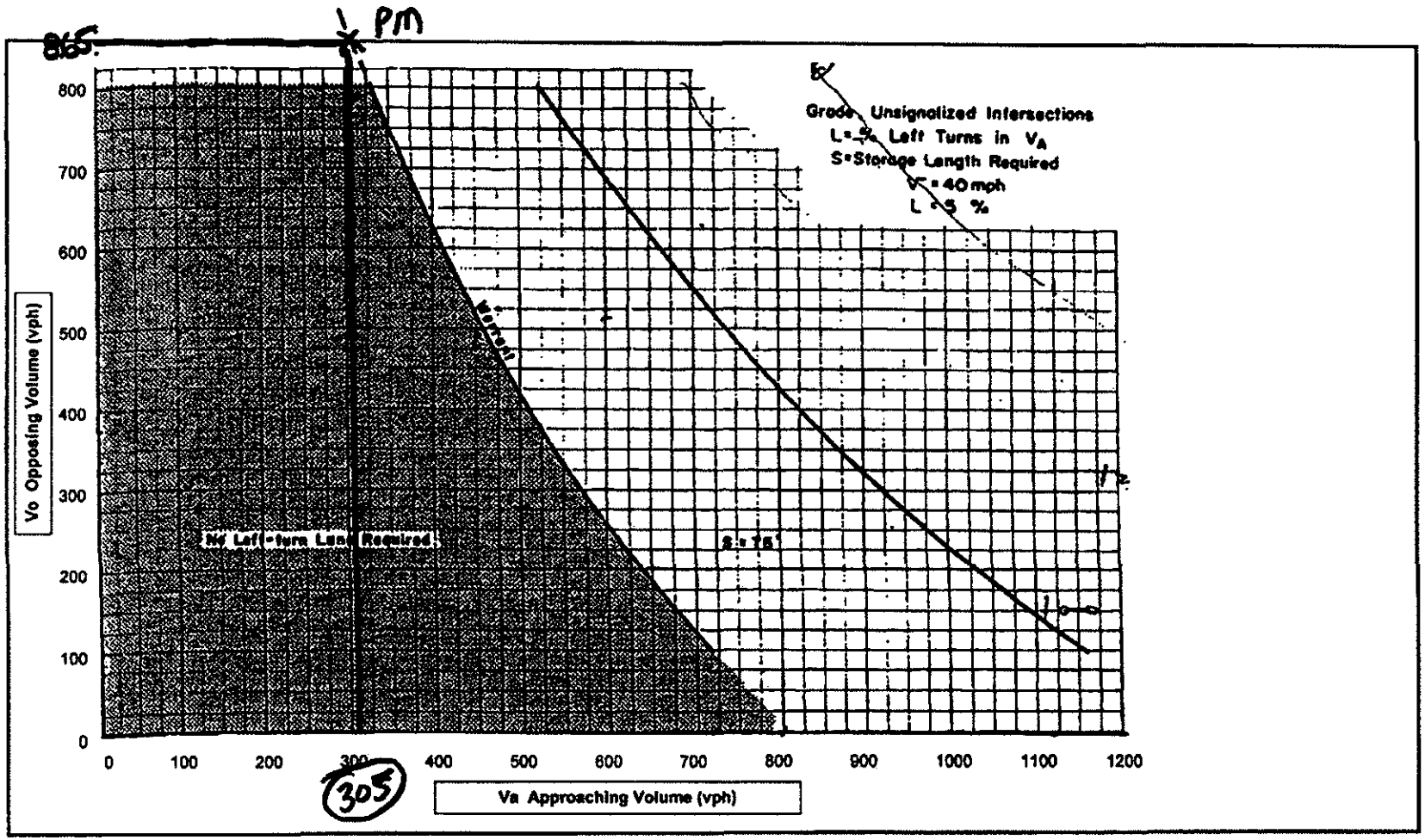
$$\Rightarrow 1179 \times 0.32\% = 4 \text{ veh}$$

* <u>SINCE 6 veh > 4 veh, LEFT-TURN LANE IS WARRANTED IN PM PEAK HOUR OF BACKGROUND CONDITION.</u>

Left-Turn Lane Warrant for Two-Lane Highways (M.D. Harmelink Nomagraph)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/21/2008
Intersection:	Cornelius Pass Road/Kian Lane
Scenario:	2011 [redacted] PM Peak Hour

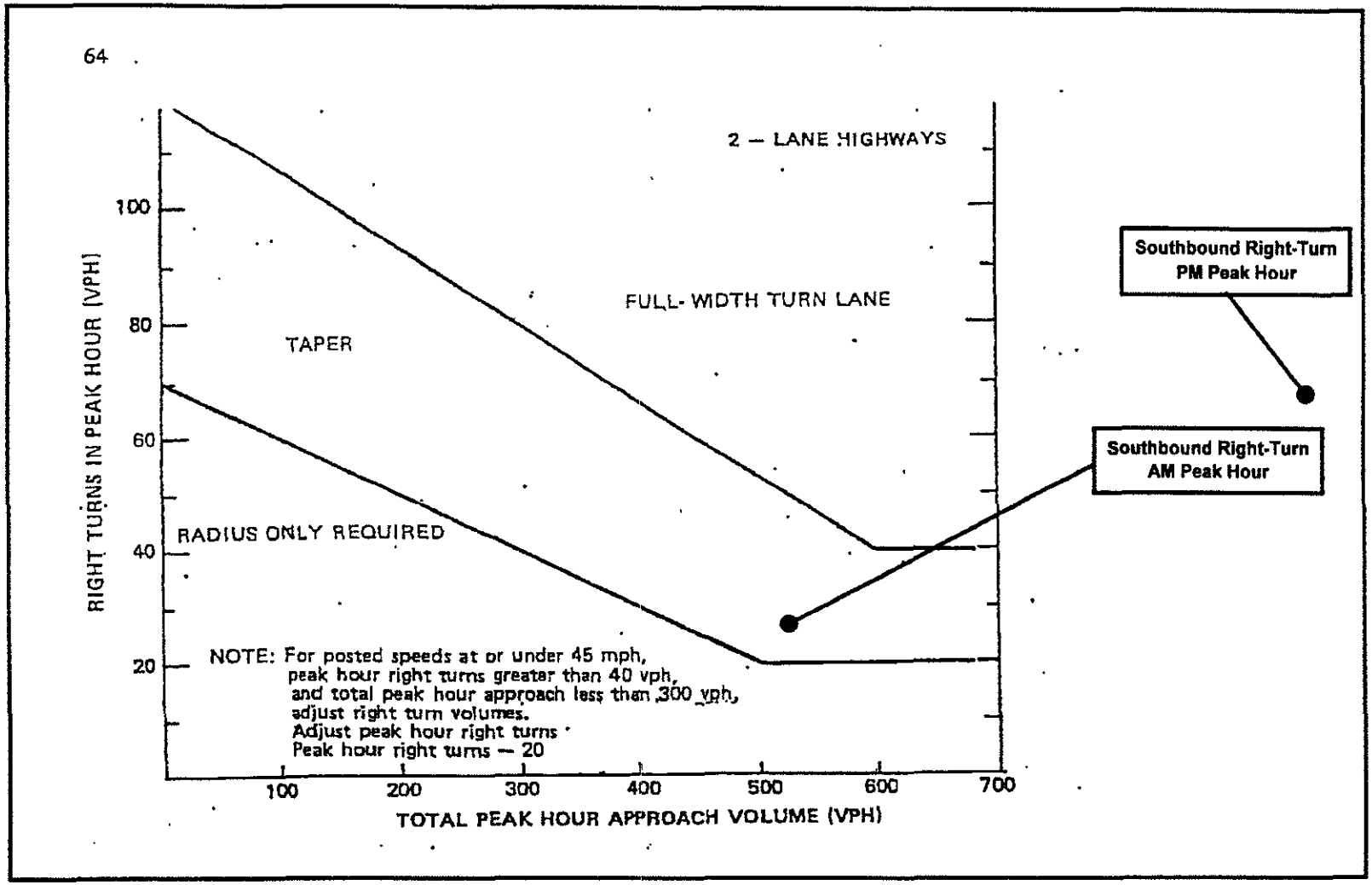
BACKGROUND



APPENDIX K

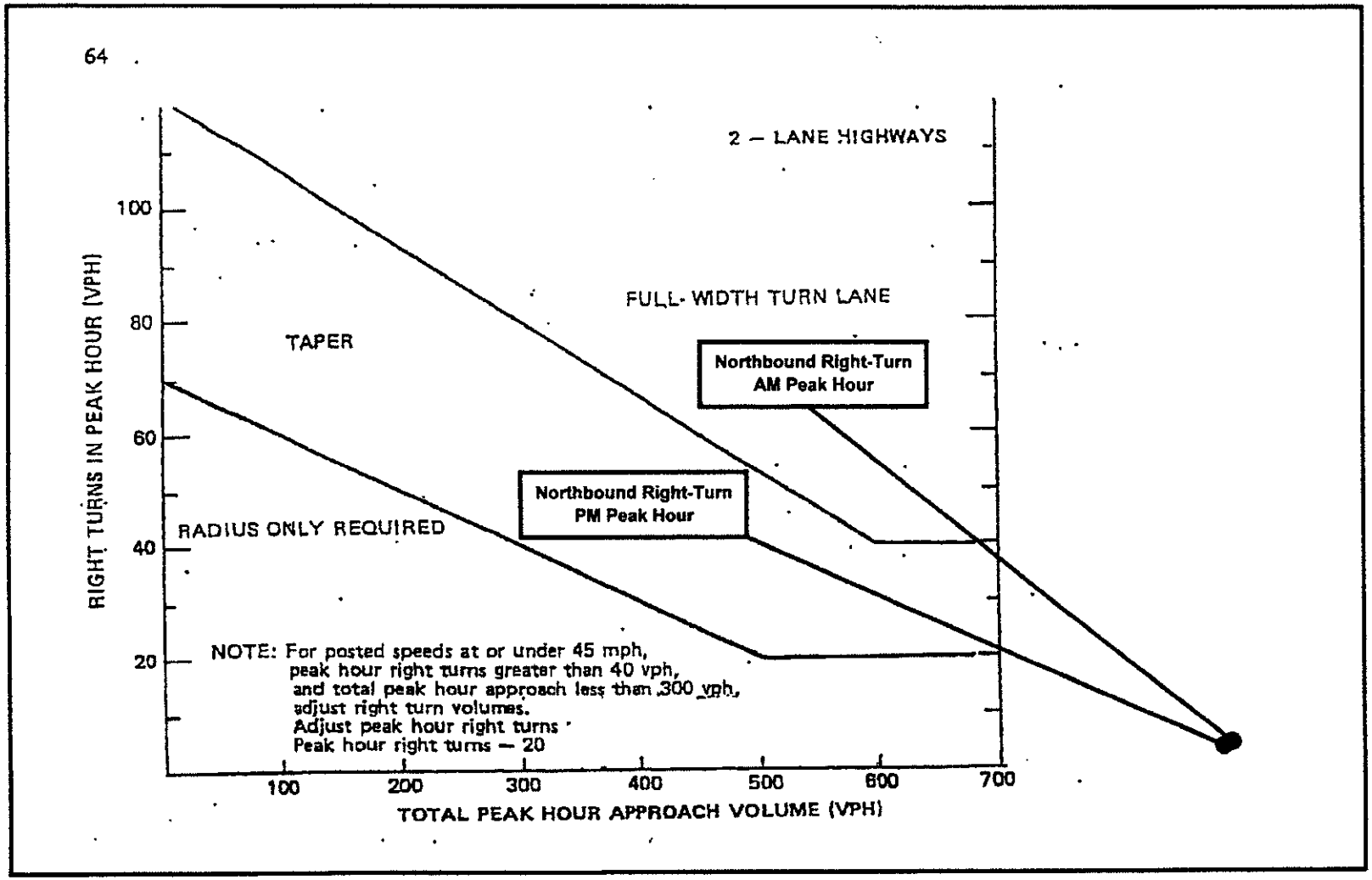
Right-Turn Lane Warrant for Two-Lane Highways (NCHRP Report 279)

Project No.:	0092
Project Name:	Orenco Woods
Date:	8/29/2008
Intersection:	Site Access/Cornelius Pass Road
Scenario:	2011 Total Traffic AM and PM Peak Hours



Right-Turn Lane Warrant for Two-Lane Highways (NCHRP Report 279)

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Kian Lane/Cornelius Pass Road
Scenario:	2011 Total Traffic AM and PM Peak Hours



APPENDIX L

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Cornelius Pass/Wilkins Street
Scenario:	2011 Total AM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBRT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):		1043	36	453			75	119
G/C for movement:		0.74	0.03	0.77			0.10	0.10
Number of lanes:		1	1	1			1	1
CALCULATIONS:								
Length of red interval (sec):		23.4	87.3	20.7			81.0	81.0
Average total queue (veh):		6.8	0.9	2.6			1.7	2.7
Maximum total queue (veh):		**11**	**3**	**5**			**4**	**6**
Total queue length (feet):		275	75	125			100	150
Required storage/lane (feet):		**275**	**75**	**125**			**100**	**150**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded
up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	7/24/2008
Intersection:	Cornelius Pass/Wilkins Street
Scenario:	2011 Total PM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBRT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):		889	132	1103			71	95
G/C for movement:		0.68	0.11	0.79			0.08	0.08
Number of lanes:		1	1	1			1	1
CALCULATIONS:								
Length of red interval (sec):		28.8	80.1	18.9			82.8	82.8
Average total queue (veh):		7.1	2.9	5.8			1.6	2.2
Maximum total queue (veh):		**12**	**6**	**10**			**4**	**5**
Total queue length (feet):		300	150	250			100	125
Required storage/lane (feet):		**300**	**150**	**250**			**100**	**125**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red Interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ... N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	8/28/2008
Intersection:	Cornelius Pass/Quatama Road
Scenario:	2011 Total AM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	30	916	28	458	116	108	48	135
G/C for movement:	0.07	0.69	0.02	0.67	0.15	0.15	0.15	0.15
Number of lanes:	1	1	1	1	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	83.7	27.9	88.2	29.7	76.5	76.5	76.5	76.5
Average total queue (veh):	0.7	7.1	0.7	3.8	2.5	2.3	1.0	2.9
Maximum total queue (veh):	**2**	**12**	**2**	**7**	**5**	**5**	**3**	**6**
Total queue length (feet):	50	300	50	175	125	125	75	150
Required storage/lane (feet):	**50**	**300**	**50**	**175**	**125**	**125**	**75**	**150**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					135		108	
Opposing sat. flow rate:					1654		1793	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.08		0.06	
Unblocked G/C:					0.07		0.10	
Effective red interval (sec):					83.3		81.4	
Average total queue (veh):					2.7		1.1	
Maximum total queue (veh):					**6**		**3**	
Total queue length (feet):					150		75	
Required storage/lane (feet):					**150**		**75**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service

Random arrivals behave according to a Poisson distribution.
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat. flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	8/28/2008
Intersection:	Cornelius Pass/Quatama Road
Scenario:	2011 Total AM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBRT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):				43				
G/C for movement:				0.67				
Number of lanes:				1				
CALCULATIONS:								
Length of red interval (sec):				29.7				
Average total queue (veh):				0.4				
Maximum total queue (veh):				1				
Total queue length (feet):				25				
Required storage/lane (feet):				25				
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob of arrivals = N) = (Red interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	8/28/2008
Intersection:	Cornelius Pass/Quatama Road
Scenario:	2011 Total PM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBTH	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):	79	824	81	967	121	151	170	145
G/C for movement:	0.05	0.61	0.09	0.62	0.20	0.20	0.20	0.20
Number of lanes:	1	1	1	1	1	1	1	1
CALCULATIONS:								
Length of red interval (sec):	85.5	35.1	81.9	34.2	72.0	72.0	72.0	72.0
Average total queue (veh):	1.9	8.0	1.8	9.2	2.4	3.0	3.4	2.9
Maximum total queue (veh):	**4**	**13**	**4**	**14**	**5**	**6**	**7**	**6**
Total queue length (feet):	100	325	100	350	125	150	175	150
Required storage/lane (feet):	**100**	**325**	**100**	**350**	**125**	**150**	**175**	**150**
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):					145		151	
Opposing sat. flow rate:					1757		1740	
CALCULATIONS:								
Opposing flow ratio (Yo):					0.08		0.09	
Unblocked G/C:					0.13		0.12	
Effective red interval (sec):					78.5		78.8	
Average total queue (veh):					2.6		3.7	
Maximum total queue (veh):					**6**		**7**	
Total queue length (feet):					150		175	
Required storage/lane (feet):					**150**		**175**	

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g. 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, .., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded
up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Signalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	8/28/2008
Intersection:	Cornelius Pass/Quatama Road
Scenario:	2011 Total PM Peak Hour
Cycle Length:	90 sec
Confidence Level (C.L.):	95%
Storage Length/Vehicle:	25 feet

	Turn Movement							
	#1 NBLT	#2 NBTH/RT	#3 SBLT	#4 SBRT	#5 EBLT	#6 EBTH/RT	#7 WBLT	#8 WBTH/RT
INPUT PARAMETERS:								
Volume (pre-PHF) (vph):				100				
G/C for movement:				0.62				
Number of lanes:				1				
CALCULATIONS:								
Length of red interval (sec):				34.1				
Average total queue (veh):				0.9				
Maximum total queue (veh):				3				
Total queue length (feet):				75				
Required storage/lane (feet):				75				
PERMITTED LEFT TURNS:								
Opposing volume (pre-PHF):								
Opposing sat. flow rate:								
CALCULATIONS:								
Opposing flow ratio (Yo):								
Unblocked G/C:								
Effective red interval (sec):								
Average total queue (veh):								
Maximum total queue (veh):								
Total queue length (feet):								
Required storage/lane (feet):								

METHODOLOGY AND FORMULAS USED:

Length of red interval = (1 - G/C) * Cycle length

Average queue/lane = Volume * Red interval / 3600

Maximum queue: Random arrival/Constant service
Random arrivals behave according to a Poisson distribution
There is a probability equal to the confidence level desired (e.g 95%)
that the queue formed during each red interval will be less than
or equal to the maximum queue.

(Prob. of arrivals = N) = (Red Interval)^N * exp(-N) / N! (the Poisson distribution)
(Prob. of arrivals >= N) = 1 - Sum of probabilities for vehicles 0, 1, ..., N-1
Max N: Highest N such that the sum of probabilities > (1 - confidence level)

Queue length = Maximum queue * Storage length per vehicle

Required storage per lane = Queue length / Number of lanes, rounded up to the next highest whole vehicle

Opposing flow ratio Yo = opposing volume vo / opposing sat flow rate sop

Unblocked G/C (gu/C) = (g/C - Yo)/(1-Yo)

Unsignalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	August 28, 2008
Scenario:	2011 Total AM Peak Hour
Analysis Period:	0.25 (peak 15 minute analysis)
Vehicle Length (ft):	25

Legend

V = Flow rate for movement
C = Capacity of movement
Q = 95th percentile queue (veh)
S = Storage needed (ft)

*** 95th-percentile queue length calculations performed using Equation (17-37) presented in *Highway Capacity Manual 2000*.**

Intersection Name		Approach/Turn Movement											
		NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT
Cornelius Pass Rd/ Proposed Site Access	V	14								30			
	C	987								543			
	Q	**0.0**								**0.2**			
	S	**25**								**25**			
Cornelius Pass Rd/ Kian Lane	V											15	
	C											198	
	Q											**0.2**	
	S											**25**	
Quatama Rd/ Site Access/76th Avenue	V		45			207		59			16		
	C		889			645		1428			1467		
	Q		**0.2**			**1.4**		**0.1**			**0.0**		
	S		**25**			**50**		**25**			**25**		
231st Ave/Dogwood St	V	20			21				126			122	
	C	1309			996				281			359	
	Q	**0.0**			**0.1**				**2.2**			**1.5**	
	S	**25**			**25**				**75**			**50**	

Unsignalized Vehicle Queuing Analysis

Input Parameters

Project No.:	0092
Project Name:	Orenco Woods
Date:	August 28, 2008
Scenario:	2011 Total PM Peak Hour
Analysis Period:	0.25 (peak 15 minute analysis)
Vehicle Length (ft):	25

Legend

V = Flow rate for movement
C = Capacity of movement
Q = 95th percentile queue (veh)
S = Storage needed (ft)

* 95th-percentile queue length calculations performed using Equation (17-37) presented in *Highway Capacity Manual 2000*.

Intersection Name		Approach/Turn Movement											
		NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT
Cornelius Pass Rd/ Proposed Site Access	V	31								21			
	C	551								232			
	Q	0.2								0.3			
	S	25								25			
Cornelius Pass Rd/ Kian Lane	V											4	
	C											138	
	Q											0.1	
	S											25	
Quatama Rd/ Site Access/76th Avenue	V		34			257		74			35		
	C		791			515		1330			1511		
	Q		0.1			2.8		0.2			0.1		
	S		25			75		25			25		
231st Ave/Dogwood St	V	26			75				71			105	
	C	899			1173				236			207	
	Q	0.1			0.2				1.2			2.6	
	S	25			25				50			75	

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 16

September 2, 2008 Affidavit of Publication from Hillsboro Argus

No._____

In the _____ Court of the

State of Oregon
for the
County of Washington

Affidavit of Publication
The Hillsboro Argus

Filed _____,20____

_____
Clerk

_____
Deputy

From the Office of

_____

_____

Attorney for _____

_____

CITY OF HILLSBORO
NOTICE OF
PUBLIC HEARING
CDP 1-06 (MOD 1): ORENCO
WOODS CROSSING

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Hillsboro Planning Commission, at or shortly after 6:30 p.m., on Wednesday, September 10, 2008, in the auditorium of the Hillsboro Civic Center, 150 East Main Street, Hillsboro. At this meeting, the Planning Commission will consider a request for modification to an approved Concept Development Plan (CDP) for the Orenco Woods Crossing residential community, to be located on properties totaling approximately 55.12 acres in size. The site is zoned SCR-V Station Community Residential – Village and is designated RM Medium Density Residential, RL Low Density Residential, OS Open Space, and FP Flood Plain on the Comprehensive Plan Land Use map. The property owners for the portion of the site under review are Orenco Woods Crossing, LLC and Hillsboro Elks Lodge No. 1862. The applicant is Venture Properties, Inc. and the applicant's representative is WRG Design, Inc.

The subject site is generally located north of NW Quatama Road, east of NW 225th Avenue, west of NW Cornelius Pass Road, and south of a portion of the Westside Light Rail line. The site is specifically identified as Tax Lot 3400 on Washington County Assessor's Tax Map 1N2-35, a portion of Tax Lot 100 on Tax Map 1N2-35CA, and Tax Lot 8200 on Tax Map 1N2-35CB. The majority of the site is currently vacant with the exception of a non-profit tran-

Affidavit of Publication

STATE OF OREGON, COUNTY OF WASHINGTON, ss.

I, Gary B. Stutzman, being first duly sworn, depose and say that I am the Managing Editor of THE HILLSBORO ARGUS, a newspaper of general circulation as defined by ORS 193.010 and 193.020; printed and published at Hillsboro, in the aforesaid county and state; that the Notice of Public Hearing, a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for one insertion(s) in the following issue(s):
September 2, 2008

Gary B. Stutzman

Subscribed and sworn to before me this 2nd day of September, 2008.

Eydie Elliott-Lohse

OFFICIAL SEAL
EYDIE ELLIOTT-LOHSE
NOTARY PUBLIC-OREGON
COMMISSION NO. 390406
MY COMMISSION EXPIRES MAY 6, 2009

exception of a non profit transitional housing facility (the McDonald House) located on the northwest portion of the site, which will be preserved.

The approved Orenco Woods Crossing CDP includes the creation of 147 detached single family residential lots, 105 attached single family residential lots, natural resource and open space tracts, public and private, infrastructure, public and private streets and alleys, preservation of the existing cultural resource (the McDonald House), and improvements along NW Cornelius Pass Road and NW Quatama Road. The applicant proposes to revise the design of the southeast corner of the approved CDP to contain a mixture of commercial and residential uses. The proposed revised CDP would include 120 detached single family units, 65 attached single family units, 64 condominium units, approximately 35,777 square feet of neighborhood commercial structures and approximately 17,650 square feet of other employment structures.

The staff report on this matter will be available on Wednesday, September 3, 2008 at 4:00 p.m. The staff report, the application and all documents and evidence relied upon by the applicant, and the applicable criteria are available for public inspection at no cost or can be provided at reasonable cost. Materials can be reviewed from 8:00 a.m. to 5:00 p.m. weekdays, excluding holidays, in the Planning Department in the Civic Center Building, Fourth Floor, 150 East Main Street, Hillsboro, Oregon. Information may also be obtained by calling Ruth Klein in the Planning Department at (503) 681-6465 or by email at ruth[illegible]ci.hillsboro.or.us.

All interested persons are

structures.

The staff report on this matter will be available on Wednesday, September 3, 2008 at 4:00 p.m. The staff report, the application and all documents and evidence relied upon by the applicant, and the applicable criteria are available for public inspection at no cost or can be provided at reasonable cost. Materials can be reviewed from 8:00 a.m. to 5:00 p.m. weekdays, excluding holidays, in the Planning Department in the Civic Center Building, Fourth Floor, 150 East Main Street, Hillsboro, Oregon. Information may also be obtained by calling Ruth Klein in the Planning Department at (503) 681-6465 or by email at ruthk@ci.hillsboro.or.us.

All interested persons are invited to attend the public hearing on this application and will be given an opportunity to be heard concerning the proposal. Oral testimony will be taken in the following order: applicant; other proponents; opponents; and applicant's rebuttal. Oral testimony should avoid repetition of issues, and should be based on the application or on the approval criteria listed above. If you are unable to attend the hearing, you may submit a written statement to the Planning Director on or before the hearing date. Telephone conversations cannot be accepted as testimony.

Pursuant to ORS 197.763, failure to raise an issue by the close of the record at or following the final evidentiary hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue.

(Sept. 2, 2008)

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 17

August 20, 2008 Affidavit of Public Notice Mailing

CITY OF HILLSBORO

CITY OF HILLSBORO PLANNING DEPARTMENT

FILE NO. **CDP 1-06 (MOD 1)**

PROJECT/APPLICANT NAME **ORENCO WOODS CROSSING**

AFFIDAVIT OF NOTICE OF MAILING

I, Lisa Califf, being duly sworn, say that I gave notice of mailing for a proposed **CONCEPT DEVELOPMENT PLAN** affecting land described as Lot(s) **3400 & PT. OF 100** on Washington County Tax Map **1N2-35 & PT OF 1N2-35CB**; or as attached hereto and described herinbelow; and that, pursuant to City Ordinance 2793-4-77, Section 1(III); Ordinance 1945, Sections 80, 109, 116, 118 or 127 as applicable; or Ordinance No. 2808-7-77, Articles II-VI, I did give notice of mailing to those persons or entities listed on the attached mail list, on or before the **20th** day of **August,** 2008, the deadline date determined by relevant statute or ordinance controlling notice provisions for this matter. The attachments to which this affidavit are:

Notice of Public Hearing

Maps

Mail List

Dated this **20th** day of **August,** **2008**

Signature

Subscribed and sworn to before me this **20th** day of **August,** **2008**

Notary Public for the State of Oregon

OFFICIAL SEAL
DEBBIE WERNER
NOTARY PUBLIC-OREGON
COMMISSION NO 409414
MY COMMISSION EXPIRES AUGUST 28, 2010

August 20, 2008

CITY OF HILLSBORO
NOTICE OF PUBLIC HEARING
CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Hillsboro Planning Commission, at or shortly after 6:30 p.m., on Wednesday, September 10, 2008, in the auditorium of the Hillsboro Civic Center, 150 East Main Street, Hillsboro. At this meeting, the Planning Commission will consider a request for modification to an approved Concept Development Plan (CDP) for the Orenco Woods Crossing residential community, to be located on properties totaling approximately 55.12 acres in size. The site is zoned SCR-V Station Community Residential – Village and is designated RM Medium Density Residential, RL Low Density Residential, OS Open Space, and FP Flood Plain on the Comprehensive Plan Land Use map. The property owners for the portion of the site under review are Orenco Woods Crossing, LLC and Hillsboro Elks Lodge No. 1862. The applicant is Venture Properties, Inc. and the applicant's representative is WRG Design, Inc.

The subject site is generally located north of NW Quatama Road, east of NW 225th Avenue, west of NW Cornelius Pass Road, and south of a portion of the Westside Light Rail line. The site is specifically identified as Tax Lot 3400 on Washington County Assessor's Tax Map 1N2-35, a portion of Tax Lot 100 on Tax Map 1N2-35CA, and Tax Lot 8200 on Tax Map 1N2-35CB. The majority of the site is currently vacant with the exception of a non-profit transitional housing facility (the McDonald House) located on the northwest portion of the site, which will be preserved.

The approved Orenco Woods Crossing CDP includes the creation of 147 detached single family residential lots, 105 attached single family residential lots, natural resource and open space tracts, public and private infrastructure, public and private streets and alleys, preservation of the existing cultural resource (the McDonald House), and improvements along NW Cornelius Pass Road and NW Quatama Road. The applicant proposes to revise the design of the southeast corner of the approved CDP to contain a mixture of commercial and residential uses. The proposed revised CDP would include 120 detached single family units, 65 attached single family units, 64 condominium units, approximately 35,777 square feet of neighborhood commercial structures and approximately 17,650 square feet of other employment structures. A copy of the proposed site plan is attached for reference.

The CDP approval criteria are specified in Zoning Ordinance Section 136 (VII) (B) (6) (b) (1-3), which reads as follows:

b. The Planning Commission shall approve an application for Concept Development Plan approval only upon finding the following approval criteria are met:

(1) That the proposed Concept Development Plan is consistent with the purposes identified in this section and the intent of the applicable SCPA district;

(2) The phasing schedule is reasonable and does not exceed five (5) years between commencement of development on the first and last phases unless otherwise authorized by the Planning Commission; and

(3) That the proposed Concept Development Plan complies with minimum residential density, minimum floor area ratio and minimum usable open space requirements of Sections 137 and 138.

The purpose of the CDP approval process is specified in Zoning Ordinance Section 136 (VII) (B) 1, which reads as follows:

B. Development Review - SCR-V District, and Phased Developments within a SCPA Commercial, Industrial or Institutional District

1. Purpose. It is the intent of this subsection to establish application and review procedures to permit flexibility in development review of all projects within the SCR-V District; and for the review of commercial, industrial or institutional projects of at least thirty (30) acres within any SCPA District so larger scale projects can be reviewed efficiently and developed in a phased manner. Specifically, these review procedures are intended to:

a. Promote flexibility in design and permit diversification in location of structures and infrastructure improvements consistent with the intent of the applicable SCPA district;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve to the greatest extent possible existing landscape features and natural resources, and utilize such features and resources in a harmonious fashion;

d. Provide for more usable and suitably located public and common facilities while maintaining flexibility in siting uses;

e. Provide the applicant with reasonable assurance of ultimate approval before expenditure of final design costs, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

f. Provide greater compatibility with surrounding land uses than may occur with a conventional project; and

g. In the SCR-V District, assure a range of residential housing types and mixed use or free standing neighborhood commercial development and other opportunities for employment in a manner that achieves the intent and purpose of the District.

The Intent of the SCR-V District is specified in Zoning Ordinance Section 136 (II) (H), which reads as follows:

H. Station Community Residential—Village (SCR-V)

The SCR-V District may be applied to property containing at least thirty (30) acres in single ownership or control located within approximately 3,900 feet of a light rail station site. The SCR-V District is intended to assure the development of a pedestrian-sensitive, yet auto-accommodating, community containing a range of residential housing types, mixed use residential, free-standing neighborhood commercial uses and employment opportunities. A residential village project may be

developed in one or more phases. A residential village incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood; including, but not limited to: multi-purpose streets linking residential areas with neighborhood activity and commercial centers and the light rail station; horizontal and vertical integration through continuity of urban design befitting a growing major metropolitan area; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; advantageous and sensitive use of natural resource features and open space; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.

Zoning Ordinance Volume II standards listed above can be viewed in their entirety on the City's website at:

http://www.ci.hillsboro.or.us/Planning_Department/ZONE_ORD_VOL2/ZORD2Title.pdf

The staff report on this matter will be available on Wednesday, September 3, 2008 at 4:00 p.m. The staff report, the application and all documents and evidence relied upon by the applicant, and the applicable criteria are available for public inspection at no cost or can be provided at reasonable cost. Materials can be reviewed from 8:00 a.m. to 5:00 p.m. weekdays, excluding holidays, in the Planning Department in the Civic Center Building, Fourth Floor, 150 East Main Street, Hillsboro, Oregon. Information may also be obtained by calling Ruth Klein in the Planning Department at (503) 681-6465 or by email at ruthk@ci.hillsboro.or.us.

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Pursuant to ORS 197.763, failure to raise an issue by the close of the record at or following the final evidentiary hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue.

Sincerely,

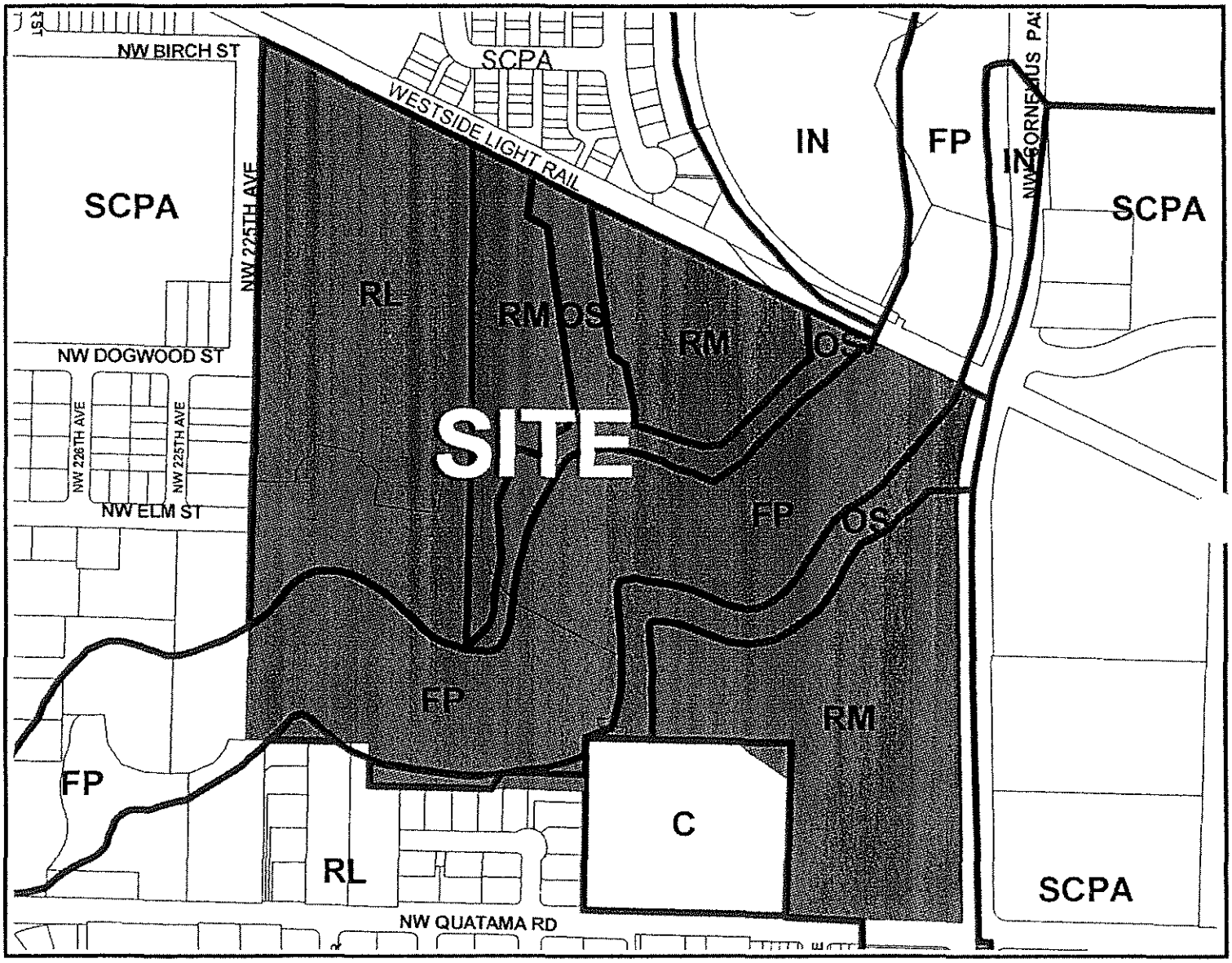
CITY OF HILLSBORO PLANNING DEPARTMENT

Amber Ames
City Recorder

Enclosures

CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

COMPREHENSIVE PLAN MAP



0 200 400 600 800 1000 1200 1400 Feet

Comprehensive Plan Designations

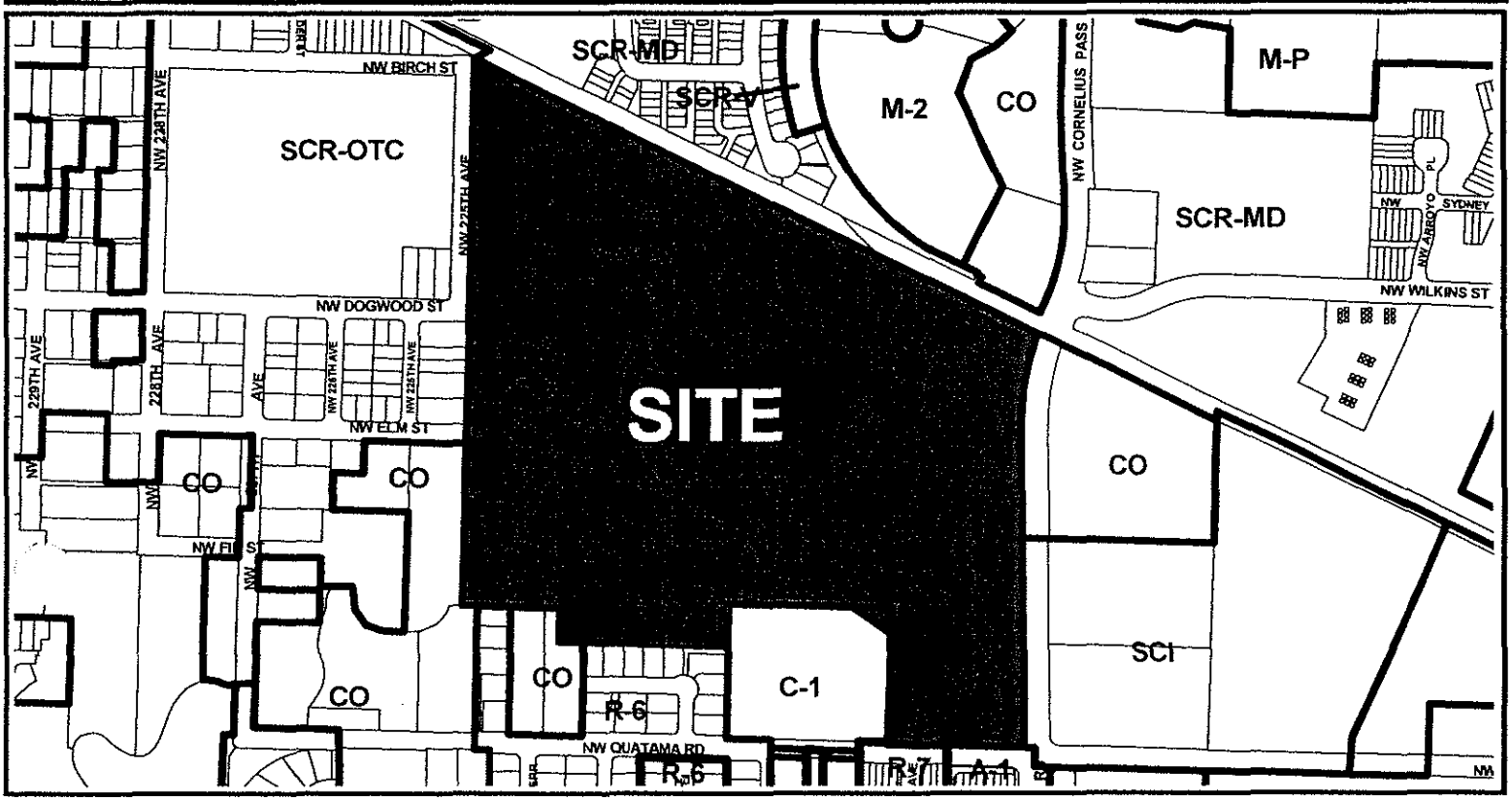
RL	- Low Density Residential (3-7 units per acre)	C	- Commercial	MU	- Mixed Use
RM	- Medium Density Residential (8-16 units per acre)	IN	- Industrial	CO	- County
RH	- High Density Residential (17-23 units per acre)	PF	- Public Facility		
RMR	- Mid-Rise Residential (24 - 30 units per acre)	OS	- Open Space		
SCPA	- Station Community Planning Area	FP	- Floodplain		

City of Hillsboro Planning Department: (503) 681-6153 http://www.ci.hillsboro.or.us/Planning_Department/

CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

N

ZONING MAP

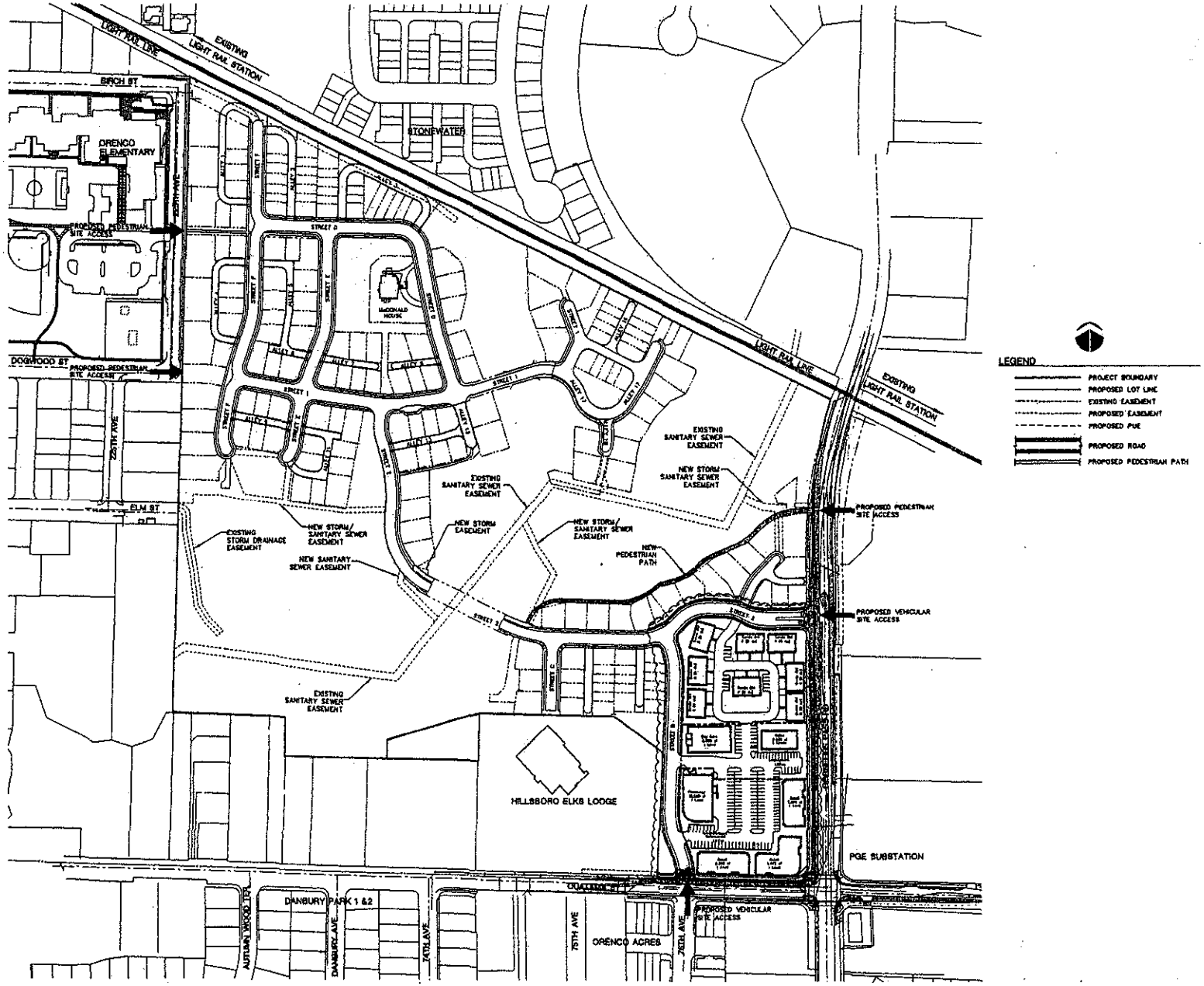


0 300 600 900 1200 1500 1800 2100 2400 2700 3000 Feet

City of Hillsboro Zoning Designations

R- 4.5	Single Family Residential	R-7	Single Family Residential	R-10	Single Family Residential
R- 6	Single Family Residential	R-8.5	Single Family Residential	A-1	Duplex Residential
SCC-SC	Station Community Commercial - Station Commercial			A-2	Multi-Family Residential
SCC-MM	Station Community Commercial - Multi-Modal			A-3	Multi-Family Residential
SCC-CBD	Station Community Commercial - Central Business District			A-4	Multi-Family Residential
SCC-HOD	Station Community Commercial - Highway Oriented District			C-1	General Commercial
SCBP	Station Community Business Park			C-4	Neighborhood Commercial
SCRP	Station Community Research Park			PUD	Planned Unit Development
SCI	Station Community Industrial			M-2	Industrial
SCR-HD	Station Community Residential - High Density			M-P	Industrial Park
SCR-MD	Station Community Residential - Medium Density			MU-N	Mixed Use - Neighborhood
SCR-LD	Station Community Residential - Low Density			MU-C	Mixed Use - Commercial
SCR-V	Station Community Residential - Village			SID	Special Industrial District
SCFI	Station Community Fair Complex Institutional			SSID	Shute Special Industrial District
SCR-OTC	Station Community Residential - Orenco Townsite Conservation Overlay			ANX	Recent Annexation
SCR-DNC	Station Community Residential - Downtown Neighborhood Conservation			CO	Unincorporated County

City of Hillsboro Planning Department: (503) 681-6153



W R G
DESIGN

Orenco Woods CROSSING

OVERALL SITE PLAN 2
ORENCO WOODS CROSSING
VENTURE PROPERTIES
HILLSBORO, OREGON

PROJECT NO.: VEN3773.00
DATE: 8/21/08
DESIGNED BY: LDL
DRAWN BY: LDL
CHECKED BY: JDM

OVERALL SITE PLAN 2

N, ZC, CU, VAR, CRA, ZOA, SOA, HCP, NRP)
AVID SCHWEITZER
LEAN WATER SERVICES
M/S 10

always)
JASON GATELY
PORT OF PORTLAND
7000 NE AIRPORT WAY, 3RD FLOOR
PORTLAND, OREGON 97218

always)
NAOMI-VOGEL BEATTIE
WASHINGTON COUNTY
DLUT- LAND DEVELOPMENT
M/S #13

C. LAND SHUTTLE (always)
LLEN DENNIS
DOT – REGION 1
23 NW FLANDERS
ORTLAND OREGON 97209-4037

(always)
JOHN SCHMERBER
HILLSBORO POLICE DEPT.

(always)
PATT OPDYKE
OSU EXTENSION OFFICE
M/S #48

always)
NDY BACK
VASHINGTON COUNTY
LUT - PLANNING
M/S #14

(when SNRO is involved)
WETLANDS PROGRAM
OR DIVISION OF STATE LANDS
775 SUMMER STREET NE
SALEM, OREGON 97310-1137

(when on or near bus/max line)
JILLIAN DETWEILER
TRI MET
710 NE HOLIDAY STREET
PORTLAND OREGON 97232

when near Orenco/Orenco Station)
MICHAEL COOPER
783 NE FARNHAM ST.
HILLSBORO, OR 97124

(when near Orenco/Orenco Station)
ORENCO STATION MASTER HOA
ATTN: PAT EVANS
1590 NE 65TH AVENUE
HILLSBORO, OR 97124

(when near Orenco)
BONNIE AND JOEL KOOKEN
ORENCO NEIGHBORHOOD ORG.
700 NW 228TH AVENUE
HILLSBORO, OR. 97124

when near Orenco/Orenco Station)
ERNEST HELVOGT, P.E.
E. HELVOGT & ASSOCIATES, INC.
503 NE 63RD AVE
HILLSBORO, OR 97124

(when near Orenco)
ERICA DIRRIWACHTER
22890 NW CHESTNUT STREET
HILLSBORO, OR 97124
(503) 681-7611
ericadirriwachter@comcast.net

(when related to the "Q" Condos)
ROB WHITFORD
VERIZON NETWORK ENGINEERING
BEAVERTON, OREGON
v 503-626-4958 f 503-526-2017
e-mail rob.whitford@verizon.com

If Heart of Hillsboro receives copy)
DONNA LOVELAND
234 NE JACKSON ST.
HILLSBORO OR 97124

(when in downtown conservation area)
HEART OF HILLSBORO
KIMBERLY CULBERTSON
223 NE 5TH AVENUE
HILLSBORO, OR. 97124

(when in downtown area)
DOWNTOWN HILLSBORO ASSOC.
PO BOX 611
HILLSBORO, OR 97123

Downtown & Main St. aka Gateway HOA – If Heart of Hillsboro receives copy)
TIM & JOYCE GABRIEL
545 NE LINCOLN ST
HILLSBORO OR 97124

(Main St. aka Gateway HOA – If Heart of Hillsboro receives copy)
KEVIN PRIME
806 E. MAIN ST
HILLSBORO OR 97123

(when cultural/historical resources are involved)
KAY DEMLOW
HISTORICAL SOCIETY
337 NE 2ND AVENUE
HILLSBORO, OR 97124

when Cultural / Historical Resources are involved)
MARK GRANLUND
NA CO. HISTORICAL SOCIETY
17677 NW SPRINGVILLE ROAD
PORTLAND, OR 97229

(No. of Evergreen, West of Com. Pass)
CPO 8
RAY WOLD
PO BOX 890
NORTH PLAINS, OR 97133-0890

(No. of Farmington, east of 229th and Com. Pass)
CPO 6
JUDY SKINNER
PO BOX 5607
ALOHA, OR 97006

when near JB)
PAT WILLIS
JACKSON BOTTOM

(East of Com. Pass, north of Baseline)
CPO 7
MARY MANSEAU
5230 NW 137TH AVENUE
PORTLAND, OR 97229

(So. of Evergreen, W of Com. Pass, E of Dairy Crk
CPO 9
KATIE MUELLER
1442 NE 14TH AVE
HILLSBORO, OR 97124-2570

If within 500 ft. of LRT crossing or RR crossing)
DAVID LANNING
ODOT - RAIL DIVISION
555 13TH STREET, NE, SUITE 3
SALEM, OR 97301-4179

(If in or adjacent to)
Hawthorne Farm Village Owner's Association
(Sunset Down's & Dawson Creek)
P.O. Box 1261
Hillsboro, OR 97123

(If in or adjacent to Hawthorne Farm Indust. Park)
Hawthorne Farm Landowners Assoc.
c/o Kern & Associates
Attn: Andrew Kern
31525 SW Laurelview Road
Hillsboro, OR 97123

(If Residential ZC/HCP)
HILLSBORO SCHOOL DIST.
JEREMY LYON
3083 NE 49TH PLACE #200
HILLSBORO OR 97124-6008

(If Residential ZC/HCP)
JAN YOUNGQUIST
BEAVERTON SCHOOL DIST. #48
16550 SW MERLO RD
BEAVERTON OR 97006

Always (exept for CU & VAR)
NW Natural
Brenda Hartzog
Residential New Construction Project Manager
220 NW Second Avenue
Portland, OR 97209

(When in Old Orenco)
Tara Sprague
Legal Assistant
22945 NW Birch Street
Hillsboro, OR 97124

(When in Old Orenco)
Pamela Bulmann
B & B Homes, LLC
821 NW 227th Avenue
Hillsboro, OR 97124

(HCP, ZOA, ZC, SOA)
Metro
Andy Cotugno
600 NE Grand
Portland, OR 97232

1N235BD15700
OLSON, TRAVIS &
LIBBY, SHARON
212 SW MEADE ST #3
PORTLAND, OR 97201

1N235BC01600
RAPATTONI, ROSELYNN
703 NE 70TH AVE
HILLSBORO, OR 97124

1N235CD06600
WREN, KATHRYN &
SANFORD, PATRICK
225 NE 76TH AVE
HILLSBORO, OR 97124

1N235BD15000
KRELL, PHILIP T & RENEE C
587 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD06400
WALLACE, RODNEY & BOBBIE
229 NE 76TH AVE
HILLSBORO, OR 97124

1N235CC02100
YU, BRIAN &
YOON KYUNG
7192 NE ASHMONT ST
HILLSBORO, OR 97124

1N235CD12700
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235BC95382
NEY, JIM
758 NE 70TH AVE #538
HILLSBORO, OR 97124

1N235CB04600
KARAGATCHLIEV, GEORGE J
830 NW 226TH AVE
HILLSBORO, OR 97124

1N235CD00100
QUANTAMA LLC
1300 ESTHER ST #208
VANCOUVER, WA 98660

1N235CD11500
TROY, CHRISTOPHER W &
ANGELA R
7617 NE ANDOVER ST
HILLSBORO, OR 97124

1N235CC06400
MOTZ, DONALD L &
MOTZ, SHIRLEY M &
RICHARDS, NANCY
11445 NW SKYLINE BLVD
PORTLAND, OR 97231

1N235BD17100
GREEN, HAROLD W JR & JANICE L
JOINT REVOCABLE LIVING TRUST
656 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD06800
DOIZE, WILLIAM & SHAWN
108 WOODLAWN DR
LAFAYETTE, LA 70506

1N235CD15800
MANN PARK ROWHOUSES OWNERS OF
LOTS 19-21
, 00000

1N234AD09000
AYALA, VERONICA
22623 NW BIRCH ST
HILLSBORO, OR 97124

1N2350003400
ORENCO WOODS CROSSING LLC
BY VENTURE PROPERTIES INC
4230 SW GALEWOOD ST
LAKE OSWEGO, OR 97035

1N235CD13400
BROWNSTONE HOMES LLC
12670 SW 68TH ST, #200
PORTLAND, OR 97223

1N235BD12600
KRESAL, GERALD E & YVONNE L
18197 NW PUMPKIN RIDGE RD
NORTH PLAINS, OR 97133

1N235BC01400
PAIK, IL SUNG & JUNG SOOK
19282 SW SUNCREST LN
ALOHA, OR 97007

1N235CC12700
SENG, BUNNARIN &
SAM, SORIYANY
230 NE 74TH AVE
HILLSBORO, OR 97124

1N235CB02900
PARANDVASH, G HOSSEIN AND VIDA
6320 SW TILLAMOOK PL
BEAVERTON, OR 97007

1N235BD09800
LYLES, JAMES C
742 NE 72ND AVE
HILLSBORO, OR 97124

1N235CA00100
BENEVOLENT PROT ORDER OF
ELKS LODGE NO 1862
P O BOX 455
HILLSBORO, OR 97123

1N235BC90371
RASMUSSEN, ANKER & CAROLE D
750 NE 70TH AVE
HILLSBORO, OR 97124

1N235BD82381
WILLETT, JAMES A & GEORDINA R
732 NE 72ND AVE
HILLSBORO, OR 97124

1N235CB05500
HOOPER FAMILY TRUST
BY JACK H & DORIS Y HOOPER TRS
5675 SW ARROWWOOD LN
PORTLAND, OR 97225

1N235CB07100
GOMEZ, HARRY &
DONATO, GLENDA LIZ
7227 NE ROCK RIDGE PL
HILLSBORO, OR 97124

1N235CB04000
KEMPEMA, DICKIE ANN TRUST
22484 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235BC05600
ATOR, MINDY S
7135 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC02000
DIAMOND, STEVE S
202 NE DANBURY AVE
HILLSBORO, OR 97124

1N235BD12900
MOHR, MARY K
7210 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD14000
LEVY, JANE C & SCOTT
7254 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC90701
BRUCE, ROBERT & DIANA
7159 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC13600
VILLALAZ, RICARDO A & LEA H
203 NE 74TH AVE
HILLSBORO, OR 97124

1N235BC95751
WEST, PATRICIA JEAN
7193 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC12900
TRAN, MINH
198 NE 74TH AVE
HILLSBORO, OR 97124

1N235CB06100
TRAMMELL, JAMES A & SHANNON L
858 NW 225TH AVE
HILLSBORO, OR 97124

1N235CB04800
HAYDEN, LAWRENCE J
22520 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235BD11600
CRIPPEN, LISA J & KENNY D
7273 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD02000
BAGGARLEY, DOUGLAS D & RHONDA R
21940 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CB01600
OBERST, NORMA JEAN TRUST &
OBERST, CARL TRUST
22265 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD16500
BORGER, JAMES H & RAMONA J
716 NE 73RD AVE
HILLSBORO, OR 97124

1N235CB06400
BAARSPUL, JOYCE TRUST
807 NW 225TH AVE
HILLSBORO, OR 97124

1N235BD01000
ALOHA LAND & CATTLE CO
17980 SW KEMMER RD
BEAVERTON, OR 97007

1N235BC90691
SANDBERG, PATRICIA D LIVING TRUS
SANDBERG, NORMAN A LIVING TRUST
7153 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BC02600
GIBSON, WILEY F & TERESA L
732 NE 70TH AVE
HILLSBORO, OR 97123

1N235CB07600
SEWELL, THOR A &
SEWELL, RAELEEN M
7204 NW ROCKRIDGE PL
HILLSBORO, OR 97124

1N235BC95501
MARTZ, LOIS LOUISE FAM TRUST
BY LOIS LOUISE MARTZ TR
7098 NE STONEWATER ST
HILLSBORO, OR 97124

1N235CD05600
BURDA, DIANA L
7571 NE ANDOVER ST
HILLSBORO, OR 97124

1N235DB00400
SABO, WILLIAM D TRUST &
SABO, FAYE E TRUST
BY DANIEL SABO
10552 NW HELVETIA RD
HILLSBORO, OR 97124

1N235BC90611
BRAMAN, DALE E & CAROL A
7100 NE STONEWATER ST
HILLSBORO, OR 97124

1N235CD17300
KINCAID, CHRISTOPHER A &
KINCAID, MEGHAN E
4023 NW RIGGS DR
PORTLAND, OR 97229

1N235CD06500
IRVINE, EARLE R JR
227 NE 76TH AVE
HILLSBORO, OR 97124

1N235BC04900
KUO, DAVID D & AMY M
3102 WOODS CIR
DAVIS, CA 95616

1N235BD11100
SHAPIRO, KENDALL S
705 NE 73RD AVE
HILLSBORO, OR 97124

1N235CC13200
CANCEL, RAMON C &
RIVERA, KENYA E
180 NE 74TH AVE
HILLSBORO, OR 97124

1N235CC00600
EDDY, DANIEL J & JENNIFER J
22390 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CC07800
LAM, PHUONG NGOC &
TRAN, DUOC VAN
295 NE AUTUMNWOOD TER
HILLSBORO, OR 97124

1N235BC90331
BIGCRAFT, WILLIAM C &
PATRICIA L
7003 NE ROCKY BROOK ST
HILLSBORO, OR 97124

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N235BD10900
EIERSON, KARLETA M &
YKER, STEPHEN L
:1 NE 73RD AVE
ILLSBORO, OR 97124

N235BD14700
IARTIN, HELEN E
282 NE STONEYBROOK ST
ILLSBORO, OR 97124

N235BD11900
PAKOWSKI, SUSAN L
239 NE STONEYBROOK ST
IILLSBORO, OR 97124

N235DB00501
'ORTLAND GENERAL
ELECTRIC COMPANY
21 SW SALMON ST
'ORTLAND, OR 97204

1N235BD15100
ZOUBEK, JOHN
581 NE 73RD AVE
HILLSBORO, OR 97124

1N235BC90004
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BC01500
PRICE, LYNN B & MARSHALL L
717 NE 70TH AVE
HILLSBORO, OR 97124

1N235BC05400
NELSON, GLORIA
7126 NE STONEWATER ST
HILLSBORO, OR 97124

1N235BD14900
MOATS, HEATHER L
7290 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N234AD03400
HILLSBORO SCHOOL DIST #1J
3083 NE 49TH PL #200
HILLSBORO, OR 97124

1N235BD09700
DONAVON, GREGORY
740 NE 72ND AVE
HILLSBORO, OR 97124

1N235BD10800
ASKEW, ISRAEL A & ALLISON
727 NE 73RD AVE
HILLSBORO, OR 97124

1N235BD18700
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BD17500
MATRIX DEVELOPMENT CORP
12755 SW 69TH AVE #100
TIGARD, OR 97223

1N234AD08800
WONG, JIMMY WAE-PING &
WONG, CANDY MEI-FUNG &
WONG, SUSAN P
2728 NW 166TH TER
BEAVERTON, OR 97006

1N235CD01300
WESTHOOD INC
1500 NW BETHANY BLVD #145
BEAVERTON, OR 97006

1N235CB08000
ROCKCREEK RIDGE OWNERS OF
LOTS 10-13
, 00000

1N235BD92181
SCHERZINGER, GILBERT A & ROSE C
757 NE 73RD AVE
HILLSBORO, OR 97124

1N235CC06300
MCCAFFERTY, MICHAEL M REVOCABLE
5217 LODI ST
SAN DIEGO, CA 92117

1N235BD12300
MENDES, STEVEN B &
MENDES, PATRICIA E &
MENDES, ERNEST J
728 NE 72ND AVE
HILLSBORO, OR 97124

1N235CB04300
SOULE, RICHARD E & BARBARA D
806 NW 225TH AVE
HILLSBORO, OR 97124

1N235CC06000
WARNER, KENNETH E & GLORIA I R
257 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CD11000
MATIC, ANTHONY M
234 NE 76TH AVE
HILLSBORO, OR 97124

1N235CC00700
EVANS, EDD R AND CHERYL R
22420 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CD10600
KYLE, JAMES
7613 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CC12500
GARCIA, SIMON & TERESA
264 NE 74TH AVE
HILLSBORO, OR 97124

1N234AD09800
KIDD, ROBERT
22561 NW BIRCH
HILLSBORO, OR 97124

1N234AD09700
COLEMAN, BRIAN GENE &
KRISTI LYN
22563 NW BIRCH ST
HILLSBORO, OR 97124

1N235BD13000
NICODEMUS, LESLIE D
7212 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CC05900
VERGHESE, EDAYATRA & SUSY
231 NE DANBURY AVE
HILLSBORO, OR 97124

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OSCH, JOSEPH & KARI J
2689 NW BIRCH ST
ILLSBORO, OR 97124

N235CD11300
EGARD, ANDREW C A & ANNIE M
149 NW SHEFFIELD AVE
BEAVERTON, OR 97006

N234AD09100
INEMURA, HISAYOSHI
772 ESCALA CIR
AN DIEGO, CA 92108

N235BC04400
UPPI, MIKE
890 SW 191ST AVE
ALOHA, OR 97007

N235CC00800
ALM, DAVID D & DEANNA M
22500 NW QUATAMA RD
HILLSBORO, OR 97123

N235BC02100
KAUFFMAN, THOMAS M & DONNA L
7025 NE ROCKY BROOK ST
HILLSBORO, OR 97124

N235BD01500
OREGON, STATE OF
DEPT OF TRANSPORTATION
RIGHT OF WAY SECTION
355 CAPITOL ST NE, RM 420
SALEM, OR 97301

N235CB07300
UAN-ZO-LI, ALEXANDER B &
JULIE T
7175 NE ROCKRIDGE PL
HILLSBORO, OR 97124

N235BD14200
NEWTON, JENNIFER A & JAMES E
7248 NE STONEYBROOK ST
HILLSBORO, OR 97124

N235CB05200
CHLICK, STEFAN
859 NW 225TH AVE
HILLSBORO, OR 97124

N235BC90511
POMETTO, PAUL P & EVELYN D
7095 NE ROCKY BROOK ST
HILLSBORO, OR 97124

N235CD06100
RODRIGUEZ-CHAVEZ, RODOLFO &
RAUDA-LOPEZ, SILVIA
7572 NE ANDOVER ST
HILLSBORO, OR 97124

N235BD16400
WALTERS, SARA C & SCOTT D
724 NE 73RD AVE
HILLSBORO, OR 97124

N235CB00300
HEINO, CETERA L & STEVEN T
22600 NW ELM ST
HILLSBORO, OR 97124

N235BC95611
FUNK, DIANA L
7102 NE STONEWATER ST
HILLSBORO, OR 97124

N235BC90381
THANIK, KAMAL D
756 NE 70TH AVE
HILLSBORO, OR 97124

N235CC12600
NORRIS, JOSH & MOLLY
252 NE 74TH AVE
HILLSBORO, OR 97124

N235BD11000
HEADE, MICHAEL J & RENE S
713 NE 73RD AVE
HILLSBORO, OR 97124

N235BC95271
O'BRIEN, SHANNON R
7054 NE ROCKY BROOK ST
HILLSBORO, OR 97124

N235CB05900
SMITH, DARREL E & KATRINA M
7003 NW QUATAMA RD
HILLSBORO, OR 97124

N235BD09500
HUNTLEY, GLENN W
780 NE 72ND AVE
HILLSBORO, OR 97124

N235BC06200
JAMES, DAVID W JR REV TRUST
BY DAVID W JAMES JR TR
7171 NE ROCKY BROOK ST
HILLSBORO, OR 97124

N235CB02300
HEINO, STEVEN T & CETERA L
22600 NW ELM ST
HILLSBORO, OR 97124

N235CB03200
CHARBONNEAU, MELISSA A &
JENNIFER L
22550 NW DOGWOOD ST
HILLSBORO, OR 97124

N235BD17400
BARADAR, MARIAM
624 NE 73RD AVE
HILLSBORO, OR 97124

N235CB01500
DAVIS, MILTON & PAT FAMILY TRS
22315 NW QUATAMA RD
HILLSBORO, OR 97124

N235BD17200
WHITE, CHRISTOPHER SAM &
LESLEY D
648 NE 73RD AVE
HILLSBORO, OR 97124

N235BD15300
COFFMAN, CALEB & JESSICA G
669 NE 73RD AVE
HILLSBORO, OR 97124

N235CC16400
KALAHARI VENTURES LLC
BY JANICE M OELTJEN
21980 NW QUATAMA
HILLSBORO, OR 97124

N235BD11800
HAAG, FRANK R
7243 NE STONEYBROOK ST
HILLSBORO, OR 97124

N235CB02800
GODFREY, DANA & MARILYN
0460 NW RAINDANCE LN
BANKS, OR 97106

N235CD07100
DOHERTY, JEANETTE M
69 NE 75TH AVE
HILLSBORO, OR 97124

N234AD09200
BUCKLEW, DOUGLAS J
22619 NW BIRCH ST
HILLSBORO, OR 97124

N235BC03100
GEDEON, MARY K & ANTOINE J
786 NE 70TH AVE
HILLSBORO, OR 97124

1N235CD10300
HANES, BRIAN
7574 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CD11200
L PROPERTIES LLC
13108 NW MASON HILL RD
NORTH PLAINS, OR 97133

1N234AD03800
SENOWITZ, COREY J
7055 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235CD15700
LEU, ANNIE
8385 SW 24TH AVE
PORTLAND, OR 97219

1N235BD12000
FIRMAN, MATTHEW R &
BRYAN, MELISSA G
7235 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD06900
KENZER, TRIPTI &
OLSON, RAMA
PO BOX 175
FOREST GROVE, OR 97116

1N235CD09800
STOLLER, NATHAN J
7564 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CC13800
HU, HAITING & YI-OUN
237 NE 74TH AVE
HILLSBORO, OR 97124

1N235CD02200
ANTHONY, JANET
21960 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD16900
BRAVERMAN, KENNETH A &
BRAVERMAN, TIFFANY L
672 NE 73RD AVE
HILLSBORO, OR 97124

1N235CB05800
EMMERT, TERRY
11811 SE HWY 212
CLACKAMAS, OR 97015

1N235CD09900
PETERSON, THOMAS P
7566 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BC04800
LAROCK, VICKI S
7117 NE ROCKY BROOK
HILLSBORO, OR 97124

1N235CB06700
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CD10100
BURROUGHS, ANTHONY J & JENNIFER
7570 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BD15400
GAINES, JENNIFER A
661 NE 73RD AVE
HILLSBORO, OR 97124

1N235BC05700
LEIBEL, DAVID P & CINDY L
89544 SHADY PINES RD
WARRENTON, OR 97146

1N235BD13600
ALLEN, JERI G
7236 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD11100
SCHWAB, ANGELA K
236 NE 76TH AVE
HILLSBORO, OR 97124

1N235CB01200
WAIBEL, ALBERT F
22495 NW QUATAMA ROAD
HILLSBORO, OR 97124

1N235CC01800
TRUONG, TIFFANY &
LAI, DUY
232 NE DANBURY AVE
HILLSBORO, OR 97124

1N235BC90751
GERIG, LEON K & JOAN E
7191 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD12500
RADONICH, MEGAN L
716 NE 72ND AVE
HILLSBORO, OR 97124

1N235BD11300
HATAKENAKA, JILL M
7261 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CB03300
LOWER FAMILY TRUST
BY LOWER, CHARLES LEO &
LOWER, FLORENCE LUVENA TRS
17025 NE HERD RD
NEWBERG, OR 97132

1N234AD08100
HERITAGE HOMES INVESTMENT C
, 00000

1358

1N235BC04600
ALLEN, MICHAEL P
7129 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD13400
LUTZ, ARTHUR A
7224 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD10000
JOHNSON, JOHANNA L
7568 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BC90831
SCHULBERG, CHERYL K
7142 NE STONEWATER DR
HILLSBORO, OR 97124

1N235CD15500
CONNOLLY, DEIRDRE A
21544 NW KIAN LN
BEAVERTON, OR 97006

.235BD10000
SPEROS, NICOLAS G
418 MILL RD
MARTINEZ, CA 94553

1N235BD13800
AUBLE, WAYNE E & LINDA S
7262 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC95691
LITTLEFIELD, FAY J
7155 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CD11600
NOLD, JASON L
7619 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BC90281
JRR, BARBARA L
6 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CB06800
BUI, LUYEN TRONG &
DOUNG, HONG THIBICH
7433 NE ROCK RIDGE PL
HILLSBORO, OR 97124

1N235CB00100
ECLEVIA, MACARIO E & RACHEL B
22520 NW ELM ST
HILLSBORO, OR 97124

1N235BC02400
SCHENK LIVING TRUST
BY SCHENK, STEVEN T/WINNIFRED J TRS
718 NE 70TH AVE
HILLSBORO, OR 97124

1N235BC05300
NIEPOKY, BRIAN J
7118 NE STONEWATER ST
HILLSBORO, OR 97124

1N235CD15600
SMITH, CHRISTINE E
21540 NW KIAN LN
BEAVERTON, OR 97006

1N235BC05200
JOHNSON, JEAN L
7110 NE STONEWATER ST
HILLSBORO, OR 97124

1N235CD17500
QUATAMA GARDENS
HOMEOWNERS ASSOCIATION
, 00000

1N235CC01600
KREKLYWICK, CRAIG N
274 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CC07700
AGSAULIO, STEVE D &
CARINA D
271 NE AUTUMNWOOD CT
HILLSBORO, OR 97124

1N235CD04700
NGUYEN, HO THUY &
HUYNH, TU T
21505 NW KIAN LN
ALOHA, OR 97006

1N235CC06100
WEST, JUSTIN K &
KUDULIS, KERRI L
273 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CD16700
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235CB05700
FLORES, ALVARO
7013 NW QUATAMA ST
HILLSBORO, OR 97124

1N235BD13500
ODO, ALISON E &
LOO, MARCUS M
7230 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC02000
ASMUSSEN, CYNTHIA S
7039 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CD15100
SEARLE, RICK & CAROLE
10045 SW 135TH AVE
BEAVERTON, OR 97008

1N234AD08400
LIPSCOMB, MARK & JESSICA &
LIND, SUE C
22685 NW BIRCH ST
HILLSBORO, OR 97124

1N235CD15400
HERNANDEZ, SAMUEL &
HERNANDEZ, ROGELIO
21520 NW KAIN LN
BEAVERTON, OR 97006

1N235BC95331
VALENTINO BONSER PROPERTIES III
PO BOX 19422
PORTLAND, OR 97280

1N235BD10400
MAYNARD, GLENN C & JILL
751 NE 73RD AVE
HILLSBORO, OR 97124

1N235CB04500
GAMBETTI, BARBARA L
22553 NW ELM ST
HILLSBORO, OR 97124

1N235CC13400
GUERRERO, MARC & TRACY
7288 NE ASHMONT ST
HILLSBORO, OR 97124

1N235CC13000
LI, YING HONG
192 NE 74TH AVE
HILLSBORO, OR 97124

1N235BC04700
SHIFREN, LUCIAN
7123 NE ROCKY BROOK
HILLSBORO, OR 97124

1N235CD14800
RAFA, RADU SIMION & ANA
21525 NW KIAN LN
BEAVERTON, OR 97006

1N235BD10500
CRAFT, JASON
747 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD05900
DUVAL, ANTHONY H & AUDREY M
7568 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BD13100
CORNYN, VIRGINIA R REV TRUST
7220 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CC01700
LAWLOR, JAY
258 NE DANBURY AVE
HILLSBORO, OR 97124

1N235BD80000
LEGEND AT STONEWATER CONDO
OWNERS OF ALL UNITS
, 00000

1N235BC06300
WIEMER, PATRICIA E
347 NW MALIA LN
HILLSBORO, OR 97124

1N235BD12100
ELIASSEN, GARY L
7231 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC02500
NEAL, ROBERT & KIMBERLY
726 NE 70TH AVE
HILLSBORO, OR 97124

1N235CC01900
GIANI, ASHISH
216 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CD10900
WILSON, MATTHEW R
232 NE 76TH AVE
HILLSBORO, OR 97124

1N234AD09600
GOODRICH-ALEXANDER, MARY CHRISTI
22565 NW BIRCH ST
HILLSBORO, OR 97124

1N235CB07000
OTHMAN, OSSAMA A &
GOMEZ, STEPHEN
7253 NE ROCKRIDGE PL
HILLSBORO, OR 97124

1N2350006400
TRI-COUNTY METROPOLITIAN
TRANSPORTATION DIST OF OR
710 NE HOLLADAY ST
PORTLAND, OR 97232

1N235CD05000
MANN, JAMES BERT & LOVINA L
320 NW CORNELIUS PASS RD
HILLSBORO, OR 97124

1N235BD13200
BEAUDRY, DWIGHT J
7218 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC95601
WELCH, MERISSA B
7105 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD15500
WIDERBURG, ARNE L &
RICHARDS, BROOKE
655 NW 73RD AVE
HILLSBORO, OR 97124

1N235BC03900
WALKER, KYLE T &
RAETHER, AMANDA M
7084 NE STONEWATER ST
HILLSBORO, OR 97124

1N234AD03802
HUANG, LI & KAI LAN
7079 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235CD06200
CHAPEL, DENISE
237 NE 76TH AVE
HILLSBORO, OR 97124

1N235BD09400
KELLY, MICHAEL M & KATHY R
778 NE 72ND AVE
HILLSBORO, OR 97124

1N235BD09900
KADAPLAKEL, SMITA A
746 NE 72ND AVE
HILLSBORO, OR 97124

1N235CD07000
SHEDDEN, VANITHA
171 NE 75TH AVE
HILLSBORO, OR 97124

1N235CB00700
CONKLIN, TED EUGENE
670 NW 227TH
HILLSBORO, OR 97124

1N235CD15000
HERNANDEZ, MONIQUE E &
HOLLAND, TANYA S
PO BOX 959-913
KIHEI, HI 96753

1N235BD14400
SANDRI, DOMINIC & MICHELLE
7270 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD14300
KLINGBEIL, CHAD L & SKYE N
7266 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD12700
LANE, KANDICE K
7202 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD10500
FISH, DAVID W
7615 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BD11500
SIVAKUMAR, BALAJI &
VENKAT, ANJANA
7269 NE STONEBROOK ST
HILLSBORO, OR 97124

1N235CC06200
HOYT, SEMPRONIANA P &
ZAMMARIE, JOSELYN & GEORGE
297 NE DANBURY AVE
HILLSBORO, OR 97124

1N235BC95701
EBEL, LOIS LIVING TRS
2510 E. M AVE
LA GRANDE, OR 97850

1N235BD97182
CIACCIA, DAVID P
759 NE 73RD AVE
HILLSBORO, OR 97124

1N235BD09600
DORSEY, JOYCELYN A &
VANANTWERP, MARY A
736 NE 72ND AVE
HILLSBORO, OR 97124

1N235BD16700
WOODWORTH, JON M &
GOODHOUSE, JILL C
PO BOX 6057
ALOHA, OR 97007

1N235BC03000
PENNING, JOHN A III
774 NE 70TH AVE
HILLSBORO, OR 97124

1N235BD13300
AGUERO, PORTIA & RAUL R
7216 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD14800
THOMASSON, PATRICE F
7286 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC04200
FRONT CAR LLC
BY DEHNING RESIDENCE
15035 SW CAPSTONE CT
BEAVERTON, OR 97007

1N235CC14200
HONG, TUYET KHONG
297 NE 74TH
HILLSBORO, OR 97124

1N235CC13100
VU, KIMHA
186 NE 74TH AVE
HILLSBORO, OR 97124

1N235CC06500
MOTZ, DONALD L & SHIRLEY M &
RICHARDS, NANCY
11445 NW SKYLINE BLVD
PORTLAND, OR 97231

1N234AD08300
KOEHRSEN, DALE H ET AL
2 RIVERSIDE CT
STILLWATER, NY 12170

1N235BC02200
PHELAN, DIANE
7017 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD14500
ROTH, LORI L
7274 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD06000
COLE, RICHARD S
233 WEST ACACIA
SALINAS, CA 93901

1N235BD15600
REDROVAN, SUSANA E
663 NE 73RD AVE
HILLSBORO, OR 97124

1N234AD08900
HARROLD, WILLIAM W & CHAR
22659 NW BIRCH ST
HILLSBORO, OR 97123

1N235CC12800
BELL, JOSEPH C & JENNIFER D
216 NE 74TH AVE
HILLSBORO, OR 97124

1N235CD10400
LOSSING, LORRAINE R
7617 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BD16300
HALVERSEN, WARREN H JR &
MARCENE S
738 NE 73RD AVE
HILLSBORO, OR 97124

1N235CB00500
FUNK LIVING TRUST
BY MERLIN J & PHYLLIS TRS
22880 NW BIRCH ST
HILLSBORO, OR 97124

1N235CB00900
YOUNG, DORIS E
PO BOX 966
BEAVERTON, OR 97075

1N235BC06400
COLLINS, WENDY J
7185 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC13700
RAMIREZ, GILBERT &
ROBLES, PATRICIA
221 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD13700
COOK, EDWARD R &
ACQUELINE FAMILY TRUST
05 CARRIAGE RD
GRANTS PASS, OR 97526

1N235BD87382
MARTIN, DENISE
734 NE 72ND AVE
HILLSBORO, OR 97124

1N235CB04200
BABUSIS, SIGITAS & DANUTE
14888 NW WILLIS RD
MCMINNVILLE, OR 97128

1N235CC14000
CUPPERMAN, MATTHEW PAUL & AMY JE
69 NE 74TH AVE
HILLSBORO, OR 97124

1N235CC05800
NGUYEN, DUNG HOANG & PHUONG LAN
215 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CB08100
HILLSBORO, CITY OF
150 E MAIN ST
HILLSBORO, OR 97123

1N235BD12400
MARTINEZ, CARMEN I
22 NE 72ND AVE
HILLSBORO, OR 97124

1N235BD92171
LIND, ALFRED F & NORMA L
754 NE 72ND AVE
HILLSBORO, OR 97124

1N235CD01100
ORENCO MANOR LLC
265 NW CORNELIUS PASS RD
HILLSBORO, OR 97124

1N235AC06600
ARBOR PASS LLC
735 SW 158TH AVE
BEAVERTON, OR 97006

1N235BC04500
SMITH, TAMARA J
7051 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC13900
BAKER, DIRK & TAMMY
255 NE 74TH AVE
HILLSBORO, OR 97124

1N235CC13300
MOODY, CHRISTOPHER D & SHANNON L
7334 NE ASHMONT ST
HILLSBORO, OR 97124

1N235BD13900
ADAMS, SCOTT J &
ADAMS, KIMBERLY K
7258 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD06700
HAYS, PAMELA J &
HAYS, KIRK I
15262 NW CASEY DR
PORTLAND, OR 97229

1N235CC13500
DUNCAN, LISA A
7250 NE ASHMONT
HILLSBORO, OR 97123

1N235CB00200
LINN, GARY S & PAULA V
22570 NW ELM ST
HILLSBORO, OR 97124

1N235BC95511
JONES, MICHELLE LEE
7097 NE ROCKY BROOK
HILLSBORO, OR 97124

1N235BC05800
BRUTON, VICTORIA L FAMILY TRUST
1220 VISTA DR
CENTRAL POINT, OR 97502

1N235BD97172
LANE, SCOTT R &
ACKLEY, WENDY A
758 NE 72ND AVE
HILLSBORO, OR 97124

1N235CB06900
MCRITCHIE, JEFFREY D &
TARA J
7281 NE ROCKRIDGE PL
HILLSBORO, OR 97124

1N235CD10700
KRIEGER, LISA & KEVIN L
7611 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CC12400
ROSSI, MICHAEL S & AMBER D
280 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD09300
KUTTER, DIANE K
1206 EDSEL ST SE
GRAND RAPIDS, MI 49508

1N235CB04700
DRIGGARS, STEPHEN R
828 NW 226TH AVE
HILLSBORO, OR 97124

1N235BD11400
DOELGER, JOHN SHERWIN &
CHERYLE ANN
115 MONTEREY DR
MEDFORD, OR 97504

1N235BD10300
EBERLEIN, DANA
755 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD07200
HARALSON, IAN
167 NE 75TH AVE
HILLSBORO, OR 97124

1N235CB03100
SLOTEMAKER FAMILY LIMITED
PARTNERSHIP #4
3005 NW 153RD AVE
BEAVERTON, OR 97006

1N235BC90501
SUNDAY, I PATRICIA
7096 NE STONEWATER ST
HILLSBORO, OR 97124

1N235CC07600
DUDA, MICHAEL R
255 NE AUTUMNWOOD TERR
HILLSBORO, OR 97124

1N234AD08700
DUNAGAN, ABIGAIL D
22663 NW BIRCH ST
HILLSBORO, OR 97124

1N235BD09200
CHIU, HSIANG WEI I
770 NE 72ND AVE
HILLSBORO, OR 97124

1N235CD05200
MANN PARK OWNERS OF ALL LOTS
, 00000

1N235CB06000
EMMERT COURT HOMEOWNERS ASSOC
11811 SW HWY 212
CLACKAMAS, OR 97015

1N235BD10600
ROSIER, DAVID M & PENNY A
743 NE 73RD AVE
HILLSBORO, OR 97124

1N235CC14400
ORENCO WOODS
OWNERS OF LOTS 9-10
, 00000

1N235CD06300
PAUL, MICHELLE L
231 NE 76TH AVE
HILLSBORO, OR 97124

1N235CD10200
GREEN, KRISTINE M
7572 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CD05400
STOLLER, STEPHEN &
COYLE, CARRIE A
7567 NE ANDOVER ST
HILLSBORO, OR 97124

1N235CB06500
MALDONADO, ERNEST R &
MALDONADA, NATALIE K
302 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD16600
PFLIIGER, CHARLES H
702 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD11701
BARCROFT, PATRICIA
7610 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CB06200
WILSON, MICHAEL R & VERA P
856 NW 225TH AVE
HILLSBORO, OR 97124

1N234AD03801
DANIEL, TESS &
DUNN, BRETT
7097 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235BD97282
DONNELLY, CASEY A
7257 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD16800
TUCKER, SHIRLEY
684 NE 73RD AVE
HILLSBORO, OR 97124

1N235BC03800
CONLEY, BARBARA E
7076 NE STONEWATER ST
HILLSBORO, OR 97123

1N235BD14100
BAKER, BRIAN & VICTORIA
7250 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CB03000
CARTER, MARLYS
PO BOX 723
HILLSBORO, OR 97123

1N235CD14700
LA, STEVE NHON & LINDA KHA
3133 IRVING ST
SAN FRANCISCO, CA 94122

1N235BC01900
WANVIMONSRI, NAVAPORN
7074 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CD10800
GREENE, JOSHUA
222 NE 76TH AVE
HILLSBORO, OR 97124

1N235BD82331
PANKRANTZ, DIXIE M
7247 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC02900
HARBOUR, JANE D
768 NE 70TH AVE
HILLSBORO, OR 97124

1N235CC00100
OELTJEN, RAY E & JANICE M
181 NE KALAHARI RIDGE AVE
HILLSBORO, OR 97124

1N235CC12300
NGUYEN, ANH VAN
296 NE 74TH AVE
HILLSBORO, OR 97124

1N235CD00400
CLOSE, JEFFRY V & PATRICIA I
250 NW CORNELIUS PASS RD
HILLSBORO, OR 97124

1N235CB04400
MCEACHERN, ANGIE DAWN
22555 NW ELM ST
HILLSBORO, OR 97124

1N235BC95281
KOSKAMP, DAVID P
7068 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CD05800
HAN, SUN HWA
7566 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BC06100
STANDEFORD, CHERYL A
7165 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CD14900
RIOS, KAREN
21533 NW KIAN LN
BEAVERTON, OR 97006

1N235CD00300
MANN, JAMES B & LOVINA L
320 NW CORNELIUS PASS RD
HILLSBORO, OR 97124

1N235CB06300
BAARSPUL, JERRY & BEVERLY
22525 NW ELM ST
HILLSBORO, OR 97124

1N235CD11400
BJORGE, ERIK C &
KAREN L
7615 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BC90271
MITCHELL, R MICHAEL &
LAHAIE, LESLIE M &
GEARIN, JOYCE S
2034 NE JOSEPHINE DR
HILLSBORO, OR 97124

1N235BC95371
REED, JOHN F
752 NE 70TH AVE
HILLSBORO, OR 97124

1N235CB00800
WALKLEY, MARK K
11303 NW SKYLINE BLVD
PORTLAND, OR 97231

1N235CB05300
SWAN, DAVID
PO BOX 5
HILLSBORO, OR 97123

1N235BC09100
PITMAN, LIVING TRUST
BY PITMAN, WG/DOLORES C
PO BOX 612
HILLSBORO, OR 97124

1N235BD10700
MICHALOSKI, DAVID J & KIMBERLY A
735 NE 73RD AVE
HILLSBORO, OR 97124

1N235BD87332
ELDEN, JOHN W & PATRICIA J
7251 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD05500
SIGLER, BRADLEY A & KARINA J
7569 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BD12800
NANDI, AMIT &
BHAUMIK, SAGARIKA
7206 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD05300
HARTMAN, MARY C &
CHANG, TERRENCE
7565 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BD92281
BRUTON, BARBARA M
7255 NW STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC90601
DOOHER, THOMAS
7103 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BC04300
MOGSTER, TRACI L
7077 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CD05700
LEE, FRANK H & CHEN HONG
19717 CAMINO ARROYO
WALNUT, CA 91789

1N235CC01500
SALAMON, BLAKE S & LAURA A
298 NE DANBURY AVE
HILLSBORO, OR 97124

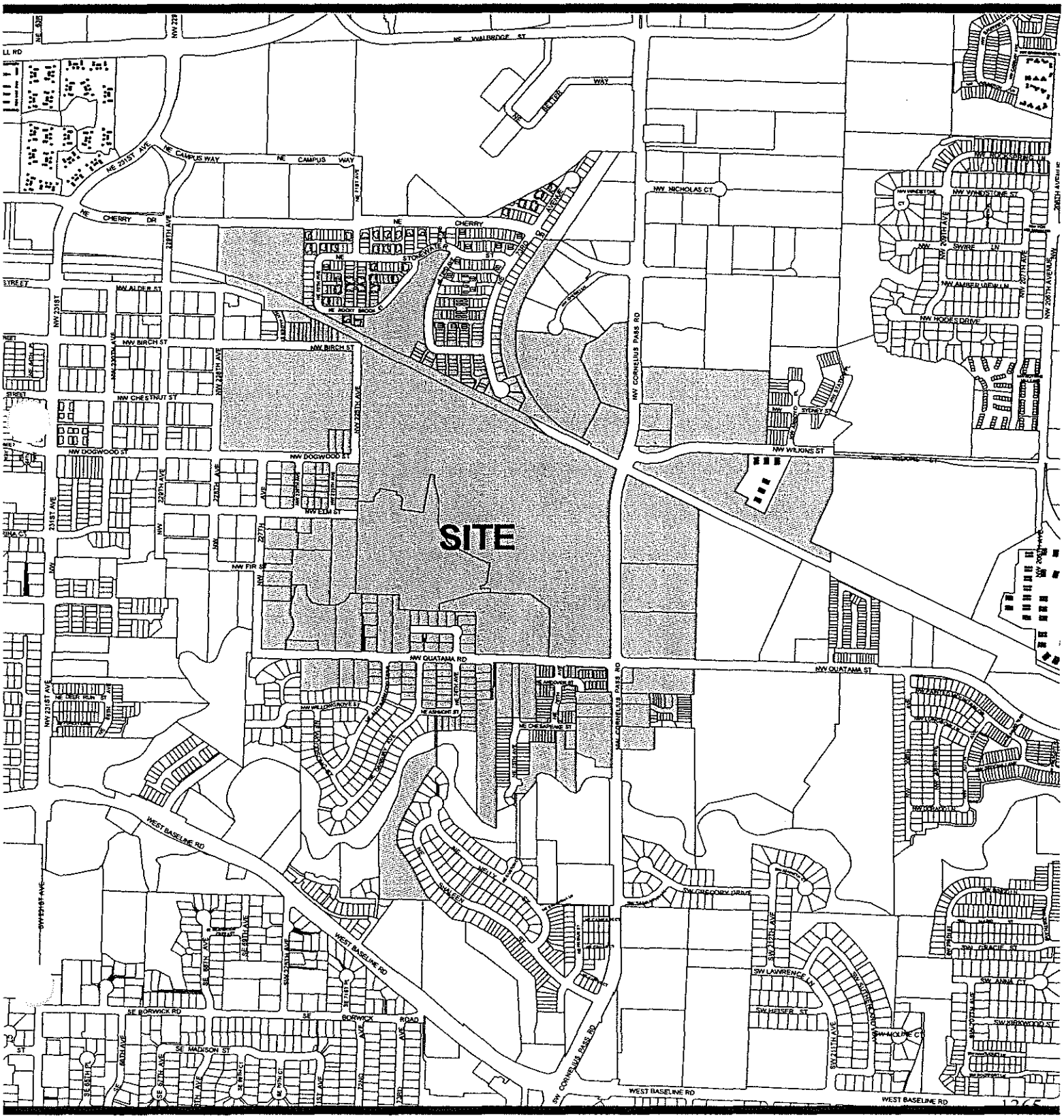
1N235CC14100
LAM, PHUONG N & HUE V
283 NE 74TH AVE
HILLSBORO, OR 97124

MIMI DOUKAS
WRG DESIGN
5415 SW WESTGATE DRIVE, #100
PORTLAND, OR 97221

CDP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITHOUT DUPLICATES

CDP 1-06 (MOD 1): ORENCO WOODS CROSSING

500 FT. NOTICE AREA



DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235BD15700
OLSON, TRAVIS &
LIBBY, SHARON
212 SW MEADE ST #3
PORTLAND, OR 97201

1N235BD15000
KRELL, PHILIP T & RENEE C
587 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD12700
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235CB04600
KARAGATCHLIEV, GEORGE J
830 NW 226TH AVE
HILLSBORO, OR 97124

1N235CC06400
MOTZ, DONALD L &
MOTZ, SHIRLEY M &
RICHARDS, NANCY
11445 NW SKYLINE BLVD
PORTLAND, OR 97231

1N235CD06800
DOIZE, WILLIAM & SHAWN
108 WOODLAWN DR
LAFAYETTE, LA 70506

1N2350003400
ORENCO WOODS CROSSING LLC
BY VENTURE PROPERTIES INC
4230 SW GALEWOOD ST
LAKE OSWEGO, OR 97035

1N235BC01400
PAIK, IL SUNG & JUNG SOOK
19282 SW SUNCREST LN
ALOHA, OR 97007

1N235CB01100
WAIBEL, ALBERT F
22495 NW QUATAMA ROAD
HILLSBORO, OR 97124

1N235BC90371
RASMUSSEN, ANKER & CAROLE D
750 NE 70TH AVE
HILLSBORO, OR 97124

1N235BC01600
RAPATTONI, ROSELYNN
703 NE 70TH AVE
HILLSBORO, OR 97124

1N235CD06400
WALLACE, RODNEY & BOBBIE
229 NE 76TH AVE
HILLSBORO, OR 97124

1N235CD12100
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235CD00100
QUANTAMA LLC
1300 ESTHER ST #208
VANCOUVER, WA 98660

1N235CB07500
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CD15800
MANN PARK ROWHOUSES OWNERS OF
LOTS 19-21
, 00000

1N235CD13400
BROWNSTONE HOMES LLC
12670 SW 68TH ST, #200
PORTLAND, OR 97223

1N235CC12700
SENG, BUNNARIN &
SAM, SORIYANY
230 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD09800
LYLES, JAMES C
742 NE 72ND AVE
HILLSBORO, OR 97124

1N235CB05600
EMMERT, TERRY
11811 SE HWY 212
CLACKAMAS, OR 97015

1N235CD06600
WREN, KATHRYN &
SANFORD, PATRICK
225 NE 76TH AVE
HILLSBORO, OR 97124

1N235CC02100
YU, BRIAN &
YOON KYUNG
7192 NE ASHMONT ST
HILLSBORO, OR 97124

1N235BC95382
NEY, JIM
758 NE 70TH AVE #538
HILLSBORO, OR 97124

1N235CD11500
TROY, CHRISTOPHER W &
ANGELA R
7617 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BD17100
GREEN, HAROLD W JR & JANICE L
JOINT REVOCABLE LIVING TRUST
656 NE 73RD AVE
HILLSBORO, OR 97124

1N234AD09000
AYALA, VERONICA
22623 NW BIRCH ST
HILLSBORO, OR 97124

1N235BD12600
KRESAL, GERALD E & YVONNE L
18197 NW PUMPKIN RIDGE RD
NORTH PLAINS, OR 97133

1N235CB02900
PARANDVASH, G HOSSEIN AND VIDA
6320 SW TILLAMOOK PL
BEAVERTON, OR 97007

1N235CA00100
BENEVOLENT PROT ORDER OF
ELKS LODGE NO 1862
P O BOX 455
HILLSBORO, OR 97123

1N235BD82381
WILLETT, JAMES A & GEORDINA R
732 NE 72ND AVE
HILLSBORO, OR 97124

DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CD17400
KINCAID, CHRISTOPHER A &
KINCAID, MEGHAN E
4023 NW RIGGS DR
PORTLAND, OR 97229

1N235CB05500
HOOPER FAMILY TRUST
BY JACK H & DORIS Y HOOPER TRS
5675 SW ARROWWOOD LN
PORTLAND, OR 97225

1N235CD11700
BARCROFT, PATRICIA
7610 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CB07100
GOMEZ, HARRY &
DONATO, GLENDA LIZ
7227 NE ROCK RIDGE PL
HILLSBORO, OR 97124

1N235BD18100
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235CB04000
KEMPEMA, DICKIE ANN TRUST
22484 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235BC05600
ATOR, MINDY S
7135 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD18200
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235CC02000
DIAMOND, STEVE S
202 NE DANBURY AVE
HILLSBORO, OR 97124

1N235BD12900
MOHR, MARY K
7210 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CB01300
WAIBEL, ALBERT F
22495 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD14000
LEVY, JANE C & SCOTT
7254 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC90701
BRUCE, ROBERT & DIANA
7159 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC13600
VILLALAZ, RICARDO A & LEA H
203 NE 74TH AVE
HILLSBORO, OR 97124

1N235BC95751
WEST, PATRICIA JEAN
7193 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC12900
TRAN, MINH
198 NE 74TH AVE
HILLSBORO, OR 97124

1N235CB06100
TRAMMELL, JAMES A & SHANNON L
858 NW 225TH AVE
HILLSBORO, OR 97124

1N235CB04800
HAYDEN, LAWRENCE J
22520 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235BD17900
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BC90006
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235CC01400
MOTZ, DONALD L &
MOTZ, SHIRLEY M &
RICHARDS, NANCY
11445 NW SKYLINE BLVD
PORTLAND, OR 97231

1N235BD11600
CRIPPEN, LISA J & KENNY D
7273 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD02000
BAGGARLEY, DOUGLAS D & RHONDA R
21940 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CB01600
OBERST, NORMA JEAN TRUST &
OBERST, CARL TRUST
22265 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CB07600
SEWELL, THOR A &
SEWELL, RAELEEN M
7204 NW ROCKRIDGE PL
HILLSBORO, OR 97124

1N235CD12400
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235BD16500
BORGER, JAMES H & RAMONA J
716 NE 73RD AVE
HILLSBORO, OR 97124

1N235CB06400
BAARSPUL, JOYCE TRUST
807 NW 225TH AVE
HILLSBORO, OR 97124

1N235CD11800
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235BD01000
ALOHA LAND & CATTLE CO
17980 SW KEMMER RD
BEAVERTON, OR 97007

:DP 1-06 (MOD 1) ORENCO WOODS CROSSINGS, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235BC90691
SANDBERG, PATRICIA D LIVING TRUS
SANDBERG, NORMAN A LIVING TRUST
7153 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BC95501
MARTZ, LOIS LOUISE FAM TRUST
BY LOIS LOUISE MARTZ TR
7098 NE STONEWATER ST
HILLSBORO, OR 97124

1N235BC90611
BRAMAN, DALE E & CAROL A
7100 NE STONEWATER ST
HILLSBORO, OR 97124

1N235BC04900
KUO, DAVID D & AMY M
3102 WOODS CIR
DAVIS, CA 95616

1N235CC13200
CANCEL, RAMON C &
RIVERA, KENYA E
180 NE 74TH AVE
HILLSBORO, OR 97124

1N235DB00800
ARBOR PASS LLC
735 SW 158TH AVE
BEAVERTON, OR 97006

1N235BD10900
REIERSON, KARLETA M &
RYKER, STEPHEN L
721 NE 73RD AVE
HILLSBORO, OR 97124

1N235BD14700
MARTIN, HELEN E
7282 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CC06000
WARNER, KENNETH E & GLORIA I R
257 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CD11000
MATIC, ANTHONY M
234 NE 76TH AVE
HILLSBORO, OR 97124

1N235BC02600
GIBSON, WILEY F & TERESA L
732 NE 70TH AVE
HILLSBORO, OR 97123

1N235CD05600
BURDA, DIANA L
7571 NE ANDOVER ST
HILLSBORO, OR 97124

1N235CD17300
KINCAID, CHRISTOPHER A &
KINCAID, MEGHAN E
4023 NW RIGGS DR
PORTLAND, OR 97229

1N235BD15200
MATRIX DEVELOPMENT CORP
12755 SW 69TH AVE #100
TIGARD, OR 97223

1N235CC00600
EDDY, DANIEL J & JENNIFER J
22390 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CC07800
LAM, PHUONG NGOC &
TRAN, DUOC VAN
295 NE AUTUMNWOOD TER
HILLSBORO, OR 97124

1N235BD09700
DONAVON, GREGORY
740 NE 72ND AVE
HILLSBORO, OR 97124

1N235BC08800
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BD11900
SPAKOWSKI, SUSAN L
7239 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235DB00501
PORTLAND GENERAL
ELECTRIC COMPANY
121 SW SALMON ST
PORTLAND, OR 97204

1N235CB07600
SEWELL, THOR A &
SEWELL, RAELEEN M
7204 NW ROCKRIDGE PL
HILLSBORO, OR 97124

1N235DB00400
SABO, WILLIAM D TRUST &
SABO, FAYE E TRUST
BY DANIEL SABO
10552 NW HELVETIA RD
HILLSBORO, OR 97124

1N235CD06500
IRVINE, EARLE R JR
227 NE 76TH AVE
HILLSBORO, OR 97124

1N235BD11100
SHAPIRO, KENDALL S
705 NE 73RD AVE
HILLSBORO, OR 97124

1N235DB00501
PORTLAND GENERAL
ELECTRIC COMPANY
121 SW SALMON ST
PORTLAND, OR 97204

1N235BC90331
BIGCRAFT, WILLIAM C &
PATRICIA L
7003 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CB04300
SOULE, RICHARD E & BARBARA D
806 NW 225TH AVE
HILLSBORO, OR 97124

1N235BD10800
ASKEW, ISRAEL A & ALLISON
727 NE 73RD AVE
HILLSBORO, OR 97124

1N235BD18700
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BD17500
MATRIX DEVELOPMENT CORP
12755 SW 69TH AVE #100
TIGARD, OR 97223

DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CB06900
MCRITCHIE, JEFFREY D &
TARA J
7281 NE ROCKRIDGE PL
HILLSBORO, OR 97124

1N235DB00500
PORTLAND GENERAL
ELECTRIC COMPANY
121 SW SALMON ST
PORTLAND, OR 97204

1N235CC00700
EVANS, EDD R AND CHERYL R
22420 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD15100
ZOUBEK, JOHN
681 NE 73RD AVE
HILLSBORO, OR 97124

1N234AD08800
WONG, JIMMY WAE-PING &
WONG, CANDY MEI-FUNG &
WONG, SUSAN P
2728 NW 166TH TER
BEAVERTON, OR 97006

1N235BD17000
MATRIX DEVELOPMENT CORP
12755 SW 69TH AVE #100
TIGARD, OR 97223

1N235CD10600
KYLE, JAMES
7613 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BC90004
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235CD01300
WESTHOOD INC
1500 NW BETHANY BLVD #145
BEAVERTON, OR 97006

1N235CC12500
GARCIA, SIMON & TERESA
264 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD00600
HILLSBORO, CITY OF
150 E MAIN ST
HILLSBORO, OR 97123

1N235BC01500
PRICE, LYNN B & MARSHALL L
717 NE 70TH AVE
HILLSBORO, OR 97124

1N235CB08000
ROCKCREEK RIDGE OWNERS OF
LOTS 10-13
, 00000

1N234AD09800
KIDD, ROBERT
22561 NW BIRCH
HILLSBORO, OR 97124

1N235CD01200
WESTHOOD INC
1500 NW BETHANY BLVD #145
BEAVERTON, OR 97006

1N235BC05400
NELSON, GLORIA
7126 NE STONEWATER ST
HILLSBORO, OR 97124

1N235BD92181
SCHERZINGER, GILBERT A & ROSE C
757 NE 73RD AVE
HILLSBORO, OR 97124

1N234AD09700
COLEMAN, BRIAN GENE &
KRISTI LYN
22563 NW BIRCH ST
HILLSBORO, OR 97124

1N235BD14900
MOATS, HEATHER L
7290 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CC06300
MCCAFFERTY, MICHAEL M REVOCABLE
5217 LODI ST
SAN DIEGO, CA 92117

1N235BD13000
NICODEMUS, LESLIE D
7212 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N234AD03400
HILLSBORO SCHOOL DIST #1J
3083 NE 49TH PL #200
HILLSBORO, OR 97124

1N235BD12300
MENDES, STEVEN B &
MENDES, PATRICIA E &
MENDES, ERNEST J
728 NE 72ND AVE
HILLSBORO, OR 97124

1N235CB00600
YOUNG, DORIS E
PO BOX 966
BEAVERTON, OR 97075

1N235CC05900
VERGHESE, EDAYATRA & SUSY
231 NE DANBURY AVE
HILLSBORO, OR 97124

1N234AD08200
ROSCH, JOSEPH & KARI J
22689 NW BIRCH ST
HILLSBORO, OR 97124

1N235BD17300
MATRIX DEVELOPMENT CORP
12755 SW 69TH AVE #100
TIGARD, OR 97223

1N235BC90511
POMETTO, PAUL P & EVELYN D
7095 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD09500
HUNTLEY, GLENN W
780 NE 72ND AVE
HILLSBORO, OR 97124

1N235CD11300
LEGARD, ANDREW C A & ANNIE M
2149 NW SHEFFIELD AVE
BEAVERTON, OR 97006

DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CD06100
RODRIGUEZ-CHAVEZ, RODOLFO &
RAUDA-LOPEZ, SILVIA
7572 NE ANDOVER ST
HILLSBORO, OR 97124

1N235CB07400
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CD12600
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235CB03200
CHARBONNEAU, MELISSA A &
JENNIFER L
22550 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235BC95611
FUNK, DIANA L
7102 NE STONEWATER ST
HILLSBORO, OR 97124

1N235BC02100
KAUFFMAN, THOMAS M & DONNA L
7025 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CB01500
DAVIS, MILTON & PAT FAMILY TRS
22315 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CC12600
NORRIS, JOSH & MOLLY
252 NE 74TH AVE
HILLSBORO, OR 97124

1N235CB07300
UAN-ZO-LI, ALEXANDER B &
JULIE T
7175 NE ROCKRIDGE PL
HILLSBORO, OR 97124

1N235BD14200
NEWTON, JENNIFER A & JAMES E
7248 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC06200
JAMES, DAVID W JR REV TRUST
BY DAVID W JAMES JR TR
7171 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD16400
WALTERS, SARA C & SCOTT D
724 NE 73RD AVE
HILLSBORO, OR 97124

1N235BC04400
HUPPI, MIKE
5890 SW 191ST AVE
ALOHA, OR 97007

1N235BC90000
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BD17400
BARADAR, MARIAM
624 NE 73RD AVE
HILLSBORO, OR 97124

1N235BC90381
THANIK, KAMAL D
756 NE 70TH AVE
HILLSBORO, OR 97124

1N235BC08400
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BD17200
WHITE, CHRISTOPHER SAM &
LESLEY D
648 NE 73RD AVE
HILLSBORO, OR 97124

1N235BD11000
HEADE, MICHAEL J & RENE S
713 NE 73RD AVE
HILLSBORO, OR 97124

1N235CB01000
YOUNG, DORIS E
PO BOX 966
BEAVERTON, OR 97075

1N234AD09100
KINEMURA, HISAYOSHI
2772 ESCALA CIR
SAN DIEGO, CA 92108

1N235CB02300
HEINO, STEVEN T & CETERA L
22600 NW ELM ST
HILLSBORO, OR 97124

1N235CB00300
HEINO, CETERA L & STEVEN T
22600 NW ELM ST
HILLSBORO, OR 97124

1N235CC00800
PALM, DAVID D & DEANNA M
22500 NW QUATAMA RD
HILLSBORO, OR 97123

1N235CB07100
GOMEZ, HARRY &
DONATO, GLENDA LIZ
7227 NE ROCK RIDGE PL
HILLSBORO, OR 97124

1N235BC90010
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BD01500
OREGON, STATE OF
DEPT OF TRANSPORTATION
RIGHT OF WAY SECTION
355 CAPITOL ST NE, RM 420
SALEM, OR 97301

1N235BD18500
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BD15300
COFFMAN, CALEB & JESSICA G
669 NE 73RD AVE
HILLSBORO, OR 97124

1N235BC95271
O'BRIEN, SHANNON R
7054 NE ROCKY BROOK ST
HILLSBORO, OR 97124

:DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CC16400
KALAHARI VENTURES LLC
BY JANICE M OELTJEN
21980 NW QUATAMA
HILLSBORO, OR 97124

1N235CB05200
SCHLICK, STEFAN
859 NW 225TH AVE
HILLSBORO, OR 97124

1N235CB05900
SMITH, DARREL E & KATRINA M
7003 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD11800
HAAG, FRANK R
7243 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CB02800
GODFREY, DANA & MARILYN
40460 NW RAINDANCE LN
BANKS, OR 97106

1N235CD09800
STOLLER, NATHAN J
7564 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BC05700
LEIBEL, DAVID P & CINDY L
89544 SHADY PINES RD
WARRENTON, OR 97146

1N235CD07100
DOHERTY, JEANETTE M
169 NE 75TH AVE
HILLSBORO, OR 97124

1N235CC13800
HU, HAITING & YI-OUN
237 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD13600
ALLEN, JERI G
7236 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N234AD09200
BUCKLEW, DOUGLAS J
22619 NW BIRCH ST
HILLSBORO, OR 97124

1N235CD02200
ANTHONY, JANET
21960 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CD11100
SCHWAB, ANGELA K
236 NE 76TH AVE
HILLSBORO, OR 97124

1N235BC03100
GEDEON, MARY K & ANTOINE J
786 NE 70TH AVE
HILLSBORO, OR 97124

1N235BD16900
BRAVERMAN, KENNETH A &
BRAVERMAN, TIFFANY L
672 NE 73RD AVE
HILLSBORO, OR 97124

1N235CB01200
WAIBEL, ALBERT F
22495 NW QUATAMA ROAD
HILLSBORO, OR 97124

1N235CB04900
HAYDEN, LAWRENCE J
22520 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235CD10300
HANES, BRIAN
7574 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CB05800
EMMERT, TERRY
11811 SE HWY 212
CLACKAMAS, OR 97015

1N235CC01800
TRUONG, TIFFANY &
LAI, DUY
232 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CD11200
L PROPERTIES LLC
13108 NW MASON HILL RD
NORTH PLAINS, OR 97133

1N235CD09900
PETERSON, THOMAS P
7566 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BC90751
GERIG, LEON K & JOAN E
7191 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N234AD03800
SENOWITZ, COREY J
7055 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235BC04800
LAROCK, VICKI S
7117 NE ROCKY BROOK
HILLSBORO, OR 97124

1N235BD12500
RADONICH, MEGAN L
716 NE 72ND AVE
HILLSBORO, OR 97124

1N235CD15700
LEU, ANNIE
8385 SW 24TH AVE
PORTLAND, OR 97219

1N235CB06700
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD11300
HATAKENAKA, JILL M
7261 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD12000
FIRMAN, MATTHEW R &
BRYAN, MELISSA G
7235 NE STONEYBROOK ST
HILLSBORO; OR 97124

:DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CD10100
BURROUGHS, ANTHONY J & JENNIFER
7570 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CB05400
HOOPER FAMILY TRUST
BY JACK H & DORIS Y HOOPER TRS
5675 SW ARROWWOOD LN
PORTLAND, OR 97225

1N235CB03300
LOWER FAMILY TRUST
BY LOWER, CHARLES LEO &
LOWER, FLORENCE LUVENA TRS
17025 NE HERD RD
NEWBERG, OR 97132

1N235CD06900
KENZER, TRIPTI &
OLSON, RAMA
PO BOX 175
FOREST GROVE, OR 97116

1N235BD15400
GAINES, JENNIFER A
661 NE 73RD AVE
HILLSBORO, OR 97124

1N234AD08100
HERITAGE HOMES INVESTMENT CORP
, 00000

1N235BC90008
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BC04600
ALLEN, MICHAEL P
7129 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD18800
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235CD16200
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235CB06800
BUI, LUYEN TRONG &
DOUNG, HONG THIBICH
7433 NE ROCK RIDGE PL
HILLSBORO, OR 97124

1N235CC06100
WEST, JUSTIN K &
KUDULIS, KERRI L
273 NE DANBURY AVE
HILLSBORO, OR 97124

1N235BD18300
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BD13400
LUTZ, ARTHUR A
7224 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD17600
QUATAMA GARDENS
HOMEOWNERS ASSOCIATION
, 00000

1N235CB00100
ECLEVIA, MACARIO E & RACHEL B
22520 NW ELM ST
HILLSBORO, OR 97124

1N235CD16700
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235CD10000
JOHNSON, JOHANNA L
7568 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BC02400
SCHENK LIVING TRUST
BY SCHENK, STEVEN T/WINNIFRED J TRS
718 NE 70TH AVE
HILLSBORO, OR 97124

1N235CB05700
FLORES, ALVARO
7013 NW QUATAMA ST
HILLSBORO, OR 97124

1N235BC90831
SCHULBERG, CHERYL K
7142 NE STONEWATER DR
HILLSBORO, OR 97124

1N235BC05300
NIEPOKY, BRIAN J
7118 NE STONEWATER ST
HILLSBORO, OR 97124

1N235BD13500
ODO, ALISON E &
LOO, MARCUS M
7230 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD15500
CONNOLLY, DEIRDRE A
21544 NW KIAN LN
BEAVERTON, OR 97006

1N235CD15600
SMITH, CHRISTINE E
21540 NW KIAN LN
BEAVERTON, OR 97006

1N235BC02000
ASMUSSEN, CYNTHIA S
7039 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD10000
SPEROS, NICOLAS G
418 MILL RD
MARTINEZ, CA 94553

1N235BC05200
JOHNSON, JEAN L
7110 NE STONEWATER ST
HILLSBORO, OR 97124

1N235CD15100
SEARLE, RICK & CAROLE
10045 SW 135TH AVE
BEAVERTON, OR 97008

1N235BD13800
AUBLE, WAYNE E & LINDA S
7262 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD17500
QUATAMA GARDENS
HOMEOWNERS ASSOCIATION
, 00000

1N235CB07700
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N234AD07600
WONG, JIMMY WAE-PING &
WONG, CANDY MEI-FUNG
2728 NW 166TH TER
BEAVERTON, OR 97006

1N234AD08400
LIPSCOMB, MARK & JESSICA &
LIND, SUE C
22685 NW BIRCH ST
HILLSBORO, OR 97124

1N235BC95691
LITTLEFIELD, FAY J
7155 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC01600
KREKLYWICK, CRAIG N
274 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CD15400
HERNANDEZ, SAMUEL &
HERNANDEZ, ROGELIO
21520 NW KAIN LN
BEAVERTON, OR 97006

1N235CD11600
NOLD, JASON L
7619 NE ANDOVER ST
HILLSBORO, OR 97124

1N235CC07700
AGSAULIO, STEVE D &
CARINA D
271 NE AUTUMNWOOD CT
HILLSBORO, OR 97124

1N235BC95331
VALENTINO BONSER PROPERTIES III
PO BOX 19422
PORTLAND, OR 97280

1N235BC90281
BURR, BARBARA L
7066 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CD04700
NGUYEN, HO THUY &
HUYNH, TU T
21505 NW KIAN LN
ALOHA, OR 97006

1N235BD10400
MAYNARD, GLENN C & JILL
751 NE 73RD AVE
HILLSBORO, OR 97124

1N235CB04500
GAMBETTI, BARBARA L
22553 NW ELM ST
HILLSBORO, OR 97124

1N235BD90009
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235CC13400
GUERRERO, MARC & TRACY
7288 NE ASHMONT ST
HILLSBORO, OR 97124

1N235CC13000
LI, YING HONG
192 NE 74TH AVE
HILLSBORO, OR 97124

1N235BC04700
SHIFREN, LUCIAN
7123 NE ROCKY BROOK
HILLSBORO, OR 97124

1N235CD14800
RAFA, RADU SIMION & ANA
21525 NW KIAN LN
BEAVERTON, OR 97006

1N235BC90007
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BD18600
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235AC01500
ARBOR PASS LLC
735 SW 158TH AVE
BEAVERTON, OR 97006

1N235BD10500
CRAFT, JASON
747 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD05900
DUVAL, ANTHONY H & AUDREY M
7568 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BD13100
CORNYN, VIRGINIA R REV TRUST
7220 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CC01700
LAWLOR, JAY
258 NE DANBURY AVE
HILLSBORO, OR 97124

1N235BD80000
LEGEND AT STONEWATER CONDO
OWNERS OF ALL UNITS
, 00000

1N235CC16300
KALAHARI VENTURES LLC
BY JANICE M OELTJEN
21980 NW QUATAMA
HILLSBORO, OR 97124

1N235BC06300
WIEMER, PATRICIA E
347 NW MALIA LN
HILLSBORO, OR 97124

1N235BC08600
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

:DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235BD12100
ELIASSEN, GARY L
7231 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD18900
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BC02500
NEAL, ROBERT & KIMBERLY
726 NE 70TH AVE
HILLSBORO, OR 97124

1N235CC01900
GIANI, ASHISH
216 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CD10900
WILSON, MATTHEW R
232 NE 76TH AVE
HILLSBORO, OR 97124

1N234AD09600
GOODRICH-ALEXANDER, MARY CHRISTI
22565 NW BIRCH ST
HILLSBORO, OR 97124

1N235BD18000
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235CB07000
OTHMAN, OSSAMA A &
GOMEZ, STEPHEN
7253 NE ROCKRIDGE PL
HILLSBORO, OR 97124

1N2350006400
TRI-COUNTY METROPOLITIAN
TRANSPORTATION DIST OF OR
710 NE HOLLADAY ST
PORTLAND, OR 97232

1N235CD05000
MANN, JAMES BERT & LOVINA L
320 NW CORNELIUS PASS RD
HILLSBORO, OR 97124

1N235BD13200
BEAUDRY, DWIGHT J
7218 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BC95601
WELCH, MERISSA B
7105 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BC09000
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235CD17700
QUATAMA GARDENS
HOMEOWNERS ASSOCIATION
, 00000

1N235BD15500
WIDERBURG, ARNE L &
RICHARDS, BROOKE
655 NW 73RD AVE
HILLSBORO, OR 97124

1N235BC03900
WALKER, KYLE T &
RAETHER, AMANDA M
7084 NE STONEWATER ST
HILLSBORO, OR 97124

1N234AD03802
HUANG, LI & KAI LAN
7079 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235CD06200
CHAPEL, DENISE
237 NE 76TH AVE
HILLSBORO, OR 97124

1N235BD09400
KELLY, MICHAEL M & KATHY R
778 NE 72ND AVE
HILLSBORO, OR 97124

1N235AC06600
ARBOR PASS LLC
735 SW 158TH AVE
BEAVERTON, OR 97006

1N235CB06600
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD09900
KADAPLAKEL, SMITA A
746 NE 72ND AVE
HILLSBORO, OR 97124

1N235CD07000
SHEDDEN, VANITHA
171 NE 75TH AVE
HILLSBORO, OR 97124

1N235CB00700
CONKLIN, TED EUGENE
670 NW 227TH
HILLSBORO, OR 97124

1N235CD12200
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235CD15000
HERNANDEZ, MONIQUE E &
HOLLAND, TANYA S
PO BOX 959-913
KIHEI, HI 96753

1N235BD14400
SANDRI, DOMINIC & MICHELLE
7270 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD12500
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235BC03000
PENNING, JOHN A III
774 NE 70TH AVE
HILLSBORO, OR 97124

1N235CD06000
COLE, RICHARD S
233 WEST ACACIA
SALINAS, CA 93901

:DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CC16500
KALAHARI VENTURES LLC
BY JANICE M OELTJEN
0 NW QUATAMA
LSBORO, OR 97124

1N235BD14300
KLINGBEIL, CHAD L & SKYE N
7266 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD13300
AGUERO, PORTIA & RAUL R
7216 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD18400
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BD17800
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BD15600
REDROVAN, SUSANA E
663 NE 73RD AVE
HILLSBORO, OR 97124

1N235BD12700
LANE, KANDICE K
7202 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD14800
THOMASSON, PATRICE F
7286 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD12300
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N234AD08900
HARROLD, WILLIAM W & CHAR
22659 NW BIRCH ST
HILLSBORO, OR 97123

1N235CD10500
FISH, DAVID W
7615 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BC90002
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235CD16400
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235BC04200
FRONT CAR LLC
BY DEHNING RESIDENCE
15035 SW CAPSTONE CT
BEAVERTON, OR 97007

1N235CC12800
BELL, JOSEPH C & JENNIFER D
216 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD11500
SIVAKUMAR, BALAJI &
VENKAT, ANJANA
7269 NE STONEBROOK ST
HILLSBORO, OR 97124

1N235CC14200
HONG, TUYET KHONG
297 NE 74TH
HILLSBORO, OR 97124

1N235BD80001
LEGEND AT STONEWATER CONDO
OWNERS OF ALL UNITS
, 00000

1N235CD10400
LOSSING, LORRAINE R
7617 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CD16100
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235CC06200
HOYT, SEMPRONIANA P &
ZAMMARIE, JOSELYN & GEORGE
297 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CD12000
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235CC13100
VU, KIMHA
186 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD16300
HALVERSEN, WARREN H JR &
MARCENE S
738 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD17800
QUATAMA GARDENS
HOMEOWNERS ASSOCIATION
, 00000

1N235BC95701
EBEL, LOIS LIVING TRS
2510 E. M AVE
LA GRANDE, OR 97850

1N235CC06500
MOTZ, DONALD L & SHIRLEY M &
RICHARDS, NANCY
11445 NW SKYLINE BLVD
PORTLAND, OR 97231

35CB00500
K LIVING TRUST
MERLIN J & PHYLLIS TRS
22880 NW BIRCH ST
HILLSBORO, OR 97124

1N235BD97182
CIACCIA, DAVID P
759 NE 73RD AVE
HILLSBORO, OR 97124

1N234AD08300
KOEHRSEN, DALE H ET AL
2 RIVERSIDE CT
STILLWATER, NY 12170

:DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CB00900
YOUNG, DORIS E
PO BOX 966
BEAVERTON, OR 97075

1N235BD09600
DORSEY, JOYCELYN A &
VANANTWERP, MARY A
736 NE 72ND AVE
HILLSBORO, OR 97124

1N235BC02200
PHELAN, DIANE
7017 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BC06400
COLLINS, WENDY J
7185 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BD16700
WOODWORTH, JON M &
GOODHOUSE, JILL C
PO BOX 6057
ALOHA, OR 97007

1N235BD14500
ROTH, LORI L
7274 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CC13700
RAMIREZ, GILBERT &
ROBLES, PATRICIA
221 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD13700
COOK, EDWARD R &
JACQUELINE FAMILY TRUST
605 CARRIAGE RD
GRANTS PASS, OR 97526

1N235CD17000
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235CD16900
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235BD87382
MARTIN, DENISE
734 NE 72ND AVE
HILLSBORO, OR 97124

1N235CB04200
BABUSIS, SIGITAS & DANUTE
14888 NW WILLIS RD
MCMINNVILLE, OR 97128

1N235CC14000
KUPPERMAN, MATTHEW PAUL & AMY JE
269 NE 74TH AVE
HILLSBORO, OR 97124

1N235CC05800
NGUYEN, DUNG HOANG & PHUONG LAN
215 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CB08100
HILLSBORO, CITY OF
150 E MAIN ST
HILLSBORO, OR 97123

1N235BD12400
MARTINEZ, CARMEN I
722 NE 72ND AVE
HILLSBORO, OR 97124

1N235BD92171
LIND, ALFRED F & NORMA L
754 NE 72ND AVE
HILLSBORO, OR 97124

1N235CD01100
ORENCO MANOR LLC
265 NW CORNELIUS PASS RD
HILLSBORO, OR 97124

1N235AC06600
ARBOR PASS LLC
735 SW 158TH AVE
BEAVERTON, OR 97006

1N235BC04500
SMITH, TAMARA J
7051 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CC13900
BAKER, DIRK & TAMMY
255 NE 74TH AVE
HILLSBORO, OR 97124

1N235DB00500
PORTLAND GENERAL
ELECTRIC COMPANY
121 SW SALMON ST
PORTLAND, OR 97204

1N235CC13300
MOODY, CHRISTOPHER D & SHANNON L
7334 NE ASHMONT ST
HILLSBORO, OR 97124

1N235BD13900
ADAMS, SCOTT J &
ADAMS, KIMBERLY K
7258 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD06700
HAYS, PAMELA J &
HAYS, KIRK I
15262 NW CASEY DR
PORTLAND, OR 97229

1N235CC13500
DUNCAN, LISA A
7250 NE ASHMONT
HILLSBORO, OR 97123

1N235CB00200
LINN, GARY S & PAULA V
22570 NW ELM ST
HILLSBORO, OR 97124

1N235BC08300
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235BC90005
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BC95511
JONES, MICHELLE LEE
7097 NE ROCKY BROOK
HILLSBORO, OR 97124

:DP 1-06 (MOD 1) ORENCO WOODS CROSS:.G, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CC16600
KALAHARI VENTURES LLC
BY JANICE M OELTJEN
980 NW QUATAMA
.LLSBORO, OR 97124

1N235BD14600
MATRIX DEVELOPMENT CORP
12755 SW 69TH AVE #100
TIGARD, OR 97223

1N235BC05800
BRUTON, VICTORIA L FAMILY TRUST
1220 VISTA DR
CENTRAL POINT, OR 97502

1N235BD97172
LANE, SCOTT R &
ACKLEY, WENDY A
758 NE 72ND AVE
HILLSBORO, OR 97124

1N235CB06900
MCRITCHIE, JEFFREY D &
TARA J
7281 NE ROCKRIDGE PL
HILLSBORO, OR 97124

1N235DB00800
ARBOR PASS LLC
735 SW 158TH AVE
BEAVERTON, OR 97006

1N235CD10700
KRIEGER, LISA & KEVIN L
7611 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235BC90009
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BC08500
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235CC12400
ROSSI, MICHAEL S & AMBER D
280 NE 74TH AVE
HILLSBORO, OR 97124

1N235CB07900
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD09300
KUTTER, DIANE K
1206 EDSEL ST SE
GRAND RAPIDS, MI 49508

1N235CB04700
DRIGGARS, STEPHEN R
828 NW 226TH AVE
HILLSBORO, OR 97124

1N235CB07200
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BD11400
DOELGER, JOHN SHERWIN &
CHERYLE ANN
115 MONTEREY DR
MEDFORD, OR 97504

1N235BD10300
EBERLEIN, DANA
755 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD07200
HARALSON, IAN
167 NE 75TH AVE
HILLSBORO, OR 97124

1N235CD00101
QUANTAMA LLC
1300 ESTHER ST #208
VANCOUVER, WA 98660

1N235CB03100
SLOTEMAKER FAMILY LIMITED
PARTNERSHIP #4
3005 NW 153RD AVE
BEAVERTON, OR 97006

1N235BC90501
SUNDAY, I PATRICIA
7096 NE STONEWATER ST
HILLSBORO, OR 97124

1N235CC07600
DUDA, MICHAEL R
255 NE AUTUMNWOOD TERR
HILLSBORO, OR 97124

1N234AD08700
DUNAGAN, ABIGAIL D
22663 NW BIRCH ST
HILLSBORO, OR 97124

1N235BC90001
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BD09200
CHIU, HSIANG WEI I
770 NE 72ND AVE
HILLSBORO, OR 97124

1N235CD05200
MANN PARK OWNERS OF ALL LOTS
, 00000

1N235CB06000
EMMERT COURT HOMEOWNERS ASSOC
11811 SW HWY 212
CLACKAMAS, OR 97015

1N235BD10600
ROSIER, DAVID M & PENNY A
743 NE 73RD AVE
HILLSBORO, OR 97124

'235CC14400
.ENCO WOODS
OWNERS OF LOTS 9-10
, 00000

1N235CD06300
PAUL, MICHELLE L
231 NE 76TH AVE
HILLSBORO, OR 97124

1N235CD10200
GREEN, KRISTINE M
7572 NE CHESAPEAKE ST
HILLSBORO, OR 97124

DP 1-06 (MOD 1) ORENCO WOODS CROSSING, 500 FT. NOTICE AREA, WITH DUPLICATES

1N235CD17100
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235CD05400
STOLLER, STEPHEN &
COYLE, CARRIE A
7567 NE ANDOVER ST
HILLSBORO, OR 97124

1N235AC01400
ARBOR PASS LLC
735 SW 158TH AVE
BEAVERTON, OR 97006

1N235CB06500
MALDONADO, ERNEST R &
MALDONADA, NATALIE K
302 NE 74TH AVE
HILLSBORO, OR 97124

1N235BD16600
PFLIIGER, CHARLES H
702 NE 73RD AVE
HILLSBORO, OR 97124

1N235CD11701
BARCROFT, PATRICIA
7610 NE CHESAPEAKE ST
HILLSBORO, OR 97124

1N235CD16300
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235CB06200
WILSON, MICHAEL R & VERA P
856 NW 225TH AVE
HILLSBORO, OR 97124

1N234AD03801
DANIEL, TESS &
DUNN, BRETT
7097 NW DOGWOOD ST
HILLSBORO, OR 97124

1N235BD97282
DONNELLY, CASEY A
7257 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD16800
TUCKER, SHIRLEY
684 NE 73RD AVE
HILLSBORO, OR 97124

1N235BC03800
CONLEY, BARBARA E
7076 NE STONEWATER ST
HILLSBORO, OR 97123

1N235BD14100
BAKER, BRIAN & VICTORIA
7250 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD16500
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235BC08700
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235CB03000
CARTER, MARLYS
PO BOX 723
HILLSBORO, OR 97123

1N235CD14700
LA, STEVE NHON & LINDA KHA
3133 IRVING ST
SAN FRANCISCO, CA 94122

1N235BD01100
ALOHA LAND & CATTLE CO
17980 SW KEMMER RD
BEAVERTON, OR 97007

1N235BC01900
WANVIMONSRI, NAVAPORN
7074 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CB07800
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235CD10800
GREENE, JOSHUA
222 NE 76TH AVE
HILLSBORO, OR 97124

1N235CD13300
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235BD82331
PANKRANTZ, DIXIE M
7247 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD90010
CONDOMINIUMS AT STONEWATER,
THE, OWNERS OF ALL UNITS
, 00000

1N235BC02900
HARBOUR, JANE D
768 NE 70TH AVE
HILLSBORO, OR 97124

1N235CC00100
OELTJEN, RAY E & JANICE M
181 NE KALAHARI RIDGE AVE
HILLSBORO, OR 97124

1N235CC12300
NGUYEN, ANH VAN
296 NE 74TH AVE
HILLSBORO, OR 97124

1N235CD00400
CLOSE, JEFFRY V & PATRICIA I
250 NW CORNELIUS PASS RD
HILLSBORO, OR 97124

1N235CB04400
MCEACHERN, ANGIE DAWN
22555 NW ELM ST
HILLSBORO, OR 97124

1N235CB07700
JLS CUSTOM HOMES INC
22185 NW QUATAMA RD
HILLSBORO, OR 97124

1N235BC95281
KOSKAMP, DAVID P
7068 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BC06100
STANDEFORD, CHERYL A
7165 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CB06300
BAARSPUL, JERRY & BEVERLY
22525 NW ELM ST
HILLSBORO, OR 97124

1N235BC95371
REED, JOHN F
752 NE 70TH AVE
HILLSBORO, OR 97124

1N235BC09100
PITMAN, LIVING TRUST
BY PITMAN, WG/DOLORES C
PO BOX 612
HILLSBORO, OR 97124

1N235CD05500
SIGLER, BRADLEY A & KARINA J
7569 NE ANDOVER ST
HILLSBORO, OR 97124

1N235CD16800
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

1N235BC04300
MOGSTER, TRACI L
7077 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235CB08200
HILLSBORO, CITY OF
123 WEST MAIN ST
HILLSBORO, OR 97123

1N235CD11900
ORENCO PLACE OWNERS ASSOCIATION
12670 SW 68TH ST #200
PORTLAND, OR 97223

1N235CD05800
HAN, SUN HWA
7566 NE ANDOVER ST
HILLSBORO, OR 97124

1N235CD14900
RIOS, KAREN
21533 NW KIAN LN
BEAVERTON, OR 97006

1N235CD11400
BJORGE, ERIK C &
KAREN L
7615 NE ANDOVER ST
HILLSBORO, OR 97124

1N235CB00800
WALKLEY, MARK K
11303 NW SKYLINE BLVD
PORTLAND, OR 97231

1N235BD10700
MICHALOSKI, DAVID J & KIMBERLY A
735 NE 73RD AVE
HILLSBORO, OR 97124

1N235BD12800
NANDI, AMIT &
BHAUMIK, SAGARIKA
7206 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235BD92281
BRUTON, BARBARA M
7255 NW STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD05700
LEE, FRANK H & CHEN HONG
19717 CAMINO ARROYO
WALNUT, CA 91789

1N235CC01500
SALAMON, BLAKE S & LAURA A
298 NE DANBURY AVE
HILLSBORO, OR 97124

1N235CC14100
LAM, PHUONG N & HUE V
283 NE 74TH AVE
HILLSBORO, OR 97124

1N235CD17200
KINCAID, CHRISTOPHER A &
KINCAID, MEGHAN E
4023 NW RIGGS DR
PORTLAND, OR 97229

1N235CD00300
MANN, JAMES B & LOVINA L
320 NW CORNELIUS PASS RD
HILLSBORO, OR 97124

1N235BC90271
MITCHELL, R MICHAEL &
LAHAIE, LESLIE M &
GEARIN, JOYCE S
2034 NE JOSEPHINE DR
HILLSBORO, OR 97124

1N235CB05300
SWAN, DAVID
PO BOX 5
HILLSBORO, OR 97123

1N235BD87332
ELDEN, JOHN W & PATRICIA J
7251 NE STONEYBROOK ST
HILLSBORO, OR 97124

1N235CD05300
HARTMAN, MARY C &
CHANG, TERRENCE
7565 NE ANDOVER ST
HILLSBORO, OR 97124

1N235BC90601
DOOHER, THOMAS
7103 NE ROCKY BROOK ST
HILLSBORO, OR 97124

1N235BC08900
STONEWATER HOA
12755 SW 69TH AVE #100
PORTLAND, OR 97223

1N235CD16600
SAGE-QUATAMA GARDENS LLC
16280 NW BETHANY CT #200
BEAVERTON, OR 97006

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 18

August 5, 2008 Review Notice to Internal Departments

CITY OF HILLSBORO

REVIEW NOTICE

CONFIDENTIAL - NOT FOR PUBLIC VIEWING

DATE: 8/5/08 COMMENT DEADLINE: M (T) W TH F DATE: 8/19/08

TO:
- ✓ BUILDING
- ✓ FIRE
- ✓ PLANNING (PR)
- ✓ PLANNING (CC)
- ✓ PLANNING (DO - TRANSPORTATION PLAN)
- ✓ ENGINEERING
- ✓ PARKS & REC
- ✓ WATER: CITY
- ✓ WA. CO. M/S #13
- ODOT (PORTLAND SHUTTLE)
- ✓ CWS M/S #10 (SUB, PUD, MLP, DR, DDP, CDP, FA)
- OTHER:

FROM: **PLANNING DEPARTMENT**

RE: REVIEW OF:
- ✓ CONCEPT DEV. PLAN (MOD)
- DETAILED DEV. PLAN
- CONDITIONAL USE
- TENTATIVE MINOR LAND PARTITION
- FINAL MINOR LAND PARTITION
- TENTATIVE MAJOR LAND PARTITION
- FINAL MAJOR LAND PARTITION
- ZONE CHANGE
- DEVELOPMENT REVIEW
- VARIANCE
- PRELIMINARY SUBDIVISON PLAT
- FINAL SUBDIVISION PLAT
- PRELIMINARY PUD PLAT
- FINAL PUD PLAT
- CULTURAL RESOURCE ALTERATION
- OTHER:

CASE No.: CDP 1-06 (MOD 1) NAME: Orenco Woods Crossing

LOCATION: NW Quatama Rd & NW Cornelius Pass Rd.

TLID: 1N235000340D, 1N235CB08200, 1N235CA00100

AREA: 55.05 sq. ft. (acres) ZONING: SCR-V Station Community Residential - Village

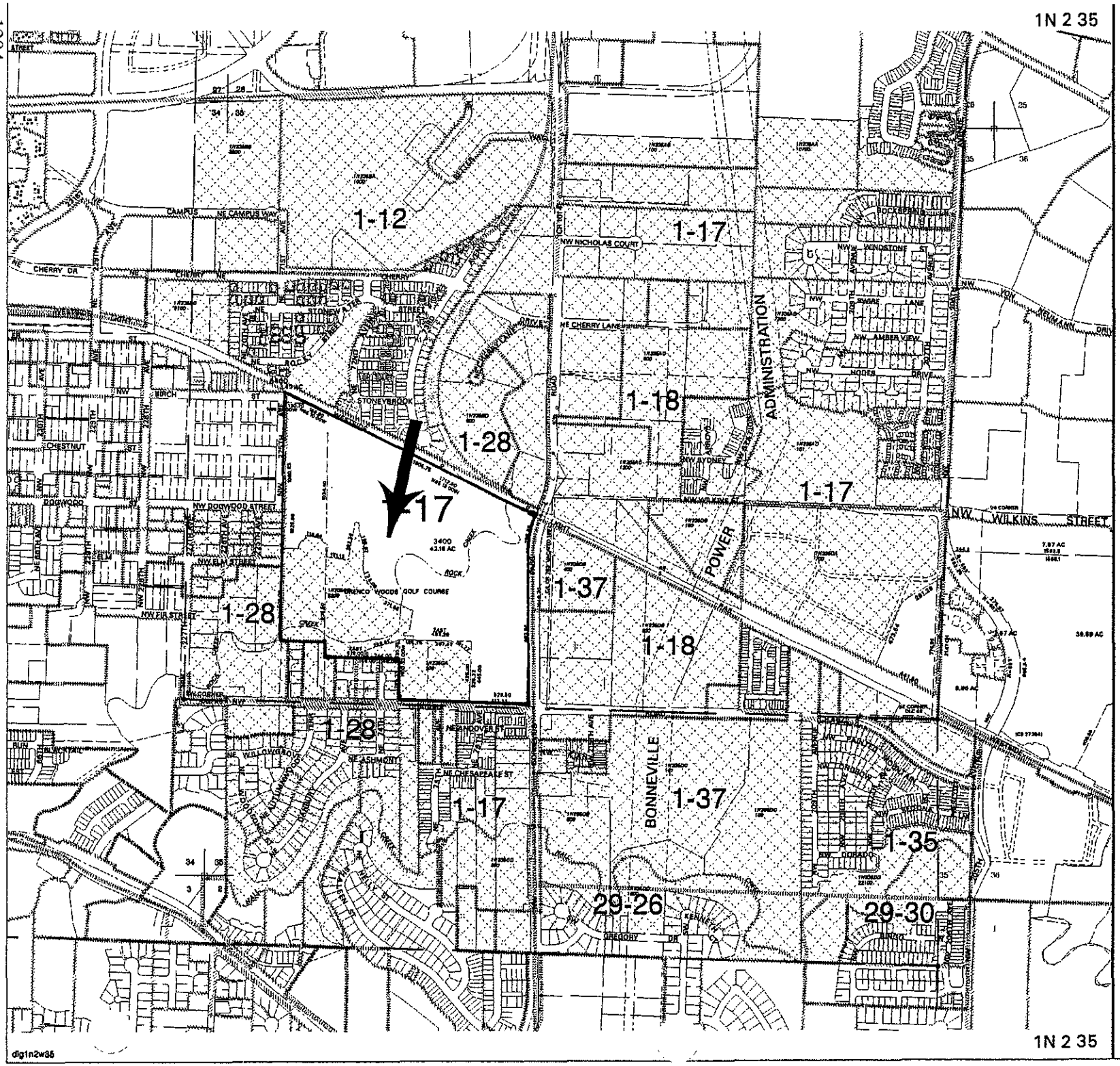
TYPE OF USE PROPOSED: Modification of approved CDP to add additional housing type & neighborhood commercial uses in SE corner of site.

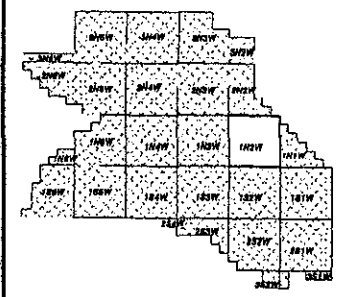
- ☑ **Plans are attached for your review.**
- ☑ **Please do not mark on plans and return them with comments**
- ☐ **Please do mark your comments on plans or on this from and return them**
- ☐ **Plans are available in the Planning Department for your review**

COMMENTS:

☐ Check here if you think this project warrants a staff development review meeting.

RETURN TO THE PLANNING DEPT: Ruth Klein

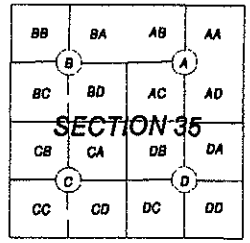




WASHINGTON COUNTY OREGON
SECTION 35 T1N R2W W.M.
SCALE 1" = 400'

36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	7	8	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.washington.or.us



Cancelled Taxlots For: 1N235

4500, 5201, 2705, 1305, 1500, 2703, 800, 2706, 100, 200, 300, 400, 500, 600, 601, 700, 800, 1000, 1100, 1200, 1300, 1301, 1302, 1303, 1304, 1306, 1307, 1400, 1600, 1700, 1800, 1801, 1900, 1901, 1902, 2000, 2100, 2101, 2102, 2200, 2700, 2701, 2702, 2704, 2707, 2708, 2709, 2710, 2711, 2712, 2800, 2801, 2802, 2803, 2804, 2805, 2900, 3000, 3100, 3500, 3600, 3700, 3701, 3800, 3900, 4000, 4100, 4200, 4300, 4301, 4400, 4600, 4700, 4800, 4900, 4901, 4902, 4903, 5000, 5001, 5100, 5200, 5300, 5301, 5302, 5303, 5304, 5400, 5401, 5402, 5500, 5502, 5800, 5801, 5802, 5700, 5701, 5702, 5800, 5900, 6000, 6001, 6002, 6100, 6200, 6300, 2501, 2502, 2503, 2500, 3200, 3300, 8501, 2601, 2303, 2490, 2302, 6500, 2600, 9401, 8700, 2401, 2400, 8400, 3300, 8800,

Assessment
CARTOGRAPHY
Taxation

PLOT DATE: June 01, 2007
FOR ASSESSMENT PURPOSES ONLY - DO NOT RELY ON FOR OTHER USE

Map areas delineated by either gray shading or a cross-hatched pattern are for reference only and may not indicate the most current property boundaries. Please consult the appropriate map for the most current information.

LSBORO
N 2 35

dig1n2w35

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 19

August 5, 2008 Review Notice to Interested Agencies

CITY OF HILLSBORO

August 5, 2008

TO: Interested Agencies

FROM: Ruth Klein, Planning Department

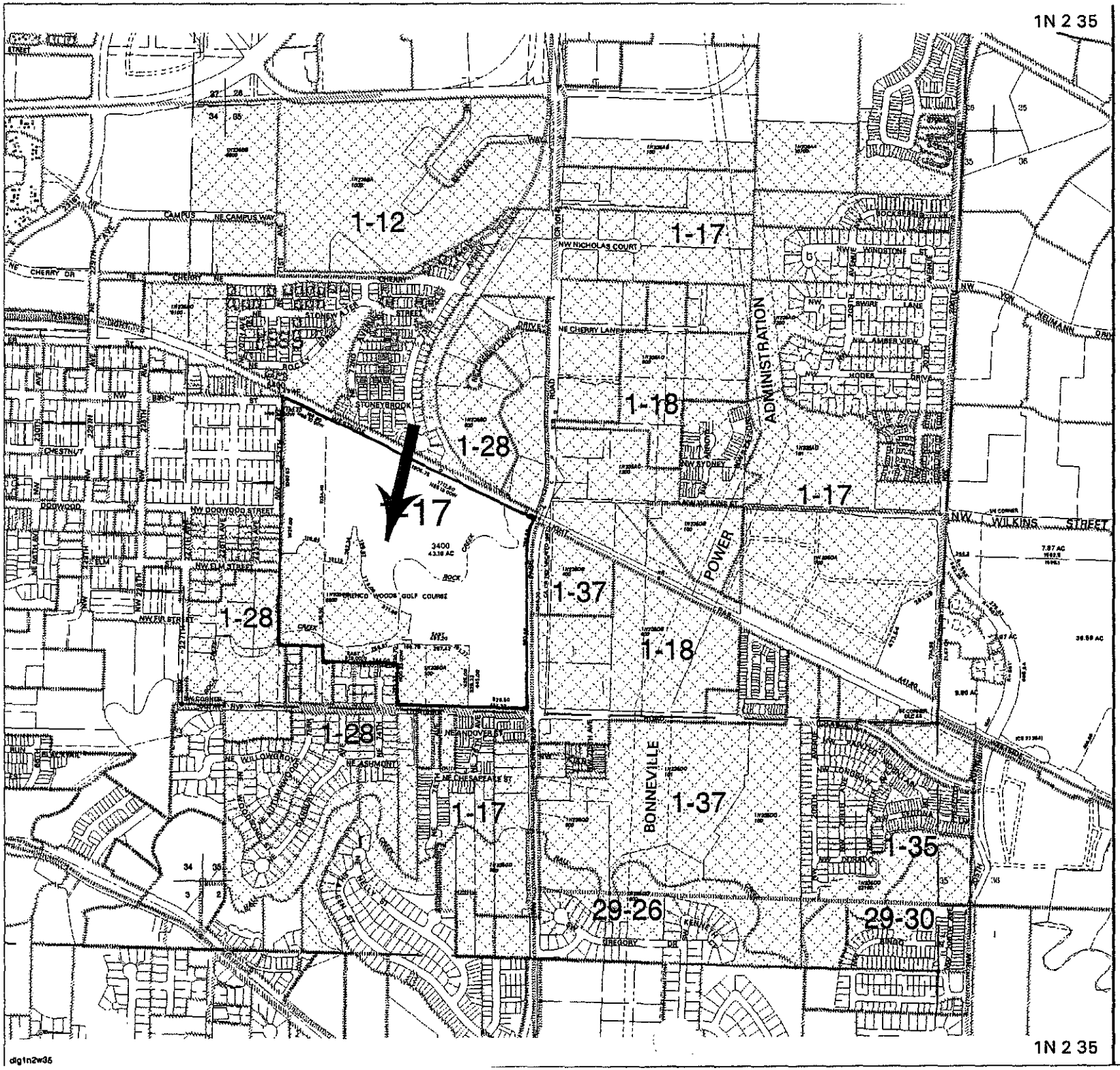
RE: CDP 1-06 (MOD 1): Orenco Woods Crossing

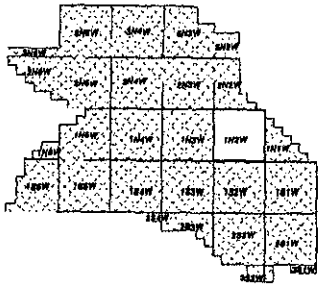
Enclosed is an application for a proposed concept development plan on which we invite you or your agency to express any concerns or comments. Please take the time to review this application and provide us with any comments you might have.

This proposal is scheduled to come before the City of Hillsboro Planning Commission on September 10, 2008. We would appreciate receiving any comments you may wish to make PRIOR TO August 19, 2008.

If you have any questions regarding these matters, please call the Planning Department at 503-681-6153.

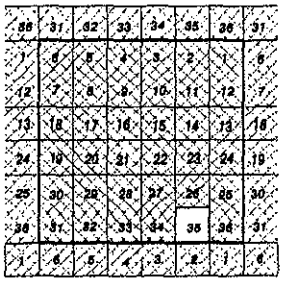
CITY OF HILLSBORO PLANNING DEPARTMENT



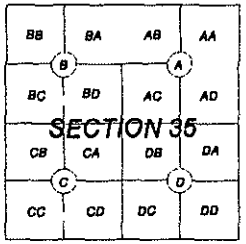


1N 2 35

WASHINGTON COUNTY OREGON
SECTION 35 T1N R2W W.M.
SCALE 1" = 400'



FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.washington.or.us



Cancelled Taxlots For: 1N235

4500, 5201, 2705, 1305, 1500, 2703, 900, 2706, 100, 200, 300, 400, 500, 600, 601, 700, 800, 1000, 1100, 1200, 1300, 1301, 1302, 1303, 1304, 1306, 1307, 1400, 1600, 1700, 1800, 1801, 1900, 1901, 1902, 2000, 2100, 2101, 2102, 2200, 2700, 2701, 2702, 2704, 2707, 2708, 2709, 2710, 2711, 2712, 2800, 2801, 2802, 2803, 2804, 2805, 2900, 3000, 3100, 3300, 3600, 3700, 3701, 3800, 3900, 4000, 4100, 4200, 4300, 4301, 4400, 4800, 4700, 4800, 4900, 4901, 4902, 4903, 5000, 5001, 5100, 5200, 5300, 5301, 5302, 5303, 5304, 5400, 5401, 5402, 5500, 5502, 5600, 5601, 5602, 5700, 5701, 5702, 5800, 5900, 6000, 6001, 6002, 6100, 6200, 6300, 2501, 2502, 2503, 2506, 3200, 2300, 6501, 2601, 2603, 2400, 2302, 6500, 2600, 2401, 6700, 2401, 2400, 6400, 3300, 6600,

Assessment
CARTOGRAPHY
Taxation

PLOT DATE: June 01, 2007
FOR ASSESSMENT PURPOSES ONLY - DO NOT RELY ON FOR OTHER USE

Map areas delineated by either gray shading or a cross-hatched pattern are for reference only and may not indicate the most current property boundaries. Please consult the appropriate map for the most current information.

'LSBORO
.N 2 35

DUSE UTILITIES APPLICATION CIRCULATION
SUB, PUD, CDP, DDP, DR)

Last Updated 4/28/08

CDP 1-06 (MOD 1)

PC Mtg 9/10
deadline 8/19

(When on state road)
TIM WILSON
ODOT - REGION 1
123 NW FLANDERS
PORTLAND OREGON 97209-4037

(check district on map)
HILLSBORO SCHOOL DIST.
JEREMY LYON X
3083 NE 49TH PLACE #200
HILLSBORO OR 97124-6008

(if North of baseline, West of Corn. Pass, East. of Glencoe)
JASON GATELY X
PORT OF PORTLAND
BOX 3529
PORTLAND OR 97208

(only specific environmental issues)
CHRISTOPHER BLAKEMAN
D E Q/NW REGION –SITE ASSESS. SPEC.
2020 SW FOURTH #400
PORTLAND OR 97201

(always)
JIM McGUIRE X
PORTLAND GENERAL ELECTRIC
4950 NW 235th Avenue
Hillsboro OR 97124

(always)
JILLIAN DETWEILER X
TRI-MET
710 NE HOLLADAY ST.
PORTLAND OR 97232

(always)
VERIZON NORTHWEST INC X
BEAVERTON ENGINEERING
20575 NW Von Neumann Drive
Suite 150, MC: OR030533
BEAVERTON OREGON 97006-4711

(always)
COMCAST CABLE X
ATTN: CONSTRUCTION DEPT.
9605 SW NIMBUS AVE.
BEAVERTON OR 97008

(always)
NAOMI VOGEL-BEATTIE
WASHINGTON COUNTY DEPT. OF
LAND USE AND TRANSPORTATION
M/S #13

(check cert. of services availability)
STEWART DAVIS
TUALATIN VALLEY WATER DIST.
PO BOX 745
BEAVERTON OR 97075

(when natural resources near site)
WETLANDS PROGRAM
OREGON DIVISION OF STATE LANDS
775 SUMMER ST. NE
SALEM OR 97310-1137

(always)
NW NATURAL GAS X
NEW CONSTRUCTION CENTER
220 NW SECOND AVENUE 3RD FL
PORTLAND OR 97209

(check district on map)
JAN YOUNGQUIST
BEAVERTON SCHOOL DIST. #48
16550 SW MERLO RD
BEAVERTON OR 97006

(Always)
CLEAN WATER SERVICES
DAVID SCHWEITZER
M/S # 10

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 20

August 5, 2008 Letter of Completeness

CITY OF HILLSBORO

August 5, 2008

Kelly Ritz
Orenco Woods Crossing, LLC
4230 SW Galewood Street
Lake Oswego, OR 97035

RE: Determination of Application Status – Concept Development Plan Modification Case File No. CDP 1-06 (MOD 1): Orenco Woods Crossing

Dear Ms. Ritz:

The Planning Department received your request for modification to an approved Concept Development Plan for properties identified as Tax Lot 3400 on Washington County Assessor's Tax Map 1N2-35, Tax Lot 8200 on Tax Map 1N2-35CB, and Tax Lot 100 on Tax Map 1N2-35CA. The status of this application is as checked below:

___X___ **Complete. Further review and processing of your application began as of this date: August 1, 2008**

_____ Incomplete. Further review and processing of your application requires the information described below.

The submitted Concept Development Plan Modification application has been scheduled to be heard by the Planning Commission on September 10, 2008. A copy of the staff report, which will be forwarded to the Commission, will be sent to you prior to the meeting.

If you have any questions on this matter, please call me at (503) 681-6465.

Sincerely,

CITY OF HILLSBORO PLANNING DEPARTMENT

Ruth Klein

Ruth Klein
Urban Planner III

cc: Hillsboro Elks Lodge No. 1862
Mimi Doukas, WRG Design, Inc.
File

CDP 1-06 (MOD 1)
ORENCO WOODS CROSSING

EXHIBIT 21

August 1, 2008 Modification to Concept Development Plan Application

150 East Main Street, Hillsboro, OR 97123
4th Floor • 503/681-6153
FAX 503/681-6245
www.ci.hillsboro.or.us

CONCEPT DEVELOPMENT PLAN APPLICATION

NOTICE TO APPLICANT: On original application form, please print legibly using black/dark blue ink or type. Applicants are advised to review the list of submittal requirements and recommendations indicated on each land use application form and in the applicable Ordinance prior to submitting an application. When applicable, applicants are also advised to submit three (3) draft application packages in advance of deadline dates for public hearings: a list of meeting dates and deadlines is available on request. **INCOMPLETE APPLICATIONS WILL NOT BE SCHEDULED FOR PUBLIC HEARING UNTIL THE PLANNING DEPARTMENT RECEIVES ALL REQUIRED SUBMITTAL MATERIALS.**

TRACKING INFORMATION (For Office Use Only)

File # CDP 1-06 (MOD 1) Planner: Ruth Klein Hearing Date: 9/10/08

Applicant Orenco Woods Crossing, LLC Property Owner Same

APPLICATION TYPE: *(plea se check one)*

☐ **Original Concept Development Plan:** original application for a new concept development plan.

☒ **Concept Development Plan Modification:** modification of an existing concept development plan.

SITE LOCATION & DESCRIPTION

Tax Map #(s) 1N23500, 1N235CB & 1N235CA Tax Lot #(s) 3400, 8200 & 100(.5 acre portion)

Frontage Street or Address 22180 NW Birch Street (Formerly 22200 NW Birch Street)

Nearest Cross Street Northeast corner of NW 225th Avenue and NW Birch Street

Plan Designation RL, RM, FP, OS Zoning SCR-V Site Size 55.05 acres or sq. ft.

SUMMARY OF REQUEST

Project Type/Narrative Summary: *(Provide a brief summary and specify project type: Single Family Residential (SFR), Multi-family Residential (MFR), Commercial, Industrial, Mixed Use)* The applicant requests approval of a modification to the approved CDP 1-06. The modification will add an additional type of residential structures and add neighborhood commercial and other employment uses to the southeast corner of the site.

Proposed Project Name Orenco Woods Crossing

# of Phases Proposed 4 Total # of Lots 251 Useable Open Space & Improvements 16.36 %

If Residential, please indicate the no. of units: Total 249 SFR Detached 120 SFR Attached 65 MFR 64

Maximum Lot Size 8,850 sq.ft. Minimum Lot Size 1,080 sq.ft.

Average Lot Size 3,252 sq.ft. / # of lots below average size _____ (not to exceed 30% - applicable only to residential)

***NOTE:* If a residential project is proposed, a Residential Density Calculation Worksheet (attached) must be submitted.**

If Mixed Use, please specify types of uses and approximate percentages of overall site are in each use:

Commercial 10 % Industrial 5.5 % Residential 84.5 %

If Commercial or Industrial: # of Non-residential buildings: 6 Total square footage: 53,427sf

CONTINUED ON PAGE 2

CONCEPT DEVELOPMENT PLAN APPLICATION
(CONTINUED)

DETAILED SITE INFORMATION

Are any of the following present on the site? *If so, please specify number of acres and/or percentage of site affected.*

Floodplain 13.6 acres/25% Wetlands 4.11 acres/7% Significant Natural Resources 15.89/29%

Cultural Resources 0.51ac /1% Airport Noise Contours N/A Slopes greater than 25% 6.59ac/12%

Are alternative design standards requested? ☐ Yes ☒ No *(If Yes, cite applicable code standards.)*

Water Provider: ☒ City of Hillsboro ☐ Tualatin Valley Water District ☐ Other:

Does the site have access to City Street(s) ☒ Yes ☐ No *(Please explain)* NW Cornelius Pass Road to the east; NW Quatama Rd to the south; and pedestrian and emergency vehicle access off NW 225th Ave to the west.

Does the site have access to County Road(s) ☐ Yes ☒ No *(Please explain)*

Are there existing structures on the site? ☒ Yes ☐ No *(If Yes, briefly explain future status of structures.)* McDonald House will be retained. Golf buildings to be removed.

OWNERSHIP AND APPLICANT INFORMATION

Property Owner(s) Name(s) Orenco Woods Crossing, LLC - Kelly Ritz

Mailing Address/State/Zip 4230 SW Galewood Street, Lake Oswego, OR 97035

Phone # 503-387-6702 Fax # 503-387-7617 Email Address kritz@dmrealty.com

Does the owner of this site also own any adjacent property? ☐ Yes ☒ No *(If Yes, please list tax map and tax lots)*

Property Owner's Signature Date: 7-24-08

(If more than one property owner, please attach additional sheet with names and signatures.)

Applicant Name Orenco Woods Crossing, LLC - Kelly Ritz

Mailing Address/State/Zip 4230 SW Galewood Street, Lake Oswego, OR 97035

Phone # 503-387-6702 Fax # 503-387-7617 Email Address kritz@dmrealty.com

Applicant's Signature Date: 7-24-08

Applicant's interest in property

CONTINUED ON PAGE 3

CONCEPT DEVELOPMENT PLAN APPLICATION
(CONTINUED)

DETAILED SITE INFORMATION

Are any of the following present on the site? *If so, please specify number of acres and/or percentage of site affected.*

Floodplain_____ Wetlands_____ Significant Natural Resources_____

Cultural Resources_____ Airport Noise Contours_____ Slopes greater than 25%_____

Are alternative design standards requested? ☐ Yes ☐ No *(If Yes, cite applicable code standards.)*

_____

_____

_____

Water Provider: ☐ City of Hillsboro ☐ Tualatin Valley Water District ☐ Other: _____

Does the site have access to City Street(s) ☐ Yes ☐ No *(Please explain)* _____

_____

Does the site have access to County Road(s) ☐ Yes ☐ No *(Please explain)* _____

_____

Are there existing structures on the site? ☐ Yes ☐ No *(If Yes, briefly explain future status of structures.)*_____

_____

OWNERSHIP AND APPLICANT INFORMATION

Property Owner(s) Name(s) Hillsboro Elks Lodge No. 1862, Inc.

Mailing Address/State/Zip 21865 NW Quatama Road, Hillsboro, OR 97124

Phone # 503-648-1862 Fax #_____ Email Address_____

Does the owner of this site also own any adjacent property? ☐ Yes ☒ No *(If Yes, please list tax map and tax lots)*

_____

Property Owner's Signature [signature] Date: 7-24-08

TRUSTEE Chairman

(If more than one property owner, please attach additional sheet with names and signatures.)

Applicant Name_____

Mailing Address/State/Zip_____

Phone #_____ Fax #_____ Email Address_____

Applicant's Signature_____ Date:_____

Applicant's interest in property_____

_____

CONTINUED ON PAGE 3

CONCEPT DEVELOPMENT PLAN APPLICATION
(CONTINUED)

ADDITIONAL PROJECT TEAM MEMBERS

Civil Engineer WRG Design, Inc. - John Howorth, P.E.

Mailing Address/State/Zip 5415 SW Westgate Drive, #100, Portland, OR 97221

Phone # 503-419-2500 Fax # 503-419-2600 Email Address john.howorth@wrgdesign.com

Architect _____

Mailing Address/State/Zip _____

Phone # _____ Fax # _____ Email Address _____

Additional Personnel WRG Design, Inc. - Mimi Doukas, AICP, RLA

Mailing Address/State/Zip 5415 SW Westgate Drive, #100, Portland, OR 97221

Phone # 503-419-2500 Fax # 503-419-2600 Email Address mimi.doukas@wrgdesign.com

Additional Personnel _____

Mailing Address/State/Zip _____

Phone # _____ Fax # _____ Email Address _____

COMPLETENESS CHECK
(For Office Use Only)

Received by Ruth Klein Date 7/25/08

Accepted as complete by Ruth Klein Date 8/1/08

Additional reviews pending? ☐ Yes ☐ No If yes, File # _____

Receipt # 4269 Fee(s) Paid 1500.00

123 West Main Street, Hillsboro, OR 97123
Suite 250 • 503/681-6153
FAX 503/681-6245
www.ci.hillsboro.or.us

RESIDENTIAL DENSITY CALCULATION WORKSHEET

To monitor compliance with State regulations and the Metro Functional Plan, the City must track the net densities of new residential developments in the City. This worksheet must be completed by the applicant and submitted with the preliminary application for any residential Subdivision, Planned Unit Development, Concept Development Plan, Major Partition, Minor Partition, or Development Review approval.

Project Name: Orenco Woods Crossing

Developer / Applicant: Orenco Woods Crossing, LLC - Kelly Ritz

Project Site Address: 22180 NW Birch Street

Tax Map #(s) 1N23500 & 1N235CB Tax Lot #(s) 3400 & 8200

Plan Designation RL, RM, FP, OS Zoning SCR-V

Minimum density is calculated on net residential acreage, which is gross acreage *minus* "undevelopable land":

1. Dedications for public rights-of-way and easements, and for internal streets required for fire access;
2. Storm water treatment and detention facilities;
3. Required usable open space (varies according to application);
4. Optional open space within inventoried Significant Natural Resource areas or in proximity to inventoried Cultural Resource structures.
5. Delineated wetlands and vegetated corridors as required by Clean Water Services;
6. Any land with 25%+ slopes, or within the 100-year floodplain, unless used for building or parking purposes.

Residential Density Calculations: *Fill in the blanks below to calculate the net residential density.*

Total Gross Area of Subject Site (1 acre = 43,560 sq. ft.): *Please see page 24 of the narrative for density calculations square feet

Less "undevelopable land": *(as applicable)*	Public street right-of-way dedication	_____
	Public easements	_____
	Private street tracts	_____
	Required fire access drive areas	_____
	Storm water treatment and detention areas	_____
	Wetlands and required CWS vegetated corridors	_____
	Slopes greater than 25%	_____
	100-year floodplain	_____
	Required usable open space	_____

Total Net Area (total gross area minus undevelopable land): _____ square feet

Net Acreage of Subject Site (total net area divided by 43,560): _____ acres

Total Number of Residential Units Proposed: _____ units

Net Residential Density (proposed units divided by net acreage): _____ units per net acre

5A

RESOLUTION NO. _____

A RESOLUTION PROPOSING AN ALTERNATE APPROACH TO COMMUNITY MANAGEMENT OF HILLSBORO PUBLIC PARKS.

WHEREAS, Tax lot 1001 Washington County MAP IN234DA was selected by Rajive Batra (Hillsboro Planner) as open space during public workshop sessions aimed at Conservation District regulations and planning for the historic Village of Orenco; and

WHEREAS, the lot is not currently occupied or developed; and

WHEREAS, This lot was proposed by the Orenco Neighborhood Association, herein referred to ONO, to Metro's 1996 bond measure and subsequently rated at "tier 1" (highest grade); and

WHEREAS, Washington County has expressed interest in transferring management of this public land to Hillsboro as the logical jurisdiction; and

WHEREAS, Tax lot 1001 is not the typical consolidated park land with its attendant maintenance efficiencies that the Hillsboro Parks Department prefers. It is none-the-less exactly what a pedestrian-oriented, scaled-to-fit, bond measure ideal, and highly rated beautiful piece of ground that the public deserves to have use of; and

WHEREAS, The local community has enjoyed the assistance of the USDA Natural Resources Conservation Services and NW Oregon Resource Conservation and Development Council in drafting a management plan with proposals and drawings. These documents are available for review; and

WHEREAS, The City of Hillsboro is not likely to have the resources needed to purchase and maintain all of the park land that it might like, they could instead accept the gift of this parcel and work with the local neighborhood to move forward with this pilot agreement alternative for much needed parkland.

NOW THEREFORE, THE CITY OF HILLSBORO RESOLVES AS FOLLOWS, that the Transportation Committee asks that the City Council suggest that the Parks Commission consider a new option for managing a local community resource park where a neighborhood manages, and assists in the design of a community park. The park would provide access to all Hillsboro residents with a high quality experience that was open to yearly review by the City Parks Department.

Introduced and passed this 2nd day of December, 2008.

Approved by the Mayor this 2nd day of December, 2008.

This resolution is effective immediately following adoption by the City Council and adoption by the Mayor.

_____
Mayor

Attest: _____
City Recorder

5B

CITY OF HILLSBORO
Parks & Recreation

MEMORANDUM

DATE: November 26, 2008

TO: City Council

FROM: Kevin Smith, Development Manager

RE: Consideration of Authorizing the Mayor and City Recorder to Execute a Purchase and Sales Agreement with the Owners of Approximately 3.50 Acres of Property for Parks and Recreation Purposes.

REQUEST

The City Council is asked to consider a Park Commission recommendation to authorize the Mayor and City Recorder to execute a purchase and sales agreement with the owners of approximately 3.50 acres of property in order to provide additional land for the Dairy Creek Park and riparian corridor sites.

BACKGROUND

City staff and the Park Commission have been in discussions with the owners of a property adjacent to the north property boundary of Dairy Creek Park (see attached aerial photo) the potential for acquiring the property for additional parks and recreation purposes. The goals of this acquisition are as follows:

1. Protect the riparian corridor along Dairy Creek Park
2. Provide for direct access from W. Baseline Road (Hwy 8) to Dairy Creek Park
3. Allow for a future gateway entrance monument at W. Baseline Road into the City of Hillsboro
4. Provide for additional "buildable" land within the park while providing for additional recreational amenities and simultaneously adding buffer between the park and future commercial development at the intersection of W. Baseline Road and SW 17th Avenue.

In addition, City staff has also been discussing this acquisition with Metro and as a result they are very much interested in partnering financially with the acquisition cost given its location within their greenspaces target areas and its high visibility.

The approximate location of the future property boundary is shown on the attached sheet. The final configuration would be determined by a survey and a subsequent lot line adjustment. A purchase and sales agreement for this acquisition has been drafted and has been reviewed by the City Attorney. This agreement articulates the conditions that must be satisfied in order for the acquisition to be completed, including acceptance of the final property boundary by both parties. As is standard, a termination clause is included in the agreement in the event that any of the conditions within the agreement can not be finalized.

If the Council were to approve the purchase and sales agreement, the terms of the transaction would be that the City would acquire the property for $750,000.00. Funds for this acquisition would be from the following sources:

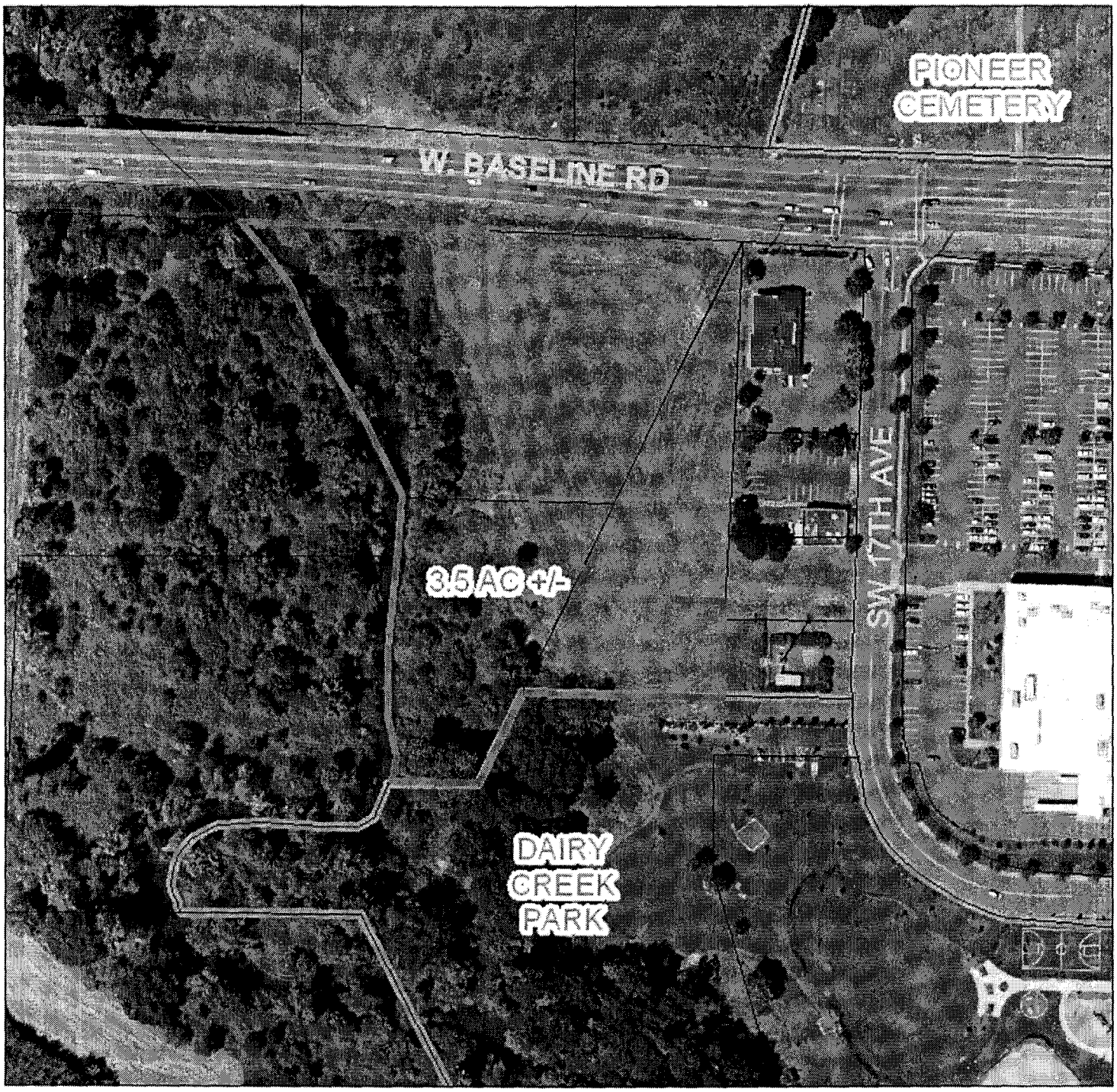
Parks SDC funds:	$300,000.00
City Local Share:	$300,000.00*
Metro :	$150,000.00
TOTAL:	$750,000.00

* Funds given directly to cities as part of Metro's 2006 Greenspaces Bond Measure

RECOMMENDATION

At their regular meeting on September 23, 2008, the Park Commission voted unanimously to forward a recommendation to the City Council to authorize the Mayor and City Recorder to execute a purchase and sales agreement. Given this recommendation, staff asks that Council grant authorization to execute the required documents.

DAIRY CREEK PARK POTENTIAL ACQUISITION



DAIRY CREEK PARK

APPROXIMATE ACQUISITION BOUNDARIES

0 125 250 500 750 1,000 Feet

N W E S

5C

CITY OF HILLSBORO
Parks & Recreation

MEMORANDUM

DATE: November 26, 2008

TO: City Council

FROM: Bruce Copenhagen; Parks Project Manager

RE: BICENTENNIAL PARK RENOVATION CONSULTANT CONTRACT

Request

City Council is asked to consider a Parks & Recreation Commission recommendation to award a personal services contract to WRG Design, Inc. for landscape architectural services for the renovation of Bicentennial Park.

Background

The Parks & Recreation Department received a $259,145 Community Development Block Grant for the renovation and upgrade of Bicentennial Park. The total project budget is $379,145 combining a CDBG Block Grant of $259,145, a $95,000 allocation from General Fund and a $25,000 donation. The grant funds are required to be spent next summer and construction is scheduled for April through August 2009.

The Department received four proposals responding to an informal RFP for landscape architectural services for the renovation project. The services include design development of the Bicentennial Park master plan, preparation of construction drawings and preparation of bid documents. The fee estimates received in each consultant proposal are as follows:

MIG, Inc.	$124, 713
J.D. Walsh & Associates, P.S.	$52,234
Vigil Agrimis, Inc.	$48, 286
WRG Design, Inc.	$35,720

The WRG Design, Inc. proposal presented the lowest fee estimate of $35,720. At its regular session meeting of November 25, 2008, the Parks & Recreation Commission unanimously approved a motion to forward a recommendation to City Council to award a professional services contract to WRG Design, Inc. for a total fee of $35,720.

4400 NW 229th Avenue, Hillsboro, Oregon 97124 · 503.681.6120 · FAX 503.681.6124

Recommendation

Considering the Parks & Recreation Commission's recommendation, staff respectfully requests that Council authorizes the award of a professional services contract to WRG Design, Inc. for the Bicentennial Park Renovation Project with a total fee of $35,720, and further authorize the execution of the contract documents.

5D-G

CITY OF HILLSBORO

November 25, 2008

TO: City Council
FROM: Planning Department

RE: Proposed Amendments to the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance regarding Density, Open Space, and Design One Year Review Amendments: Casefiles No. HCP 6-08; ZOA 3-08; and SOA 2-08

BACKGROUND

At their regular meeting on November 12, 2008 the Planning Commission approved Resolution No. 1684-P, recommending to the City Council approval of proposed amendments to the Hillsboro Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance, regarding the one year updates to the previously approved density, design, and open space (DDOS) amendments. The DDOS amendments were originally endorsed by the Planning Commission on June 27, 2007, and adopted by the City Council on July 17, 2007. The extensive package of amendments was intended to put current policies and practices on these three issues into the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance. During their review before adoption last year, the Planning Commission had directed staff to prepare for a one year update of the amendments.

Shortly after the adoption of the DDOS amendments by the City Council, Current Planning staff began applying the amendments during discussions and pre-application meetings with citizens and developers, and a significant number of possible changes were identified. Planning staff divided the changes into five categories, as shown in the Attachments 1-5 to Resolution No. 1684-P which are attached for your review:

Category 1: Straightforward minor language changes – only slightly more erroneous than scrivener's errors, for which correction is a readily apparent minor revision. (Attachment 1)

Category 2: Minor changes adding language found elsewhere in the Zoning Ordinance or Subdivision Ordinance – are also fairly straightforward changes, generally widening use of DDOS policies and practices by "cutting and pasting" existing language into other sections. (Attachment 2)

Category 3: Changes requiring preparation of new language – are again relatively straightforward changes, which in these circumstances require insertion of new language as discreet revisions to specific sections. (Attachment 3)

Category 4: Change requiring a Planning Commission policy decision – (only one example to date) involves an adopted DDOS amendment allowing administrative approval of a Detailed Development Plan and the possible broadening of that language to give an applicant the option of pursuing the previous process of simultaneous Concept Development Plan / Detailed Development Plan review by the Planning Commission. (Attachment 4)

Category 5: Change recommended for deferral to the Code Reorganization – are more significant revisions to the Zoning Ordinance and Subdivision Ordinance, identified by the Planning staff during the "DDOS road test" process. These changes are not directly related to the DDOS amendments, and Planning staff recommends that they be deferred to the Code Reorganization process to begin later this year. (Included in the 11"x 17" table showing all category amendments, their existing language, and proposed new language or correction which is Attachment 5)

The Planning Commission considered a list of possible changes to the DDOS amendments at their work session on July 23, 2008.

PROPOSED AMENDMENT LANGUAGE AS INITIATED

The draft language for the one year DDOS amendments as initiated by the Planning Commission is summarized on the attached 11x17 table, which is Attachment #5 to Resolution 1684-P.

The proposed one year amendments to DDOS were initiated, notified and processed pursuant to Comprehensive Plan Section 1 (IV) Minor Plan Amendments, Zoning Ordinance Section 116 Public Hearing on an Amendment, and Subdivision Ordinance Article VIII (1) Amendments. Following initiation, additional amendments were added to update language in these ordinances regarding when and how to use action documents such as orders, ordinances, and resolutions for Planning and Zoning Hearings Board, Planning Commission and City Council actions. The proposed amendments are considered a category one amendment.

The recently approved City Charter amendments mandate that, in general, resolutions should be used for administrative actions, orders for quasi-judicial actions, and ordinances for legislative actions or to amend an existing Ordinance.

PUBLIC TESTIMONY RECEIVED

No public testimony was received on the proposed amendments.

RECOMMENDATION

Should the City Council choose to approve the proposed amendments a draft ordinance, with findings attached as Exhibit "A", is attached for the Council's review.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Daniel L. Dias
Urban Planner I

Attachments: Draft Ordinances and Exhibit A
Resolution 1684-P and associated attachments

ORDINANCE NO. _____

HCP 6-08: DENSITY, DESIGN AND OPEN SPACE ONE YEAR AMENDMENTS (DDOS)

AN ORDINANCE AMENDING COMPREHENSIVE PLAN ORDINANCE NO. 2793 AS AMENDED, IN MULTIPLE SECTIONS, REGARDING ONE YEAR UPDATES TO PREVIOUSLY APPROVED DENSITY, DESIGN, AND OPEN SPACE (DDOS) AMENDMENTS.

WHEREAS, in July 2007 the City Council adopted an extensive package of amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance intended to address specific deficiencies regarding density, design, and open space (DDOS), and

WHEREAS, the Planning Commission directed the Planning Department staff to return 12 months after adoption with a review of the DDOS amendments and suggestions for changes as necessary in order to assess their effectiveness, and

WHEREAS, having previously reviewed the suggested changes at a Work Session on July 23, 2008, the Planning Commission passed Resolution No. 1677-P initiating the amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance on September 10, 2008, and

WHEREAS, the Planning Commission held a public hearing on these amendments on November 12, 2008 and received questions regarding and testimony in support of the proposed amendments.

WHEREAS, having considered the testimony received, the Planning Commission adopted Resolution No. 1684-P on November 12, 2008, recommending City Council approval of the amendments, and

WHEREAS, the City Council considered the Planning Commission's recommendation on December 2, 2008, and voted to adopt the findings attached as Exhibit "A" to this ordinance as its own in regard to the amendments.

NOW, THEREFORE, THE CITY OF HILLSBORO DOES ORDAIN AS FOLLOWS:

Section 1. Comprehensive Plan Ordinance No. 2793, as amended, Section 1 Planning and Citizen Involvement, Minor Plan Amendment Plan Map, Section 1 (IV) (A) is further amended to read as follows:

(A) On its own volition, the City Council or Planning Commission may initiate a minor plan amendment to the text of the Comprehensive Plan by order whenever a need for such a revision is documented. A minor plan amendment, proposing a

change to the text of the Comprehensive Plan, shall be processed pursuant to legislative notice and procedures.

Section 2. Comprehensive Plan Ordinance No. 2793, as amended, Section 2 Urbanization, Section 2 (IV) (I) is further amended to read as follows:

(I) Use of services available in the Hillsboro Planning Area will be maximized through the encouragement of new development at maximum densities prescribed by the applicable Comprehensive Plan/land use ordinance, and through the infilling of partially developed areas. The social and aesthetic impact of poorly designed development increases with density. Consequently, development proposals above the minimum prescribed density of the applicable zone must demonstrate outstanding compliance with any applicable objective development standards and design guidelines adopted by the City Council or the Planning Commission.

Section 3. Except as herein amended, Comprehensive Plan Ordinance No. 2793, as amended, shall remain in full force and effect.

Passed by the Council this 2nd day of December, 2008.

Approved by the Mayor this 2nd day of December, 2008.

_____
Mayor

ATTEST:_____
City Recorder

ORDINANCE NO. _____

ZOA 3-08: DENSITY, DESIGN AND OPEN SPACE ONE YEAR AMENDMENTS TO ZONING ORDINANCE VOLUME 1 (DDOS)

AN ORDINANCE APPROVING AMENDMENTS TO ZONING ORDINANCE NO. 1945 AS AMENDED, IN MULTIPLE SECTIONS OF VOLUME 1, REGARDING ONE YEAR UPDATES TO PREVIOUSLY APPROVED DENSITY, DESIGN, AND OPEN SPACE (DDOS) AMENDMENTS.

WHEREAS, in July 2007 the City Council adopted an extensive package of amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance intended to address specific deficiencies regarding density, design, and open space (DDOS), and

WHEREAS, the Planning Commission directed the Planning Department staff to return 12 months after adoption with a review of the DDOS amendments and suggestions for changes as necessary in order to assess their effectiveness, and

WHEREAS, having previously reviewed the suggested changes at a Work Session on July 23, 2008, the Planning Commission passed Resolution No. 1677-P initiating the amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance on September 10, 2008, and

WHEREAS, the Planning Commission held a public hearing on these amendments on November 12, 2008 and received questions regarding and testimony in support of the proposed amendments.

WHEREAS, having considered the testimony received, the Planning Commission adopted Resolution No. 1684-P on November 12, 2008, recommending City Council approval of the amendments, and

WHEREAS, the City Council considered the Planning Commission's recommendation on December 2, 2008, and voted to adopt the findings attached as Exhibit "A" to this ordinance as its own in regard to the amendments.

NOW, THEREFORE, THE CITY OF HILLSBORO DOES ORDAIN AS FOLLOWS:

Section 1. Zoning Ordinance No. 1945 as amended, Section 3 Definitions, is amended to insert a new definition for Lot, Flag, to read as follows:

(53) Lot, Flag. A lot so shaped that the building area (the "flag") is not adjacent to the street or alley on which the lot fronts, and which includes an access strip (the "pole") connecting the building area to the street or alley.

[new language inserted and subsequent subsections to be renumbered as necessary]

Section 2. Zoning Ordinance No. 1945 as amended, Section 3 subsections (55) and (72)(1) Definitions, are amended to read as follows:

(55) Lot line, front. Unless otherwise specified elsewhere in this Ordinance, in the case of interior or corner lots, the front lot line(s) is or are the property line(s) separating the lot from a street or alley.

In the case of flag lots, the front lot line is the edge of the improved area of the common driveway, or the extension of the access property line closest to the building area, to which the garage or parking area shall be oriented. If the flag lot is the farthest flag lot from the street or alley, with no possibility of future extension of the access to adjacent property, at the option of the applicant the front lot line may be the property line closest to the street or alley, and the garage or parking area may be oriented toward that line.

(72) Net Residential Acre. A net residential acre is equal to one acre of developable residential land. Net residential acreage is calculated by adjusting the gross acreage of a parcel or lot by deducting the amount of "undeveloped" land. Net residential acreage equals the gross square footage of a site minus the undeveloped land divided by 43,560. Undeveloped land is defined as, and limited to, that which is:

1. Required for dedications of public and private rights-of-way and access easements, and for internal streets required for fire access; *[remainder of subsection unchanged]*

Section 3. Zoning Ordinance No. 1945 as amended, Section 20G Setback Requirements, subsection (1) is further amended to read as follows:

(1) The front yard shall be a minimum of 20 feet, except as provided in Subsections 5 and 7 of this Section.

Section 4. Zoning Ordinance No. 1945 as amended, Section 20P Setback Requirements, subsection (1) is further amended to read as follows:

(1) The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be a minimum 20 feet, except as provided in Subsections 5 and 6 of this Section.

Section 4. Zoning Ordinance No. 1945 as amended, Section 25 Setback Requirements, subsection (1) is further amended to read as follows:

(1) The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be 20 feet, except as provided in Subsections (5), (7) and (8) of this Section.

Section 5. Zoning Ordinance No. 1945 as amended, Section 79 Application for Conditional Use, subsection (2) is further amended to add new language to read as follows:

Section 79. Application for Conditional Use. A request for conditional use or modification of an existing conditional use may be initiated by a property owner or his authorized agent by filing an application with the City Recorder. The applicant shall submit plans to the Hearings Board as provided below and in Section 119 and shall pay the fee as set in Section 129.

Conditional Use applications for projects one or more gross acres in size or forecast to generate one hundred (100) or more average daily auto trips (ADT), shall include a traffic impact report. The Report shall analyze the impact of the project on City, County and State road and street systems within at least one (1) mile of the project, to such distance at which traffic impacts have dissipated to less than ten percent (10%) over current conditions. The Report shall be prepared and certified by a registered traffic engineer, and shall comply with the following standards:

a) Methodology generally in accord with the standards and procedures set forth in Washington County Resolution and Order 86-95 and related code provisions;

b) Differentiation between traffic safety improvements necessary due to impacts of the project, and roadway capacity improvements necessary due to traffic volume generated by the project;

c) Utilization of Level of Service (LOS) standards for both intersection and roadway segments as specified in Table 137.4, determined by the methodology in the most recent edition of the Highway Capacity Manual published by the Transportation Research Board.

The Report shall include the following:

a) an estimate of the rough proportionality of the identified safety improvements to the estimated impact of the project or phase of a project, and at the option of the applicant, a cost-effectiveness analysis for all traffic safety problems and potential solutions identified by the study.

b) Consideration of the Volume to Capacity ratio and the delay, for each intersection approach's critical lane group; and

c) Analysis of the 95th percentile queuing requirements at affected turn lanes.

Section 6. Zoning Ordinance No. 1945 as amended, Section 114 Authorization for Conditional Amendment and Standards for Zone Change Consideration, subsection (2) is further amended to read as follows:

(2) Before the City Council or Hearings Board grants a zone change, they shall require that the applicant demonstrate compliance with the following criteria:

a. That the request must conform with the Hillsboro Comprehensive Plan and this Ordinance;

b. That, where more than one designation is available to implement the Comprehensive Plan designation (e.g. R-7 vs. R-10), the applicant must justify the particular zoning being sought and show that it is best suited for the specific site, based upon specific policies of the Hillsboro Comprehensive Plan.

Section 7. Zoning Ordinance No. 1945 as amended, Section 127 Planned Unit Development, subsection (IV) G is further amended to read as follows:

G. Decision. The granting or denial of a preliminary application by the Planning Commission shall be in the form of a written order which shall include findings of fact, reasons for the approval or denial, and, in the case of approval, conditions found to be necessary to fulfill the purpose and provisions of this Ordinance. An order approving a preliminary plan shall be forwarded to the City Council who may approve an ordinance effecting the approval without further hearing. The Council may initiate their own public hearing to further consider the matter after reviewing the decision of the Planning Commission. Appeals may be made in accordance with Section 118, and shall specifically state the findings of the Planning Commission which are alleged to be in error, and the nature of the alleged error.

Section 8. Zoning Ordinance No. 1945 as amended, Section 133 Development Review, subsection (III) 1 is further amended to read as follows.

1. Construction and development in the A-1, A-2, A-3, A-4, C-1, C-4, MU-N, MU-C, M-P and M-2 zones, excluding the construction or development of single family dwellings within any of these zones;

Section 9. Zoning Ordinance No. 1945 as amended, Section 133 Development Review, subsection (VI) B 15 is further amended to read as follows:

15. Internal sidewalks should be anchored by special design features such as towers, arcades, porticos, pedestrian light fixtures, and planter walls which define circulation and outdoor spaces. Examples of outdoor spaces are plazas, patios, courtyards, and window shopping areas. Design of these features and outdoor spaces together should (i) tie site features together, (ii) relate to a common use area, and (iii) complement the surrounding streetscape

Section 10. Except as herein amended, Zoning Ordinance No. 1945, Volume I, as amended, shall remain in full force and effect.

Passed by the Council this 2nd day of December, 2008.

Approved by the Mayor this 2nd day of December, 2008.

_____
Mayor

ATTEST:_____
City Recorder

ORDINANCE NO. _____

ZOA 3-08: DENSITY, DESIGN AND OPEN SPACE ONE YEAR AMENDMENTS TO ZONING ORDINANCE VOLUME 2 (DDOS)

AN ORDINANCE APPROVING AMENDMENTS TO ZONING ORDINANCE NO. 1945 AS AMENDED, IN MULTIPLE SECTIONS OF VOLUME 2, REGARDING ONE YEAR UPDATES TO PREVIOUSLY APPROVED DENSITY, DESIGN, AND OPEN SPACE (DDOS) AMENDMENTS.

WHEREAS, in July 2007 the City Council adopted an extensive package of amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance intended to address specific deficiencies regarding density, design, and open space (DDOS), and

WHEREAS, the Planning Commission directed the Planning Department staff to return 12 months after adoption, with a review of the DDOS amendments and suggestions for changes as necessary in order to assess their effectiveness, and

WHEREAS, having previously reviewed the suggested changes at a Work Session on July 23, 2008, the Planning Commission passed Resolution No. 1677-P initiating the amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance on September 10, 2008, and

WHEREAS, the Planning Commission held a public hearing on these amendments on November 12, 2008 and received questions regarding and testimony in support of the proposed amendments.

WHEREAS, having considered the testimony received, the Planning Commission adopted Resolution No. 1684-P on November 12, 2008, recommending City Council approval of the amendments, and

WHEREAS, the City Council considered the Planning Commission's recommendation on December 2, 2008, and voted to adopt the findings attached as Exhibit "A" to this ordinance as its own in regard to the amendments.

NOW, THEREFORE, THE CITY OF HILLSBORO DOES ORDAIN AS FOLLOWS:

Section 1. Zoning Ordinance No. 1945 as amended, Section 136 (III) Definitions, subsection II (1) is further amended to read as follows:

II. Net Acre. One acre of developable land. Net acreage is calculated by adjusting the gross acreage of a parcel or lot by deducting the amount of "undeveloped" land. Net acreage equals the gross square footage of a site minus undeveloped land divided by 43,560. Undeveloped land is defined as, and limited to, that which is:

1. Required for dedications of public and private rights-of-way and access easements, and for internal streets required for fire access; *[remainder of subsection unchanged]*

Section 2. Zoning Ordinance No. 1945 as amended, Section 136 VII A 1Development Review Provisions Applicable to all Development within Station Community Planning Areas, is further amended to read as follows:

1. Section 133, Development Review, or any amendment thereof, and the provisions of this subsection shall apply to all uses permitted in a Station Community Planning Area except construction of detached single family, dwellings built on single lots in any district other than the SCR-OTC and SCR-DNC Districts. All development within the SCR-OTC and SCR-DNC Districts is subject to Development Review. Provisions of Ordinance No. 2808, Subdivisions, applies to all project proposals involving the subdivision or partitioning of existing properties.

Section 3. Zoning Ordinance No. 1945 as amended, Section 137 II Development Regulations for Station Community Planning Areas tables 1e through 1i are to be amended to read as follows in the lines cited, with lines not cited to remain unchanged:

Zoning Ordinance Section 137 II, Table 1e:

Table 1.e: Development Criteria, Station Community Residential - High Density (SCR-HD)
This District is not applicable to properties more than 2600 feet from an LRT Station.

DEVELOPMENT CRITERIA		REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION
9.	MINIMUM SETBACK FROM STREETS AND ALLEYS	5 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.	
9b.	MINIMUM SETBACK, ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 5 feet or less, or 19 feet or more, measured to the garage door.	

Zoning Ordinance Section 137 II, Table 1f:

Table 1.f: Development Criteria, Station Community Residential - Medium Density (SCR-MD)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8.	MINIMUM SETBACK FROM STREETS AND ALLEYS (SEE ALSO SECTION 139)	5 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 5 feet or less, or 19 feet or more, measured to the garage door.		

Zoning Ordinance Section 137 II, Table 1g:

Table 1.g: Development Criteria, Station Community Residential - Low Density (SCR-LD)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8.	MINIMUM SETBACK FROM STREETS AND ALLEYS	10 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	MINIMUM SETBACK, ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 5 feet or less, or 19 feet or more, measured to the garage door.		

Zoning Ordinance Section 137 II, Table 1h:

Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8.	MINIMUM SETBACK FROM STREETS AND ALLEYS	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 5 feet or less, or 19 feet or more, measured to the garage door.		

Zoning Ordinance Section 137, Table 1i:

Table 1.i: Development Criteria, Station Community Residential – Orenco Townsite Conservation (SCR-OTC)

DEVELOPMENT CRITERIA		REQUIREMENTS / ALLOWED WITHIN THE DISTRICT
9*a*.	MINIMUM SETBACK FROM STREETS AND ALLEYS	Residential: See Section 140 ***III D*** See also Section 140 IV J 3 for garage setbacks. Commercial: Same as for SCC-SC District
9b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; sum of 2 side yards minimum 15 feet Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 5 feet or less, or 19 feet or more, measured to the garage door.
10.	MAXIMUM SETBACK FROM STREETS AND ALLEYS	Residential: See Section 140 III D Commercial: Same as for SCC-SC District
20.	MINIMUM LOT FRONTAGE	Equivalent to minimum lot width. All lots to have frontage on public or private street or alley.

Section 4. Zoning Ordinance No. 1945 as amended, Section 137 XI B Table 2 Heading is further amended to read as follows:

Table 2: Maximum Non-Residential Parking Ratios in Station Community Districts[1]
[Minimum ratios equal to fifty percent (50%) of specified maximum ratios]

Section 5. Zoning Ordinance No. 1945 as amended, Section 137 XIII B 3 is further amended with the insertion of previously omitted footnotes to read as follows:

3. Projects, subdivisions and all of their elements in any SCPA district shall be planned, sited and constructed so as to avoid to the maximum practicable extent, the alteration of existing natural resource areas and the destruction or damage of mature, healthy trees on the site. No single Douglas Fir tree greater than twenty-four inch (24") diameter[1], or any type of deciduous tree greater than twenty inches (20") in diameter, or a single Grand Fir, Ponderosa Pine, Western Red Cedar, or hardwood tree with a diameter greater than twelve inches (12"), or a stand of three (3) trees or more trees exceeding twelve inch (12") diameter (or smaller if the species is at full maturity with less than 12") shall be cut, mutilated, destroyed, or damaged[2], nor shall a natural resource area be altered as the result of a project or subdivision unless the impact is identified and specifically approved based on the criteria cited in paragraph 4, below, along with any appropriate mitigation measures, as part of the Development Review process. Such a study shall identify all areas where the potential of windthrow may occur as a result of the proposed development and shall include a determination of the risk and measures recommended by a certified arborist to prevent windthrow as a result of cutting clusters of trees.[2]

[1] Tree diameters are to be measured at a point four feet (4') above grade

[2] "damaged" includes "ringing" or bark removal, "topping" or other generally rejected pruning techniques, and injury to the roots of a tree, either due to cutting of roots or compaction of soil over the root area; where such activity is carried out to the extent that the tree is, in the opinion of a Certified Arborist, likely to die within five years as a result of the inflicted damage.

Section 6. Zoning Ordinance No. 1945 as amended, Section 140 III K 3(C) Minimum Landscaping, Natural Resource and Mature Tree Preservation Requirements, is further amended with the insertion of a new language to read as follows:

3. For purposes of this section, "mature street trees" are defined as trees in the public right-of-way at or greater than the following diameters four feet above grade:

a) Fir, Pine, Cedar, or other evergreen conifer: 24 inches;
b) Elm, Maple, Walnut, Birch, or other deciduous: 20 inches;
c) Apple, Pear, Peach, Prune, Plum, or other fruit: 12 inches; or
d) Ornamental or other species not included above: 12 inches.

Section 7. Zoning Ordinance No. 1945 as amended, Section 136 VII B 3 (a) Initiation of Concept Development Review, is further amended to read as follows:

a. Initiation of Concept Development Review. An application for Concept Development Plan review may be initiated only upon application by the record owner of the property, a contract or earnest money purchaser, or an agent authorized by the property owner in writing. Where there is more than one owner, the application shall be filed and signed by all owners having a record interest in the property within which the project is proposed. Submittal of an application for Concept Development Plan review shall be accompanied by payment of a fee equal to that fee established in Section 129 for a Planned Unit Development application. Submittal of an application for Concept Development Plan review shall also be accompanied by documentation that a neighborhood meeting has been held, in accordance with and as specified in Section 129A. If the development involves the subdivision or partitioning of land, the applicant may request review of its subdivision or partitioning application concurrent with Concept Development Plan review or defer such review until the time of Detailed Development Plan review.

Section 8. Zoning Ordinance No. 1945 as amended, Section 136 VII B 4(d) Concept Development Plan Submittal: Development Information, is further to read as follows:

d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development.

At the option of the applicant, submittal of detailed plans may be reviewed either administratively or by the Planning Commission.

1. If the applicant chooses administrative Detailed Development Plan review, the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under

Sections 7, 8 and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138.

2. If the applicant chooses Detailed Development Plan review by the Planning Commission, either concurrent with or subsequent to Planning Commission review of the Concept Development Plan, the Planning Commission shall give public notice of and shall hold a public hearing on the Detailed Development Plan submittal.

Section 9. Zoning Ordinance No. 1945 as amended, Section 136 VII B 7 Concept Development Plan Modification, is further amended with the insertion of a new subsection 7, to read as follows, and with the renumbering of existing subsections 7-12 as 8-13:

7. Concept Development Plan Modification

Applications for substantial modifications to an approved Concept Development Plan shall require a public hearing before and shall be reviewed by the Planning Commission pursuant to the procedures and standards specified in Sections 137.VII B 3, 4, 5, and 6 of this Ordinance. The Planning Commission may approve a proposed modified Concept Plan of an approved concept development plan only upon finding that the proposed Concept Development Plan as modified equally or better complies with the concept development plan approval criteria listed in Section 137 VII B 6 (b). The Commission may impose approval conditions on the Concept Development Plan as modified as necessary to assure compliance with those criteria. The Commission may deny the proposed modification upon finding that the Concept Plan as modified does not equally or better comply with the criteria in Section 137.VII.B.6 (b). The applicant must pay a fee as established by the City Council to defray costs to the City of a public hearing held for this purpose.

Section 10. Except as herein amended, Zoning Ordinance No. 1945, Volume 2, as amended, shall remain in full force and effect.

Passed by the Council this 2nd day of December, 2008.

Approved by the Mayor this 2nd day of December, 2008.

_____
Mayor

ATTEST:_____
City Recorder

ORDINANCE NO. _____

SOA 2-08: DENSITY, DESIGN AND OPEN SPACE ONE YEAR AMENDMENTS (DDOS)

AN ORDINANCE APPROVING AMENDMENTS TO SUBDIVISION ORDINANCE NO. 2808 AS AMENDED, IN MULTIPLE SECTIONS, REGARDING ONE YEAR UPDATES TO PREVIOUSLY APPROVED DENSITY, DESIGN, AND OPEN SPACE (DDOS) AMENDMENTS.

WHEREAS, in July 2007 the City Council adopted an extensive package of amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance intended to address specific deficiencies regarding density, design, and open space (DDOS), and

WHEREAS, the Planning Commission directed the Planning Department staff to return 12 months after adoption with a review of the DDOS amendments and suggestions for changes as necessary in order to assess their effectiveness, and

WHEREAS, having previously reviewed the suggested changes at a Work Session on July 23, 2008, the Planning Commission passed Resolution No. 1677-P initiating the amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance on September 10, 2008, and

WHEREAS, the Planning Commission held a public hearing on these amendments on November 12, 2008 and received questions regarding and testimony in support of the proposed amendments.

WHEREAS, having considered the testimony received, the Planning Commission adopted Resolution No. 1684-P on November 12, 2008, recommending City Council approval of the amendments, and

WHEREAS, the City Council considered the Planning Commission's recommendation on December 2, 2008, and voted to adopt the findings attached as Exhibit "A" to this ordinance as its own in regard to the amendments.

NOW, THEREFORE, THE CITY OF HILLSBORO DOES ORDAIN AS FOLLOWS:

Section 1. Subdivision Ordinance No. 2808 as amended, Article III Appeal, Section 1 subsection (C) 2 is further amended to read as follows:

2. The Planning Commission's Record of Decision shall consist of the materials listed in Subsection 1, the minutes and exhibits of the public hearing, and the adopted order and supporting findings.

Section 2. Subdivision Ordinance No. 2808 as amended, Article II Tentative Subdivision Application, Section 1 (E) is further amended with the insertion of a new subsection (9) to read as follows:

9. A Traffic Impact Report, prepared and certified by a registered traffic engineer, analyzing the impact of the project on City, County and State road and street systems within at least one (1) mile of the project, to such distance at which traffic impacts have dissipated to less than ten percent (10%) over current conditions. The Report shall comply with the following standards:

a) Methodology generally in accord with the standards and procedures set forth in Washington County Resolution and Order 86-95 and related code provisions;

b) Differentiation between traffic safety improvements necessary due to impacts of the project, and roadway capacity improvements necessary due to traffic volume generated by the project;

c) Utilization of Level of Service (LOS) standards for both intersection and roadway segments as specified in Table 137.4, determined by the methodology in the most recent edition of the Highway Capacity Manual published by the Transportation Research Board.

The Report shall include the following:

a) an estimate of the rough proportionality of the identified safety improvements to the estimated impact of the project or phase of a project, and at the option of the applicant, a cost-effectiveness analysis for all traffic safety problems and potential solutions identified by the study.

b) Consideration of the Volume to Capacity ratio and the delay, for each intersection approach's critical lane group; and

c) Analysis of the 95th percentile queuing requirements at affected turn lanes.

Section 3. Subdivision Ordinance No. 2808 as amended, Article II Tentative Subdivision Application, Section 11, subsections (A) are further amended to read as follows:

(A) Approval of the tentative plat shall be in effect for two years from the date of approval by the Planning Commission or the Planning Director. The Planning Director may extend the tentative plat approval for one year, upon receipt of a written request from the applicant. Failure of the applicant to prepare and submit a final plat application pursuant to Article III of this Ordinance within the two year period (with the additional one year extension if applicable) shall cause the tentative plat approval to become null and void.

If any phase of a subdivision submitted to the Planning Director for final approval is approved and recorded within the prescribed time periods, the tentative plat approval shall be extended for one additional year on the remaining portion of the subdivision. This extension may be renewable for a period of one year upon receipt of a written request and approval by the Planning Director.

Section 4. Subdivision Ordinance No. 2808 as amended, Article III Final Plat Procedures, Section 5, is further amended to read as follows:

Section 5. Recordation of Final Plat. The applicant shall cause the final plat to be recorded at Washington County within the effective tentative plat approval period stated in Article II Section 11(A) of this Ordinance (either two years or as applicable three years with an approved extension).

Section 5. Except as herein amended, Subdivision Ordinance No. 2808, as amended, shall remain in full force and effect.

Passed by the Council this 2nd day of December, 2008.

Approved by the Mayor this 2nd day of December, 2008.

_____
Mayor

ATTEST:_____
City Recorder

Exhibit A

FINDINGS AND CONCLUSIONS

Minor Amendments to Comprehensive Plan Ordinance No. 2793, Zoning Ordinance No. 1945, Volumes 1 and 2, and Subdivision Ordinance No. 2808

Case File Numbers HCP 6-08; ZOA 3-08; and SOA 2-08
Density, Open Space and Design ("DDOS") One Year Amendments

I. INTRODUCTION

In March 2006, the Hillsboro City Council, Planning Commission, and Parks Commission conducted a joint work session concerning needed improvements in the City's Comprehensive Plan (HCP), Zoning Ordinance (ZO) and Subdivision Ordinance (SDO) and directed Planning Department staff to proceed with amendments to correct specific deficiencies in those regulations regarding density, open space, and design.

The Planning Commission initiated staff-recommended amendments by Resolution No. 1590-P on December 13, 2006. Pursuant to the procedures established in the HCP at Section 1(IV), Minor Plan Amendments, ZO Section 116, and SDO Article VII, the Planning Commission held a work session on January 29, 2007, and conducted public hearings on February 15, March 14, April 12, May 23 and June 13, 2007, and conducted a final joint work session with the City Council on May 1, 2007. Public testimony received throughout the process helped to shape the final amendments forwarded to the City Council for adoption.

During their review before adoption in 2007, the Planning Commission directed staff to prepare for a one year update of the amendments. Shortly after the adoption of the DDOS amendments by the City Council, Current Planning staff began applying the amendments during discussions and pre-application meetings with citizens and developers, and a significant number of possible changes were identified. These changes were compiled and presented to the Planning Commission at a work session on July 23, 2008. The Planning Commission initiated the proposed amendments on September 10, 2008 and approved Resolution No. 1684-P on November 12, 2008, recommending to the City Council approval of the proposed one year amendments to the Hillsboro Comprehensive Plan Ordinance No. 2793, Zoning Ordinance No. 1945, and Subdivision Ordinance No. 2808 related to DDOS.

II. OVERVIEW OF AMENDMENTS

The final amendments are included in Planning Commission Resolution 1684-P which is incorporated into these findings by reference. The amendments were originally included in a series of "Attachments" and were revised during the course of the public hearings. The amendments were identified as Attachments 1 through 5, are attached to the staff report addressed to City Council dated November 25, 2008, and can be summarized as follows:

Attachment 1

Straightforward minor language changes – only slightly more erroneous than scrivener's errors, for which correction is a readily apparent minor revision.

Attachment 2

Minor changes adding language found elsewhere in the Zoning Ordinance or Subdivision Ordinance – are also fairly straightforward changes, generally widening use of DDOS policies and practices by "cutting and pasting" existing language into other sections.

Attachment 3

Changes requiring preparation of new language – are again relatively straightforward changes, which in these circumstances require insertion of new language as discreet revisions to specific sections.

Attachment 4

Changes requiring a Planning Commission policy decision – (only one example to date) involves an adopted DDOS amendment allowing administrative approval of a Detailed Development Plan and the possible broadening of that language to give an applicant the option of pursuing the previous process of simultaneous Concept Development Plan / Detailed Development Plan review by the Planning Commission.

Attachment 5

Consists of a table summarizing the proposed changes, sections and ordinances effected, and reason for the amendment.

III. COMPLIANCE WITH THE CITY OF HILLSBORO COMPREHENSIVE PLAN

A. Identification of the Amendments as "Minor Amendments"

The City followed the process established at Section 1(III) of the HCP for review of proposed minor amendments to the Comprehensive Plan. A "Minor Plan Amendment" is defined as "any change to the Comprehensive Plan which is not a major plan amendment." A "Major Plan Amendment," in turn, is defined as follows at Section 1(II)(G):

> "Major Plan Amendment" includes any significant change to the Comprehensive Plan text or map initiated by the City Council of Planning Commission. A "significant change" is one that amends or refines both the Plan text and map, has operative effect over a large geographic area and is likely to have significant environmental, energy, economic and social consequences.

Finding: The proposed amendments do not amend both the Plan text and map. All three elements of the definition of "major plan amendment" must be met in order for an amendment to meet the definition. In addition, the amendments will not have significant environmental,

energy, economic and social consequences as they are modifications designed to eliminate internal inconsistencies and to improve design and open space associated with development in the City.

Conclusion: The City followed the appropriate process for a minor plan amendment as required by the HCP. Further, as required by state law, the City provided the required notice to the state Department of Land Conservation and Development more than 45 days prior to the first public hearing on the proposed amendments as required by ORS 197.610.

Therefore, the applicable requirements for classifying and processing the proposed amendments are met.

B. Minor Amendment Criteria

Minor Amendments to the HCP may be made if a need for revision is documented. HCP Section 1(IV)(A). The proposed amendments meet this criterion based on the Planning Commission staff reports dated October 15th, November 6th, and November 12th, identifying specific internal inconsistencies and deficiencies in the current regulations and proposing solutions with new language.

In addition, the HCP requires that amendments can be submitted by the City, government agencies and property owners. These amendments were initiated by the Planning Commission for Hillsboro by Resolution 1677-P on September 10, 2008.

C. Goals and policies of the Comprehensive Plan

Section 1. Planning and Citizen Involvement.

The Plan establishes processes that are designed to facilitate public involvement in revisions to the Plan and implementing regulations. Specifically, at Section 1(IV), a process is established for consideration of minor amendments such as this one. Newspaper notice was provided as required by Section IV(A)(1).

Findings: The Planning Commission initiated these amendments and conducted one public work sessions and one public hearing over the course of its review of these updates. No public testimony was received prior to or during the public hearings. Notice of the public hearing was published in the September 26th, October 3rd and 7th, 2008 editions of the Hillsboro Argus.

Conclusion: The process requirements of the Comprehensive Plan have been met.

Section 2. Urbanization.

The Urbanization element of the Comprehensive Plan seeks to provide for orderly and efficient transition from rural to urban uses through the identification and establishment of areas designed to accommodate the full range of urban uses within the Hillsboro Planning Area.

Findings: The proposed amendments are consistent with the goal and policies of the Urbanization element of the Comprehensive Plan because the Plan envisions that as development occurs there is a need to accommodate all types of uses and the planned population densities through the planning period. Among the specific policies in the Urbanization section of the Plan are policies that require that regulations be designed to support needed expansions of public facilities, and that require coordination with other affected governmental entities. The proposed amendments facilitate certainty for the development community and insure maximization of infill and development by providing consistent standards and clarifying requirements for density, setbacks and lot dimensions.

Conclusion: Applicable policies of the Urbanization section of the Plan are met.

Section 3. Housing.

The goal of the Housing chapter of the Plan is to provide for the housing needs of the citizens of Hillsboro and the surrounding community by encouraging the construction, maintenance, development and availability of a variety of housing types, in sufficient numbers and at price ranges and rent levels which are commensurate with the financial capabilities of the community's residents.

Findings: Among the specific policies in the Housing section of the Plan are policies that are directly relevant to these amendments in that they: identify the need to maintain buildable land supply; assure that housing provides safe, healthy and convenient living conditions; encourage affordable housing through smaller lot sizes; and provide incentives through zoning and land use controls to achieve those goals. The proposed amendments assure maximization of the city's buildable land supply by clarifying the calculation of density and consistently identifying how those calculations are made. Smaller lot sizes are encouraged through the planned unit development process and the use of density bonuses which are also clarified and improved in these amendments. As stated above, providing consistency throughout the city's land use regulations assures the housing construction community can provide for the housing needs of Hillsboro's citizens.

Conclusion: The applicable policies of the Housing section of the Plan are met.

Section 4. Agricultural Lands.

The goal of the Agricultural Lands section of the Plan is to utilize farms as open space and provide a method for maintaining agricultural lands outside the urban growth boundary for farm use.

Findings: This section is not applicable to the proposed amendments as Statewide Goal 3 does not apply within urban growth boundaries. However, by clarifying the calculation of density, providing for quality open space within the city's new developments and providing certainty in the city's regulations, pressures are reduced on expanding the regional urban growth boundary to

include agricultural lands, thereby furthering the objective of maintaining those lands in production until they are needed for urban uses.

Section 5. Forest Lands.

The goal of the Forest Lands section of the Plan is to conserve forested lands and significant trees in the planning area.

Findings: This section of the Plan is not impacted by these amendments. However, the clarification of calculation of density and the ability to transfer density in planned unit developments as well as clarification of setbacks should facilitate preservation of significant trees in the planning area.

Section 6. Natural Resources, Open Space, Scenic and Historical Sites.

The goal of this Section of the Plan is to preserve the variety of natural and historical resources in the City.

Findings: This Section of the Plan implements Statewide Planning Goal 5. The proposed amendments do not impact this Section of the Plan.

Section 7. Air, Water and Land Resource Quality.

The goal of this Section of the Plan is to maintain and improve the quality of the air, water and land resources of the city and prevent waste discharges from developments from degrading or threatening those resources.

Findings: These amendments do not affect this Section of the Plan. All developments must comply with adopted City standards for air, water and land resource quality. The proposed amendments provide the opportunity to improve air quality and efficient use of land resources within the city based on clarity of calculation of density, establishment of minimum and maximum densities, and requirements for open space.

Section 8. Natural Disasters and Hazards.

The goal of this section of the Plan is to protect life and property within the planning area from natural disasters and hazards.

Findings: The proposed amendments do not affect this Section of the Plan. Development proposals will remain subject to existing regulations and building code provisions which apply to any development designated natural hazard areas in the City.

Section 9. Recreation.

The goal of this Section of the Plan is to provide a parks and recreation facilities plan and program including a variety of open spaces, parks and recreation facilities.

Findings: The amendments clarify earlier amendments which clarified the need to provide usable open space to mitigate higher overall residential and employment densities and thus contribute directly to meeting this Section of the Plan. Among the specific Policies in this Section are policies requiring dispersal of parks and recreation facilities in neighborhoods and the establishment of park-like improvements to developed properties. These policies will be specifically met by the proposed amendments based on improved development standards for open space, setbacks and street trees.

Conclusion: The applicable policies of this Section of the Plan are met.

Section 10. Economy.

The goals of this Section of the Plan are to expand, improve and diversify the economy of the planning area, provide local employment opportunities, conserve energy by reducing commuting distances, and expand the tax base and economic independence of the area.

Findings: This Section of the Plan is not implicated directly in these amendments. However, the increased clarity in the City's regulations will provide certainty to the development community and industry and can help promote the attraction of commercial and industrial development.

Section 11. Energy.

The goal of this Section of the Plan is to conserve energy through the design and location of land use activities in the City.

Findings: Among the policies in this Section of the Plan is a policy that states the City may use a variety of implementation methods to encourage achievement of the energy goal of the Plan, including density of use, particularly housing density, availability of light, wind and air, and compatibility among competing land use activities. By clarifying the calculation of density in residential zones, and requiring usable open space throughout the City, the City is directly complying with the identified policy.

Conclusion: The applicable policy of this Section is met.

Section 12. Public Facilities and Services.

The goal of this Section of the Plan is to implement Statewide Planning Goal 11. The Plan envisions the provision of public facilities and services in an orderly and efficient manner and

utilizing the provision of those services as a method for guiding urbanization within the Hillsboro Planning Area.

Findings: The proposed amendments implement Plan policies that include park and recreation facilities within the definition of this Section by assuring usable open space in developments. The uniform calculation of density will allow the City and other service providers to better predict the need for public facilities to serve development.

Conclusion: Applicable policies of this Section of the Plan are met.

Section 13. Transportation.

The goal of this Section of the Plan is to implement Statewide Planning Goal 12 by ensuring provision of a safe, convenient, efficient and economic transportation system based on the City's Transportation System Plan.

Finding: This Section of the Plan is not relevant to the proposed amendments as they do not relate to transportation facilities. All development will still be required to comply with adopted City plans and regulations related to transportation facilities.

The *remaining Sections of the Plan* do not apply to the proposed amendments. They include community plans, a Severability provision, and the City's Transportation System Plan.

IV. COMPLIANCE WITH THE STATEWIDE PLANNING GOALS

As noted above, the goals and policies contained in the City's Comprehensive Plan reflect and are intended to implement requirements of the Statewide Planning Goals. Because the findings addressing applicable Plan policies are relevant to compliance of these amendments with the Statewide Planning Goals, those earlier findings are incorporated herein by this reference in additional support of the determination of goal compliance.

Following are findings concerning compliance of the amendments with applicable statewide Goals:

1. Goal 1: Citizen Involvement. The adoption of the comprehensive plan amendments has been the subject of extensive review, and has provided ample opportunities for public input. As such, the amendment complies with Goal 1.

   The Planning Commission held two public hearings on the amendments, in October through November 2008, and conducted additional work sessions detailed above.

   The City's process complied fully with its Plan requirements for citizen involvement and the amendments include increased public notice of development applications. The amendments in their final form reflect responsiveness to input during the process.

2. Goal 2: Land Use Planning. Goal 2 requires legislative decisions to be based on an adequate information base, consider alternatives, and implement policies that are consistent with the Goals. Additionally, Goal 2 requires coordination with affected governmental units prior to the adoption of such amendments. Goal 2 is met in several ways by the adopted amendments.

   i) The original and updated DDOS amendments improve the internal consistency of the City's regulations and were informed by a lengthy public process. As the record reveals, a variety of information, offered by City Staff and Hillsboro residents, were considered and helped shape the original amendments. A significant amount of information was offered by staff and the Planning Commission in regards to the one year amendments.
   ii) As these findings demonstrate, the amendments are consistent with the Goals.
   iii) Prior to adopting the original amendments, the City coordinated with potentially affected governmental units, including Metro, DLCD and Washington County.

3. Goal 3: Agricultural Lands. This goal is not applicable to land inside urban growth boundaries.

4. Goal 4: Forest Lands. This goal is not applicable to land inside urban growth boundaries.

5. Goal 5: Natural Resources. This goal is not applicable to the adoption of the amendments. Pursuant to OAR 660-023-0250(3), Goal 5 only applies if:

   (a) The [amendment] creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;

   (b) The [amendment] allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or

   (c) The [amendment] amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.

   Because the amendments do not implicate either (a), (b) or (c) above, Goal 5 does not apply to this legislative enactment by the City. The City further notes that the Land Use Board of Appeals (LUBA) has most recently held that Goal 5 does not impose decisional criteria that are independent of the criteria set out in OAR 660, Division 23. Therefore, the Goal 5 rule specifies that Goal 5 applies only in the circumstances set out in OAR 660-023-0250(3).

6. Goal 6: Air, Land and Water Resources Quality. This goal is not applicable to the adoption of the amendments, as land, air or water resources are not directly affected by the amendments.

7. Goal 7: Natural Disasters and Hazards. This goal is not applicable to the adoption of the amendments, as the amendments do not address hazard areas or areas prone to natural disasters. Other regulations and standards specifically exist to satisfy the City's duties under Goal 7.

8. Goal 8: Recreation. To the extent this goal applies to the amendments, the amendments comply with the goal. The amendments have new requirements clarifying the need to provide usable open space to mitigate higher overall residential and employment densities and thus contribute directly to meeting Goal 8 as implemented by the City's Plan. The Goal will be specifically met by the proposed amendments based on improved development standards for open space, setbacks and street trees.

9. Goal 9: Economy of the State. This goal is not applicable, as the amendments do not directly impact economic interests related to commercial and industrial lands.

10. Goal 10: Housing. The findings for amendments potentially affecting the amount of buildable land within a given jurisdiction must show that sufficient land will continue to be available for the development of needed housing types. Based on the following findings, the City finds that Goal 10 is satisfied.

    i) The City's comprehensive plan states that an adequate supply of developable land for low, medium and high density housing must exist to meet 20-year population projections.
    ii) The City believes that, based upon the current supply of developable land for the above noted housing types, more than an adequate supply of developable land will continue to exist after the amendments are implemented.
    iii) By creating uniformity and clarity in the density options for development, the amendments will only increase the availability of a variety of needing housing types in the City.

11. Goal 11: Public Facilities and Services. This goal is not applicable to the adoption of the amendments, as they do not address public facilities and services, and no evidence suggests that the amendment will have a deleterious effect on public facilities and services.

12. Goal 12: Transportation. This goal is not applicable to the adoption of the amendments, as they do not implicate the City's Transportation System Plan, its transportation networks, nor do they rezone any property.

13. Goal 13: Energy Conservation. This goal is not applicable to the adoption of the amendments, as the amendments are unlikely to improve or degrade the City's efforts to conserve energy.

14. Goal 14: Urbanization. The amendments comply with Goal 14. Consistent with Goal 14's requirements, the amendments will help to ensure that the marketplace will have choices in its residential zones, as it will provide for the possibility of more density variety in the City. As noted above, the amendments will also reduce the pressure for premature inclusion of land within the regional urban growth boundary by maximizing efficiency of uses through consistent calculations of density, and requirements for open space.

The remaining Statewide Planning Goals do not apply to these amendments.

IV. CONCLUSION

The proposed amendments comply with applicable provisions of the Hillsboro Comprehensive Plan and Statewide Goals.

RESOLUTION NO. 1684-P

DENSITY, DESIGN, AND OPEN SPACE ONE YEAR AMENDMENTS

A RESOLUTION AMENDING THE HILLSBORO ZONING ORDINANCE NO. 1945 VOLUMES 1 AND 2, COMPREHENSIVE PLAN ORDINANCE NO. 2793, AND SUBDIVISION ORDINANCE NO 2808, REGARDING ONE YEAR UPDATES TO PREVIOUSLY APPROVED DENSITY, DESIGN, AND OPEN SPACE (DDOS) AMENDMENTS.

WHEREAS, in July 2007 the City Council adopted an extensive package of amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance intended to address specific deficiencies regarding density, design, and open space (DDOS), and

WHEREAS, the Planning Commission directed the Planning Department staff to return 12 months after adoption, with a review of the DDOS amendments and suggestions for changes as necessary in order to assess their effectiveness, and

WHEREAS, having reviewed the suggested changes at a Work Session on July 23, 2008, the Planning Commission directed Planning Department staff to prepare a resolution to initiate the changes, for consideration at a future meeting, and

WHEREAS, the Planning Commission passed Resolution No. 1677-P initiating the amendments to the Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance on September 10, 2008, and

WHEREAS, The Planning Commission held a public hearing on these amendments on November 12, 2008 and received questions regarding and testimony in support of the proposed amendments.

NOW, THEREFORE, BE IT RESOLVED by the City of Hillsboro Planning Commission that the Commission recommends the amendments shown in bold italic typeface and overstrike typeface, listed in Attachments 1, 2, 3, 4 and 5 to Comprehensive Plan Ordinance 2793, Zoning Ordinance No. 1945, Volumes 1 and 2, and Subdivision Ordinance No. 2808.

BE IT FURTHER RESOLVED pursuant to Comprehensive Plan Ordinance Section 1(IV), Zoning Ordinance Section 97, and Subdivision Ordinance Article IX that the Planning Commission's recommendation be forwarded to City Council for a public hearing on the proposed amendments, at a time the Council deems appropriate.

Introduced and passed this 12th day of November, 2008.

Vice President

ATTEST:

Secretary

ATTACHMENT 1
DDOS UPDATES: STRAIGHFORWARD MINOR LANGUAGE CHANGES

Comprehensive Plan Section 1 (IV)(A) Minor Plan Amendment: Plan Text:

A. On its own volition, the City Council or Planning Commission may initiate a minor plan amendment to the text of the Comprehensive Plan by ~~resolution~~ ***order*** whenever a need for such a revision is documented. A minor plan amendment, proposing a change to the text of the Comprehensive Plan, shall be processed pursuant to legislative notice and procedures.

Comprehensive Plan Section 2 Urbanization IV 1:

(I) Use of services available in the Hillsboro Planning Area will be maximized through the encouragement of new development at maximum densities prescribed by the applicable Comprehensive Plan/land use ordinance, and through the infilling of partially developed areas. The social and aesthetic impact of poorly designed development increases with density. Consequently, development proposals above the minimum prescribed density of the applicable zone must demonstrate ***outstanding*** compliance with any applicable objective development standards and design guidelines adopted by the City Council or the Planning Commission.

Zoning Ordinance Section 3 72 (1):

(1) Net Residential Acre. A net residential acre is equal to one acre of developable residential land. Net residential acreage is calculated by adjusting the gross acreage of a parcel or lot by deducting the amount of "undeveloped" land. Net residential acreage equals the gross square footage of a site minus the undeveloped land divided by 43,560. Undeveloped land is defined as, and limited to, that which is:

1. Required for dedications of public ***and private*** rights-of-way and ***access*** easements, and for internal streets required for fire access; *[remainder of section unchanged]*

Zoning Ordinance Section 20 G 1:

Section 20G. Setback Requirements. Except as provided in Sections 88 and 93, in an R-6 zone the yards shall be as follows:

(1) The front yard shall be a minimum of 20 feet, except as provided in Subsections ***5 and*** 7 of this Section.

Zoning Ordinance Section 20 P 1:

Section 20P. Setback Requirements. Except as provided in Sections 88 and 93, in an R-4.5 zone the yards shall be as follows:

(1) The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be ***a minimum*** 20 feet, except as provided in Subsections ***5 and*** 6 of this Section.

Zoning Ordinance Section 25 1:

Section 25. Setback Requirements. Except as provided in Sections 88 and 93, in an A-1 zone the yards shall be as follows:

(1) The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be 20 feet, except as provided in Subsections ***(5),*** (7) and (8) of this Section.

Zoning Ordinance Section 114 (2):

Section 114. Authorization for Conditional Amendment and Standards for Zone Change Consideration.

(2) Before the ***City Council or*** Hearings Board grants a zone change, they shall require that the applicant demonstrate compliance with the following criteria:

a. That the request must conform with the Hillsboro Comprehensive Plan and this Ordinance;

b. That, where more than one designation is available to implement the Comprehensive Plan designation (e.g. R-7 vs. R-10), the applicant must justify the particular zoning being sought and show that it is best suited for the specific site, based upon specific policies of the Hillsboro Comprehensive Plan.

Zoning Ordinance Section 127, IV:

G. Decision. The granting or denial of a preliminary application by the Planning Commission shall be in the form of a written ~~resolution~~ ***order*** which shall include findings of fact, reasons for the approval or denial, and, in the case of approval, conditions found to be necessary to fulfill the purpose and provisions of this Ordinance. A***n*** ~~resolution~~ ***order*** approving a preliminary plan shall be forwarded to the City Council who may approve an ordinance effecting the approval without further hearing. The Council may initiate their own public hearing to further consider the matter after reviewing the decision of the Planning Commission.

Appeals may be made in accordance with Section 118, and shall specifically state the findings of the Planning Commission which are alleged to be in error, and the nature of the alleged error.

Zoning Ordinance Section 133 III 1:

III. When required. Development review shall be required for all construction and development on real property as follows:

1. Construction and development in the A-1, A-2, A-3, A-4, C-1, C-4, ***MU-N, MU-C,*** M-P and M-2 zones, excluding the construction or development of single family dwellings within any of these zones;

Zoning Ordinance Section 133 VI B 15:

15. Internal sidewalks should be anchored by special design features such as towers, arcades, porticos, pedestrian light fixtures, and planter walls which define circulation and outdoor spaces. Examples of outdoor spaces are plazas, patios, courtyards, and window shopping areas. Design of these features and outdoor spaces together should (i) ~~enhance~~ tie site features together, (ii) relate to a common use area, and (iii) complement the surrounding streetscape.

Zoning Ordinance Section 136 III (II):

II. **Net Acre.** One acre of developable land. Net acreage is calculated by adjusting the gross acreage of a parcel or lot by deducting the amount of "undeveloped" land. Net acreage equals the gross square footage of a site minus undeveloped land divided by 43,560. Undeveloped land is defined as, and limited to, that which is:

1. Required for dedications of public ***and private*** rights-of-way and ***access*** easements, and for internal streets required for fire access; *[remainder of section unchanged]*

Zoning Ordinance Section 136 VII A 1:

1. Section 133, Development Review, or any amendment thereof, and the provisions of this subsection shall apply to all uses permitted in a Station Community Planning Area except construction of detached single family~~, duplex and ancillary~~ dwellings built on single lots in any district other than the SCR-OTC and SCR-DNC Districts. All development within the SCR-OTC and SCR-DNC Districts is subject to Development Review. Provisions of Ordinance No. 2808, Subdivisions, applies to all project proposals involving the subdivision or partitioning of existing properties.

Zoning Ordinance Section 137 II, Table 1e:

Table 1.e: Development Criteria, Station Community Residential - High Density (SCR-HD)
This District is not applicable to properties more than 2600 feet from an LRT Station.

DEVELOPMENT CRITERIA		REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION
9.	MINIMUM SETBACK FROM STREETS AND ALLEYS	5 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.	
9b.	MINIMUM SETBACK, ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 5 feet or less, or 19 feet or more, measured to the garage door.	

Zoning Ordinance Section 137 II, Table 1f:

Table 1.f: Development Criteria, Station Community Residential - Medium Density (SCR-MD)

DEVELOPMENT CRITERIA		REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8.	MINIMUM SETBACK FROM STREETS AND ALLEYS (SEE ALSO SECTION 139)	5 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 5 feet or less, or 19 feet or more, measured to the garage door.		

Zoning Ordinance Section 137 II, Table 1g:

Table 1.g: Development Criteria, Station Community Residential - Low Density (SCR-LD)

DEVELOPMENT CRITERIA		REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8.	MINIMUM SETBACK FROM STREETS AND ALLEYS	10 feet, or additional as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	MINIMUM SETBACK, ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 5 feet or less, or 19 feet or more, measured to the garage door.		

Zoning Ordinance Section 137 II, Table 1h:

Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8.	MINIMUM SETBACK FROM STREETS AND ALLEYS	No minimum setbacks except as necessary to accommodate building code, public utility easement or public open space requirements.		
8b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 *5* feet or less, or 19 feet or more, measured to the garage door.		

Zoning Ordinance Section 137, Table 1i:

Table 1.i: Development Criteria, Station Community Residential – Orenco Townsite Conservation (SCR-OTC)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN THE DISTRICT
9*a*.	MINIMUM SETBACK FROM STREETS AND ALLEYS	Residential: See Section 140 *III D* ***See also Section 140 IV J 3 for garage setbacks.*** Commercial: Same as for SCC-SC District
9b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; ***sum of 2 side yards minimum 15 feet*** ~~0 feet on common wall of attached units;~~ Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 *5* feet or less, or 19 feet or more, measured to the garage door.
10.	MAXIMUM SETBACK FROM STREETS AND ALLEYS	Residential: See Section 140 *III D* ~~for Residential~~ Commercial: Same as for SCC-SC District
20.	MINIMUM LOT FRONTAGE	~~None. Flag lots not allowed in District. All lots to be served by public street or public or private alley.~~ ***Equivalent to minimum lot width.*** ***All lots to have frontage on public or private street or alley.***

Zoning Ordinance Section 137 XI B, Table 2 Heading :

Table 2: Maximum Non-Residential Parking ~~Standards~~ ***Ratios*** n Station Community Districts[1]
[Minimum ratios equal to fifty percent (50%) of specified maximum ratios]

Zoning Ordinance Section 137 XIII B 3, insert omitted footnotes:

3. Projects, subdivisions and all of their elements in any SCPA district shall be planned, sited and constructed so as to avoid to the maximum practicable extent, the alteration of existing natural resource areas and the destruction or damage of mature, healthy trees on the site. No single Douglas Fir tree greater than twenty-four inch (24") diameter[1], or any type of deciduous tree greater than twenty inches (20") in diameter, or a single Grand Fir,

[1] Tree diameters are to be measured at a point four feet (4') above grade

Ponderosa Pine, Western Red Cedar, or hardwood tree with a diameter greater than twelve inches (12"), or a stand of three (3) trees or more trees exceeding twelve inch (12") diameter (or smaller if the species is at full maturity with less than 12") shall be cut, mutilated, destroyed, or damaged[2], nor shall a natural resource area be altered as the result of a project or subdivision unless the impact is identified and specifically approved based on the criteria cited in paragraph 4, below, along with any appropriate mitigation measures, as part of the Development Review process. Such a study shall identify all areas where the potential of windthrow may occur as a result of the proposed development and shall include a determination of the risk and measures recommended by a certified arborist to prevent windthrow as a result of cutting clusters of trees.[2]

Zoning Ordinance Section 140 III K 3 c :

3. For purposes of this section, "mature street trees" are defined as trees in the public right-of-way at or greater than the following diameters four feet above grade:

a) Fir, Pine, Cedar, or other evergreen conifer: 24 inches;
b) Elm, Maple, Walnut, Birch, or other deciduous: 20 inches;
c) Apple, Pear, Peach, Prune, ***Plum***, or other fruit: 12 inches; or
d) Ornamental or other species not included above: 12 inches.

Subdivision Ordinance Article VIII Appeal 1.C.2 :

The Planning Commission's Record of Decision shall consist of the materials listed in Subsection 1, the minutes and exhibits of the public hearing, and the adopted ~~Resolution~~ ***order*** and supporting findings.

[2] "damaged" includes "ringing" or bark removal, "topping" or other generally rejected pruning techniques, and injury to the roots of a tree, either due to cutting of roots or compaction of soil over the root area; where such activity is carried out to the extent that the tree is, in the opinion of a Certified Arborist, likely to die within five years as a result of the inflicted damage.

ATTACHMENT 2
DDOS UPDATES: MINOR CHANGES ADDING LANGUAGE FOUND ELSEWHERE IN THE ORDINANCES

Zoning Ordinance Section 79:

Section 79. Application for Conditional Use. A request for conditional use or modification of an existing conditional use may be initiated by a property owner or his authorized agent by filing an application with the City Recorder. The applicant shall submit plans to the Hearings Board as provided ***below and*** in Section 119 and shall pay the fee as set in Section 129.

Conditional Use applications for projects one or more gross acres in size or forecast to generate one hundred (100) or more average daily auto trips (ADT), shall include a traffic impact report. The Report shall analyze the impact of the project on City, County and State road and street systems within at least one (1) mile of the project, to such distance at which traffic impacts have dissipated to less than ten percent (10%) over current conditions. The Report shall be prepared and certified by a registered traffic engineer, and shall comply with the following standards:

a) ***Methodology generally in accord with the standards and procedures set forth in Washington County Resolution and Order 86-95 and related code provisions;***

b) ***Differentiation between traffic safety improvements necessary due to impacts of the project, and roadway capacity improvements necessary due to traffic volume generated by the project;***

c) ***Utilization of Level of Service (LOS) standards for both intersection and roadway segments as specified in Table 137.4, determined by the methodology in the most recent edition of the Highway Capacity Manual published by the Transportation Research Board.***

The Report shall include the following:

a) ***an estimate of the rough proportionality of the identified safety improvements to the estimated impact of the project or phase of a project, and at the option of the applicant, a cost-effectiveness analysis for all traffic safety problems and potential solutions identified by the study.***

b) ***Consideration of the Volume to Capacity ratio and the delay, for each intersection approach's critical lane group; and***

c) ***Analysis of the 95th percentile queuing requirements at affected turn lanes.***

[new language based on Zoning Ordinance Section 137 XVI C 1, edited for brevity]

Zoning Ordinance Section 127 IV B 14:

14. A Traffic Impact Report, prepared and certified by a registered traffic engineer, analyzing the impact of the project on City, County and State road and street systems within at least one (1) mile of the project, to such distance at which traffic impacts have dissipated to less than ten percent (10%) over current conditions. The Report shall comply with the following standards:

a) Methodology generally in accord with the standards and procedures set forth in Washington County Resolution and Order 86-95 and related code provisions;

b) Differentiation between traffic safety improvements necessary due to impacts of the project, and roadway capacity improvements necessary due to traffic volume generated by the project;

c) Utilization of Level of Service (LOS) standards for both intersection and roadway segments as specified in Table 137.4, determined by the methodology in the most recent edition of the Highway Capacity Manual published by the Transportation Research Board.

The Report shall include the following:

a) an estimate of the rough proportionality of the identified safety improvements to the estimated impact of the project or phase of a project, and at the option of the applicant, a cost-effectiveness analysis for all traffic safety problems and potential solutions identified by the study.

b) Consideration of the Volume to Capacity ratio and the delay, for each intersection approach's critical lane group; and

c) Analysis of the 95th percentile queuing requirements at affected turn lanes.

[new language based on Zoning Ordinance Section 137 XVI C 1, edited for brevity]

Zoning Ordinance Section 136 VII B 3 a:

a. Initiation of Concept Development Review. An application for Concept Development Plan review may be initiated only upon application by the record owner of the property, a contract or earnest money purchaser, or an agent authorized by the property owner in writing. Where there is more than one owner, the application shall be filed and signed by all owners having a record interest in the property within which the project is proposed. Submittal of an application for Concept Development Plan review shall be accompanied by payment of a fee equal to that fee established in Section 129 for a Planned Unit Development application. Submittal of an application for Concept Development Plan review shall also be accompanied by documentation that a

neighborhood meeting has been held, in accordance with and as specified in Section 129A. If the development involves the subdivision or partitioning of land, the applicant may request review of its subdivision or partitioning application concurrent with Concept Development Plan review or defer such review until the time of Detailed Development Plan review.

Zoning Ordinance Section 136 VII B 7:

7. ***Concept Development Plan Modification***

Applications for substantial modifications to an approved Concept Development Plan shall require a public hearing before and shall be reviewed by the Planning Commission pursuant to the procedures and standards specified in Sections 137.VII B 3, 4, 5, and 6 of this Ordinance. The Planning Commission may approve a proposed modified Concept Plan of an approved concept development plan only upon finding that the proposed Concept Development Plan as modified equally or better complies with the concept development plan approval criteria listed in Section 137 VII B 6 (b). The Commission may impose approval conditions on the Concept Development Plan as modified as necessary to assure compliance with those criteria. The Commission may deny the proposed modification upon finding that the Concept Plan as modified does not equally or better comply with the criteria in Section 137.VII.B.6 (b). The applicant must pay a fee as established by the City Council to defray costs to the City of a public hearing held for this purpose.

[new language based on Zoning Ordinance Section 127 V C and Subdivision Ordinance Article II Section 12; existing subsections 7-15 to be renumbered.]

Subdivision Ordinance Article II, E 9:

9. ***A Traffic Impact Report, prepared and certified by a registered traffic engineer, analyzing the impact of the project on City, County and State road and street systems within at least one (1) mile of the project, to such distance at which traffic impacts have dissipated to less than ten percent (10%) over current conditions. The Report shall comply with the following standards:***

   a) ***Methodology generally in accord with the standards and procedures set forth in Washington County Resolution and Order 86-95 and related code provisions;***

   b) ***Differentiation between traffic safety improvements necessary due to impacts of the project, and roadway capacity improvements necessary due to traffic volume generated by the project;***

   c) ***Utilization of Level of Service (LOS) standards for both intersection and roadway segments as specified in Table 137.4, determined by the methodology***

in the most recent edition of the Highway Capacity Manual published by the Transportation Research Board.

The Report shall include the following:

a) *an estimate of the rough proportionality of the identified safety improvements to the estimated impact of the project or phase of a project, and at the option of the applicant, a cost-effectiveness analysis for all traffic safety problems and potential solutions identified by the study.*

b) *Consideration of the Volume to Capacity ratio and the delay, for each intersection approach's critical lane group; and*

c) *Analysis of the 95th percentile queuing requirements at affected turn lanes.*

ATTACHMENT 3
DDOS UPDATES: CHANGES REQUIRING PREPARATION OF NEW LANGUAGE

Zoning Ordinance Section 3 Definitions

(53) Lot, Flag. A lot so shaped that the building area (the "flag") is not adjacent to the street or alley on which the lot fronts, and which includes an access strip (the "pole") connecting the building area to the street or alley.

[new language inserted and subsequent subsections to be renumbered as necessary]

Lot line, front. ***Unless otherwise specified elsewhere in this Ordinance***, in the case of ~~an~~ interior ***or corner*** lots, the ***front*** lot line***(s) is or are the property line(s)*** separating the lot from ~~the~~ ***a*** street ~~other than an~~ ***or*** alley. ~~and in the case of a corner lot, the shortest lot line along a street other than an alley~~. ~~In the case of a flag lot, the front lot line shall be measured not from the street, but from the closest edge of the "pole" access extended parallel along the dwelling.~~

In the case of flag lots, the front lot line is the edge of the improved area of the common driveway, or the extension of the access property line closest to the building area, to which the garage or parking area shall be oriented. If the flag lot is the farthest flag lot from the street or alley, with no possibility of future extension of the access to adjacent property, at the option of the applicant the front lot line may be the property line closest to the street or alley, and the garage or parking area may be oriented toward that line.

Subdivision Ordinance Article II, Section 11 (A):

~~(A) Approval of the tentative plat shall be in effect for one year from the date of approval by the Planning Commission. During this time a final plat shall be prepared and submitted to the City. If the final plat application is not submitted in this period, the Planning Director may extend the approval period for one year. Requests for extension of approval time shall be submitted in writing prior to the one year expiration date. Failure of the applicant to prepare and submit a final plat within the prescribed time period shall cause the plat to become null and void.~~

~~If further consideration is requested, the tentative plat shall be resubmitted for consideration, subject to the tentative plat provisions of this ordinance. If any phase of a development submitted to the Planning Director for final approval is approved and recorded with Washington County within the prescribed time period, the one year time limit shall be extended to the remaining portion of the development. This extension may be renewable for a period of one year upon approval of the Planning Director.~~

(A) Approval of the tentative plat shall be in effect for two years from the date of approval by the Planning Commission or the Planning Director. The Planning Director may extend the tentative plat approval for one year, upon receipt of a written request from the applicant. Failure of the applicant to prepare and submit a final plat application pursuant to Article III of this Ordinance within the two year period (with the additional one year extension if applicable) shall cause the tentative plat approval to become null and void.

If any phase of a subdivision submitted to the Planning Director for final approval is approved and recorded within the prescribed time periods, the tentative plat approval shall be extended for one additional year on the remaining portion of the subdivision. This extension may be renewable for a period of one year upon receipt of a written request and approval by the Planning Director.

Subdivision Ordinance Article III, Section 5:

~~Section 5. Filing of Final Plat. Approval shall be effective for six months after the signature of the presiding officer of the Planning Commission is obtained. The Planning Director may extend the effective period, not to exceed six months, upon written request of the subdivider. If the final plat is not recorded by the subdivider within this time, the final plat shall be null and void. The subdivision may then be resubmitted to the City of Hillsboro for consideration subject to all tentative plat provisions of this ordinance.~~

Section 5. Recordation of Final Plat. The applicant shall cause the final plat to be recorded at Washington County within the effective tentative plat approval period stated in Article II Section 11(A) of this Ordinance (either two years or as applicable three years with an approved extension).

ATTACHMENT 4
DDOS UPDATES: CHANGE REQUIRING PLANNING COMMISSION POLICY DECISION

Zoning Ordinance Section 136 VII B 4 d

d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development.

~~At the option of the applicant, submittal of detailed plans may be deferred to the Detailed Development Plan application. However, in that case the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7, 8 and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138.~~

At the option of the applicant, submittal of detailed plans may be reviewed either administratively or by the Planning Commission.

1. ***If the applicant chooses administrative Detailed Development Plan review, the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7, 8 and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138.***

2. ***If the applicant chooses Detailed Development Plan review by the Planning Commission, either concurrent with or subsequent to Planning Commission review of the Concept Development Plan, the Planning Commission shall give public notice of and shall hold a public hearing on the Detailed Development Plan submittal.***

Attachment 5

DENSITY, DESIGN AND OPEN SPACE (DDOS): ONE-YEAR REVIEW AND REVISION

Category 1: Straightforward minor language changes

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
1	HZO 133 VI B(15)	Eliminate duplication of the term "enhance"	"enhance tie site features together"	"Design of these features and outdoor spaces together should (i) ~~enhance~~ tie site features together, (ii) relate to a common use area, and (iii) complement the surrounding streetscape."
2	HZO 3 72(1)	Add phrases "and private" and "access" [easements]" for clarity	"Required for dedications of public rights-of-way and easements, and for internal streets required for fire access;"	"Required for dedications of public ***and private*** rights-of-way and ***access*** easements, and for internal streets required for fire access;"
3	HZO 136 III (I I)	Add phrases "and private" and "access" [easements]" for clarity	"Required for dedications of public rights-of-way and easements, and for internal streets required for fire access;"	"Required for dedications of public ***and private*** rights-of-way and ***access*** easements, and for internal streets required for fire access;"
4	HZO 140 K 3c	Revise reference to "Prune" trees.	"Apple, Pear, Peach, Prune, or other fruit: 12 inches; or"	"Apple, Pear, Peach, Prune ***Plum***, or other fruit: 12 inches; or"
5	HZO 137 II Table 1.i	Revise SCR-OTC minimum and maximum setbacks to match HZO 140 IIIF	Table to be provided at July 23rd Work Session.	
6	HZO 137 II Tables	Adjust alley-loaded garage setbacks from 4' to 5' consistent with HZO Vol. I	Table to be provided at July 23rd Work Session.	
7	HZO 136 VII A1	Delete "duplex and ancillary dwellings" as exempt from Development Review	"Section 133, Development Review, or any amendment thereof, and the provisions of this subsection shall apply to all uses permitted in a Station Community Planning Area except construction of detached single family, duplex and ancillary dwellings built on single lots in any district other than the SCR-OTC and SCR-DNC Districts."	"Section 133, Development Review, or any amendment thereof, and the provisions of this subsection shall apply to all uses permitted in a Station Community Planning Area except construction of detached single family, ~~duplex and ancillary~~ dwellings built on single lots in any district other than the SCR-OTC and SCR-DNC Districts."
8	HZO 138 IIIA	Delete "duplex and ancillary dwellings" as exempt from Development Review	"However, construction of an individual single family detached dwelling, duplex, or ancillary dwelling unit outside the boundaries of a Conservation District is exempt from the Development Review process and shall demonstrate compliance with the applicable design standards during the permitting process."	"However, construction of an individual single family detached dwelling, ~~duplex, or ancillary~~ dwelling unit outside the boundaries of a Conservation District is exempt from the Development Review process and shall demonstrate compliance with the applicable design standards during the permitting process."
9	HZO 20 P 1	For the new R-4.5 zone, insert omitted language regarding minimum front yard setback for garage and front yard setbacks on corner lots.	"The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be 20 feet, except as provided in Subsection 6 of this Section."	"The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be ***a minimum of*** 20 feet, except as provided in Subsections ***5 and*** 6 of this Section."
10	HZO 20 G 1	For existing R-6 zone, insert omitted language regarding front yard setback on corner lots	"The front yard of the house shall be a minimum of 20 feet, except as provided in Subsection 7 of this Section."	"The front yard of the house shall be a minimum of 20 feet, except as provided in Subsections ***5 and*** 7 of this Section."
11	HZO 25 1	For existing A-1 zone, insert omitted language regarding front yard setback on corner lots	"The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be 20 feet except as provided in Subsections 7 and 8 of this Section."	"The front yard of the house shall be a minimum of 15 feet, and the front yard of the garage shall be 20 feet except as provided in Subsections ***5,*** 7 and 8 of this Section."

Category 1: Straightforward minor language changes (continued)

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
12	HCP 2 IV I	Insert omitted word "outstanding"	"Consequently, development proposals above the minimum prescribed density of the applicable zone must demonstrate compliance with any applicable objective development standards and design guidelines adopted by the City Council or the Planning Commission."	"Consequently, development proposals above the minimum prescribed density of the applicable zone must demonstrate ***outstanding*** compliance with any applicable objective development standards and design guidelines adopted by the City Council or the Planning Commission."
13	HZO 137 XI B Table 2	Relocate minimum parking ratio language from the text to face of table for clarity	Table to be provided at July 23rd Work Session.	
14	HZO 137 XIII B 3	Insert omitted footnotes regarding tree sizes	No single Douglas Fir tree greater than twenty-four inch (24") diameter[1], or any type of deciduous tree greater than twenty inches (20") in diameter, or a single Grand Fir, Ponderosa Pine, Western Red Cedar, or hardwood tree with a diameter greater than twelve inches (12"), or a stand of three (3) trees or more trees exceeding twelve inch (12") diameter (or smaller if the species is at full maturity with less than 12") shall be cut, mutilated, destroyed, or damaged[2], nor shall a natural resource area be altered as the result of a project or subdivision unless the impact is identified and specifically approved based on the criteria cited in paragraph 4, below, along with any appropriate mitigation measures, as part of the Development Review process.	Footnotes: [1] Tree diameters are to be measured at a point four feet (4') above grade. [2] "damaged" includes "ringing" or bark removal, "topping" or other generally rejected pruning techniques, and injury to the roots of a tree, either due to cutting of roots or compaction of soil over the root area; where such activity is carried out to the extent that the tree is, in the opinion of a Certified Arborist, likely to die within five years as a result of the inflicted damage. (Ord No. 4455/8-96).
15	HZO 114 (2)	Add reference to City Council as well as Hearings Board on ZC conditions	"Before the Hearings Board grants a zone change, they shall require that the applicant demonstrate compliance with the following criteria:"	"Before the ***City Council or*** Hearings Board grant a zone change, they shall require that the applicant demonstrate compliance with the following criteria:"
16	DS&DG	Clarify lesser applicability of setback/lot dimension variations to townhouses	Language to be provided at July 23rd Work Session	
17	HZO 133 (III) 1	Add MU-N and MU-C zones to list of zones requiring Development Review	"DR shall be required for all construction and development on real property as follows: Construction and development in the A-1, A-2, A-3, A-4, C-1, C-4, M-P, and M-2 zones…"	"DR shall be required for all construction and development on real property as follows: Construction and development in the A-1, A-2, A-3, A-4, C-1. C-4, ***MU-N, MU-C***, M-P, and M-2 zones…"
18	HCP 1 IV A	Reflect new mandates from amended City Charter	On its own volition, the City Council or Planning Commission may initiate a minor plan amendment to the text of the Comprehensive Plan by resolution whenever a need for such a revision is documented. A minor plan amendment, proposing a change to the text of the Comprehensive Plan, shall be processed pursuant to legislative notice and procedures.	On its own volition, the City Council or Planning Commission may initiate a minor plan amendment to the text of the Comprehensive Plan by ~~resolution~~ ***order*** whenever a need for such a revision is documented. A minor plan amendment, proposing a change to the text of the Comprehensive Plan, shall be processed pursuant to legislative notice and procedures.

Category 1: Straightforward minor language changes (continued)

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
19	HZO 127 IV	Reflect new mandates from amended City Charter	The granting or denial of a preliminary application by the Planning Commission shall be in the form of a written resolution which shall include findings of fact, reasons for the approval or denial, and, in the case of approval, conditions found to be necessary to fulfill the purpose and provisions of this Ordinance. A resolution approving a preliminary plan shall be forwarded to the City Council who may approve an ordinance effecting the approval without further hearing. The Council may initiate their own public hearing to further consider the matter after reviewing the decision of the Planning Commission. Appeals may be made in accordance with Section 118, and shall specifically state the findings of the Planning Commission which are alleged to be in error, and the nature of the alleged error.	The granting or denial of a preliminary application by the Planning Commission shall be in the form of a written ~~resolution~~ ***order*** which shall include findings of fact, reasons for the approval or denial, and, in the case of approval, conditions found to be necessary to fulfill the purpose and provisions of this Ordinance. A***n*** ~~resolution~~ ***order*** approving a preliminary plan shall be forwarded to the City Council who may approve an ordinance effecting the approval without further hearing. The Council may initiate their own public hearing to further consider the matter after reviewing the decision of the Planning Commission. Appeals may be made in accordance with Section 118, and shall specifically state the findings of the Planning Commission which are alleged to be in error, and the nature of the alleged error.
20	HSO VIII 1 (C) 2	Reflect new mandates from amended City Charter	The Planning Commission's Record of Decision shall consist of the materials listed in Subsection 1, the minutes and exhibits of the public hearing, and the adopted Resolution and supporting findings.	The Planning Commission's Record of Decision shall consist of the materials listed in Subsection 1, the minutes and exhibits of the public hearing, and the adopted ~~Resolution~~ ***order*** and supporting findings.

Category 2: Minor Changes Adding Language Found Elsewhere in the HZO or HSO

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
1	HZO 127 IV B	Add new subsection 14 to require traffic report for Planned Unit Developments	None	***14. An applicant for a project or phase of a multi-phase project that is one or more gross acres in size or which is forecast to generate one hundred (100) or more average daily auto trips, shall submit as a part of the Planned Unit Development application a traffic impact report. The report shall analyze the impact of the project or phase of a project on the City, County and State road and street systems within one (1) mile of the borders of the project or phase of a project, or to such greater distance as necessary until the traffic analysis shows that the impact of the project or phase of a project has dissipated to where it no longer results in an impact of ten percent (10%) or more over current conditions. Such report shall be prepared and certified by a registered traffic engineer. The required report shall comply with the standards listed below:*** The report methodology shall generally be in accord with the standards and procedures set forth in Washington County Resolution and Order 86-95 and related code provisions. The report shall distinguish between traffic safety improvements found necessary due to the impacts of the project or phase of a project, and roadway capacity improvements necessary because of the traffic volume generated by the project or phase of a project. The engineer shall include an estimate of the rough proportionality of the identified safety improvements to the estimated impact of the project or phase of a project, and may include a cost-effectiveness analysis for all traffic safety problems and potential solutions identified by the study. The general performance standards for transportation facilities (as measured for both intersection and roadway segments) shall be the Level of Service ("LOS") measurements shown in Table 137.4. In determining LOS, the report shall utilize the method prescribed in the latest edition of the Highway Capacity Manual published by the Transportation Research Board.
2	HZO 79	Add new subsection for CU application submittal requirements including traffic reports	None	See language for HZO 127 IV above. Final language could resemble submittal requirements for Development Review.
3	HSO II E	Add new subsection 9 to require traffic reports for subdivisions	None	See language for HZO 127 IV above.

Category 2: Minor Changes Adding Language Found Elsewhere in the HZO or HSO (continued)

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
4	HZO 136 VII B 3 a	Add new subsection (2) requiring neighborhood meetings for CDP's	a) Initiation of Concept Development Review. An application for Concept Development Plan review may be initiated only upon application by the record owner of the property, a contract or earnest money purchaser, or an agent authorized by the property owner in writing. Where there is more than one owner, the application shall be filed and signed by all owners having a record interest in the property within which the project is proposed. Submittal of an application for Concept Development Plan review shall be accompanied by payment of a fee equal to that fee established in Section 129 for a Planned Unit Development application. If the development involves the subdivision or partitioning of land, the applicant may request review of its subdivision or partitioning application concurrent with Concept Development Plan review or defer such review until the time of Detailed Development Plan review.	a) Initiation of Concept Development Review. An application for Concept Development Plan review may be initiated only upon application by the record owner of the property, a contract or earnest money purchaser, or an agent authorized by the property owner in writing. Where there is more than one owner, the application shall be filed and signed by all owners having a record interest in the property within which the project is proposed. Submittal of an application for Concept Development Plan review shall be accompanied by payment of a fee equal to that fee established in Section 129 for a Planned Unit Development application. ***Submittal of an application for Concept Development Plan review shall also be accompanied by documentation that a neighborhood meeting has been held, in accordance with and as specified in Section 129A.*** If the development involves the subdivision or partitioning of land, the applicant may request review of its subdivision or partitioning application concurrent with Concept Development Plan review or defer such review until the time of Detailed Development Plan review. .
5	HZO 136 VII B 7	Add specific subsection I for CDP MOD process, based on PUD MOD process and SUB MOD process	None	***Applications for substantial modifications to an approved Concept Development Plan shall require a public hearing before and be reviewed by the Planning Commission pursuant to the procedures specified in Section 137.VII.B of this Ordinance. The Planning Commission may approve a proposed modification of an approved concept development plan only upon finding that the Concept Plan as modified equally or better complies with the concept development plan approval criteria listed in Section 137 VII.B.6 (b). The Commission may impose approval conditions on the Concept Development Plan as modified as necessary to assure compliance with those criteria. The Commission may deny the proposed modification upon finding that the Concept Plan as modified does not equally or better comply with the criteria in Section 137.VII.B.6 (b). The applicant must pay a fee as established by the City Council to defray costs to the City of a public hearing held for this purpose.***
6	HZO 106	Clarify intent of variance section and criteria	Either the Hearings Board or the Planning Commission may authorize variances where it can be shown that, owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of this Ordinance would cause an undue or unnecessary hardship; except that no variance shall be granted to allow the use of property for purposes not authorized within the zone in which the proposed use would be located.	Either the Hearings Board or the Planning Commission may authorize variances where it can be shown that, owing to special and unusual circumstances related to a specific piece of property ***or use***, the literal interpretation of this Ordinance would cause an undue or unnecessary hardship; except that no variance shall be granted to allow the use of property for purposes not authorized within the zone in which the proposed use would be located.

Category 3: Changes Requiring Preparation of New Language

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
1	HZO 3 55	Clarify "front lot line" definition and setbacks on "farthest" flag lots	**Lot line, front.** In the case of an interior lot, the lot line separating the lot from the street other than an alley, and in the case of a corner lot, the shortest lot line along a street other than an alley. In the case of a "flag" lot, the front lot line shall be measured not from the street, but from the closest edge of the "pole" access extended parallel along the dwelling.	***Lot, Flag. A lot so shaped that the building area (the "flag") isnot adjacent to the street or alley on which the lot fronts, and which includes an access strip (the "pole") connecting the building area to the street or alley.*** **Lot line, front.** ***Unless otherwise specified elsewhere in this Ordinance,*** in the case of ~~an~~ interior ***or corner*** lots, the ***front*** lot line***(s) is or are the property line(s)*** separating the lot from ~~the~~ street other than an alley. ~~and in the case of a corner lot, the shortest lot line along a street other than an alley~~. ~~In the case of a flag lot, the front lot line shall be measured not from the street, but from the closest edge of the "pole" access extended parallel along the dwelling.~~ ***In the case of flag lots, the front lot line is the extension of the access property line closest to the building area if the garage or parking area is or will be oriented toward the access strip. If the subject flag lot is the "farthest" flag lot from the street, with no possibility of future extension of the access to adjacent property, and at the option of the applicant, the front lot line may be the property line closest to the frontage street or alley, and perpendicular to the access strip.***
2	HSO II 11 (A) and HSO III 5	Clarify provisions for extension of tentative subdivision plat approval.	(A) Approval of the tentative plat shall be in effect for one year from the date of approval by the Planning Commission. During this time a final plat shall be prepared and submitted to the City. If the final plat application is not submitted in this period, the Planning Director may extend the approval period for one year. Requests for extension of approval time shall be submitted in writing prior to the one year expiration date. Failure of the applicant to prepare and submit a final plat within the prescribed time period shall cause the plat to become null and void. If further consideration is requested, the tentative plat shall be resubmitted for consideration, subject to the tentative plat provisions of this ordinance. If any phase of a development submitted to the Planning Director for final approval is approved and recorded with Washington County within the prescribed time period, the one-year time limit shall be extended to the remaining portion of the development. This extension may be renewable for a period of one year upon approval of the Planning Director.	***(A) Approval of the tentative plat shall be in effect for two years from the date of approval by the Planning Commission or the Planning Director. The Planning Director may extend the tentative plat approval for one year, upon receipt of a written request from the applicant. Failure of the applicant to prepare and submit a final plat application pursuant to Article III of this Ordinance within the two year period (with the additional one year extension if applicable) shall cause the tentative plat approval to become null and void.*** ***If any phase of a subdivision submitted to the Planning Director for final approval is approved and recorded within the prescribed time periods, the tentative plat approval shall be extended for one additional year on the remaining portion of the subdivision. This extension may be renewable for a period of one year upon receipt of a written request and approval by the Planning Director.***

Category 3: Changes Requiring Preparation of New Language (continued)

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
2	HSO III 5	Revise and clarify deadline for recordation of final subdivision plats.	~~Section 5. Filing of Final Plat. Approval shall be effective for six months after the signature of the presiding officer of the Planning Commission is obtained. The Planning Director may extend the effective period, not to exceed six months, upon written request of the subdivider. If the final plat is not recorded by the subdivider within this time, the final plat shall be null and void. The subdivision may then be resubmitted to the City of Hillsboro for consideration subject to all tentative plat provisions of this ordinance.~~	*Section 5. Recordation of Final Plat. The applicant shall cause the final plat to be recorded at Washington County within the effective tentative plat approval period stated in Article II Section 11(A) of this Ordinance (either two years or as applicable three years with an approved extension).*

Category 4: Change which requires Planning Commission Policy Decision

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
1	HZO 136 VII B 4 d	Add language to allow option of submitting DDP to Planning Commission during CDP process	d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development. At the option of the applicant, submittal of detailed plans may be deferred to the Detailed Development Plan application. However, in that case the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7, 8 and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138.	d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development. ~~At the option of the applicant, submittal of detailed plans may be deferred to the Detailed Development Plan application. However, in that case the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7, 8 and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138.~~ ***At the option of the applicant, submittal of detailed plans may be reviewed either administratively or by the Planning Commission.*** ***1. If the applicant chooses administrative Detailed Development Plan review, the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7, 8 and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138.*** ***2. If the applicant chooses Detailed Development Plan review by the Planning Commission, either concurrent with or subsequent to Planning Commission review of the Concept Development Plan, the Planning Commission shall give public notice of and shall hold a public hearing on the Detailed Development Plan submittal.***

Category 5: Changes Recommended for Deferral to the Code Reorganization

Item No.	Code Section	Reason for Change	Existing Language	Proposed Revised Language
1	HZO 88A	Reconcile different terms and standards for "accessory" and "ancillary" dwellings	Multiple sections throughout code	
2	HZO 127 III	Separate the PUD review criteria and standards	HZO 127 III A through L	
3	HZO 131	Add new subsection specifying expiration/timing of Floodplain Alteration approvals	None	
4	HZO 131A	Add new subsection specifying expiration/timing of Significant Natural Resource Permit approvals	None	
5	HZO 136 VII B 11 & 12	Re-evaluate effectiveness of Final Development Plan Process		
6	HZO 137V 13	Reconcile different terms and standards for "accessory" and "ancillary" dwellings	Multiple sections throughout code	
7	HZO Multiple Sections	Reconcile definitions and measurements of building height (stories or feet)	Multiple sections throughout Code	
8	HSO X	Add new language allowing PC "interpretation" provision similar to HZO	None.	

DDOS Revisions: Category 1, Item 5

Table 1.i: Development Criteria, Station Community Residential – Orenco Townsite Conservation (SCR-OTC)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN THE DISTRICT
1.	MINIMUM LOT SIZE	Residential: 7,500 square feet Commercial: None
2.	MINIMUM LOT WIDTH	Residential: 50 feet Commercial: None
3.	MINIMUM LOT DEPTH	Residential: 150 feet Commercial: None
4.	MINIMUM RESIDENTIAL DENSITY	6 dwelling units per net acre throughout the District
5.	MAXIMUM RESIDENTIAL DENSITY[1]	12 dwelling units per net acre throughout the District See Section 140
6.	ANCILLARY DWELLING UNITS	Allowed throughout the District. See Section 140
7.	MINIMUM FLOOR AREA RATIO	0.40 throughout the District
8.	NON-RESIDENTIAL DENSITY OBJECTIVE	Target employment density within the District is 45 persons per net acre
9.	MINIMUM SETBACK FROM STREETS AND ALLEYS	Residential: See Section 140 *III F* Commercial: Same as for SCC-SC District
9b.	MINIMUM SETBACK ELSEWHERE	~~Sides: 5 feet; 0 feet on common wall of attached units;~~ ~~Rear: 10 feet for structures with front loaded garages;~~ ~~for structures with rear loaded garages, either 4 feet or less, or 19 feet or more, measured to the garage door.~~ ***Residential: See Section 140 III F*** ***Commercial: Same as for SCC-SC District***
10.	MAXIMUM SETBACK FROM STREETS AND ALLEYS	Residential: See Section 140 for Residential Commercial: Same as for SCC-SC District
11.	VISION CLEARANCE	See Section 137.IX.B
12.	MINIMUM BUILDING HEIGHT	Residential: 1 story throughout the District Commercial: Same as for SCC-SC District
13.	MAXIMUM BUILDING HEIGHT	Residential: 2 stories throughout the District Commercial: Same as for SCC-SC District
14.	MINIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3
15.	MAXIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3
16.	MINIMUM USABLE OPEN SPACE	See Section 137.XII.
17.	MINIMUM LANDSCAPING	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., And 138.VIII.C.2. and D.
18.	MIXED USE BUILDINGS	Same as for SCC-SC District | Not applicable
19.	SIDEWALKS	See Section 137.XV. and Section 140
20.	MINIMUM LOT FRONTAGE	None. Flag lots not allowed in District. All lots to be served by public street or public or private alley.
21.	OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	See Section 140

[1] Maximum may only be achieved through use of ancillary dwellings. No attached housing is allowed within the District, except as provided in Section 140.III.C.4.

DDOS Revisions: Category 1, Item 6

HZO Section 137 II Table 1.e: Development Criteria, Station Community Residential – High Density (SCR-HD)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION
9b.	MINIMUM SETBACK, ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 *5* feet or less, or 19 feet or more, measured to the garage door.	

HZO Section 137 II Table 1.f: Development Criteria, Station Community Residential – Medium Density (SCR-MD)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 *5* feet or less, or 19 feet or more, measured to the garage door.		

HZO Section 137 II Table 1.g: Development Criteria, Station Community Residential – Low Density (SCR-LD)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8b.	MINIMUM SETBACK, ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 *5* feet or less, or 19 feet or more, measured to the garage door.		

HZO Section 137 II Table 1.h: Development Criteria, Station Community Residential – Village (SCR-V)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN 1,300' OF LRT STATION	REQUIREMENTS / ALLOWED FROM 1,301' TO 2,599' OF LRT STATION	REQUIREMENTS / ALLOWED 2,600' OR MORE FROM A LRT STATION
8b.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units; Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 *5* feet or less, or 19 feet or more, measured to the garage door.		

HZO Section 137 II Table 1.i: Development Criteria, Station Community Residential – Orenco Townsite Conservation (SCR-OTC)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN THE DISTRICT
9b.	MINIMUM SETBACK ELSEWHERE	*Residential: See Section 140 III F* *Commercial: Same as for SCC-SC District.*

HZO Section 137 II Table 1.j: Development Criteria, Station Community Residential – Downtown Neighborhood Conservation (SCR-DNC)

	DEVELOPMENT CRITERIA	REQUIREMENTS / ALLOWED WITHIN THE DISTRICT
10.	MINIMUM SETBACK ELSEWHERE	Sides: 5 feet; 0 feet on common wall of attached units Rear: 10 feet for structures with front loaded garages; for structures with rear loaded garages, either 4 5 feet or less, or 19 feet or more, measured to the garage door. Additional setbacks possibly required in Arterial Exception Areas: see Section 139 III.

10.	MAXIMUM SETBACK FROM STREETS AND ALLEYS	Residential: See Section 140 for Residential Commercial: Same as for SCC-SC District	
11.	VISION CLEARANCE	See Section 137.IX.B	
12.	MINIMUM BUILDING HEIGHT	Residential: 1 story throughout the District Commercial: Same as for SCC-SC District	
13.	MAXIMUM BUILDING HEIGHT	Residential: 2 stories throughout the District Commercial: Same as for SCC-SC District	
14.	MINIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3	
15.	MAXIMUM OFF-STREET PARKING	Commercial: See Table 2 Residential: See Table 3	
16.	MINIMUM USABLE OPEN SPACE	See Section 137.XII.	
17.	MINIMUM LANDSCAPING	See Sections 137.XIII., 137.XV.B.1., 137.XVI.B.1.a.(10), 138.IV., And 138.VIII.C.2. and D.	
18.	MIXED USE BUILDINGS	Same as for SCC-SC District	Not applicable
19.	SIDEWALKS	See Section 137.XV. and Section 140	
20.	MINIMUM LOT FRONTAGE	None. Flag lots not allowed in District. All lots to be served by public street or public or private alley.	
21.	OTHER REQUIREMENTS UNIQUE TO THE DISTRICT	See Section 140	

DDOS Revisions: Category 4, Item 1

HZO 137 VIII B 4 d – Changes during DDOS

4. Concept Development Plan Submittal: Development Information. The following information also shall be shown on the Concept Development Plan at a minimum scale of one inch equals one hundred feet (1"=100') and may include multiple sheets provided a single sheet depicting the entire plan area at greater scale is included with the submittal:

   d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development. ~~At the option of the applicant, this requirement may be delayed by the applicant until submittal of the Detailed Development Plan, but in that case the Planning Commission shall give public notice of and hold a hearing on this aspect of the development proposal.~~

   At the option of the applicant, submittal of detailed plans may be deferred to the Detailed Development Plan application. However, in that case the Concept Development Plan application must include sufficiently detailed building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7, 8 and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138.

Proposed Revision after One Year:

   d. Conceptual drawings, illustrations and building elevations for all proposed attached single family and multi-family dwellings and all non-residential and mixed use buildings; typical multi-family and attached single family residential floor plans; and proposed exterior building materials and color boards typifying each of the listed housing products and typical non-residential and mixed use buildings to be constructed within the development.

   At the option of the applicant, this information may be submitted either to the Planning Commission for Detailed Development Plan review and approval by the Commission under the standards of Section 137 VII B 7; or eitehrdelayed by the applicant until submittal of the Detailed Development Plan, but in that case the Planning Commission shall give public notice of and hold a hearing on this aspect of the development proposal.

   At the option of the applicant, submittal of detailed plans may be deferred to the Detailed Development Plan application. However, in that case the Concept Development Plan application must include sufficiently detailed

building locations, dimensions, elevations, and building and landscaping materials palettes to clearly establish the standards by which the Detailed Development Plan will be reviewed administratively under Sections 7, 8 and 9. The Planning Commission may impose conditions on approval of the Concept Development Plan regarding changes in the detailed site plans or elevations as necessary to insure compliance with Sections 137 and 138.

5H

CITY OF HILLSBORO

November 24, 2008

STAFF REPORT

TO: City Council
FROM: Planning Department

RE: Historic Landmarks Advisory Committee 2008-2009 Work Plan

BACKGROUND

At a work session on October 21, 2008, the Council reviewed the proposed 2008-2009 work plan for the Historic Landmarks Advisory Committee (HLAC). The HLAC was formed in March 2008, after approval of Comprehensive Plan and Zoning Ordinance amendments designed to implement the Hillsboro 2020 Vision and Action Plan Strategy 15 regarding historic preservation. Part of this implementation includes Hillsboro's qualification as a Certified Local Government (CLG), which creates eligibility to receive historic preservation grants from the State Historic Preservation Office. The CLG program requires that the local preservation committee prepare an annual work plan, and that the work plan be approved by the city's council. The tasks included in the 2008-2009 HLAC work plan were summarized in the PowerPoint presentation on October 21st: a copy of that presentation is attached for the Council members' review.

The Council was originally scheduled to consider the Work Plan at their November 4th, 2008 meeting. However, on November 3rd, the Hillsboro School Board held a meeting at which several citizens expressed opposition to the demolition of JB Thomas Middle School. Information on comments made at the School Board meeting, received the following day by the City Administration, and the anticipated absence on November 4th of two Council members and the Mayor, prompted a brief postponement of the Council's consideration of the HLAC work plan, and the matter was removed from the November 4th Council agenda before the meeting that night.

Also at the November 4th Council meeting, under the agenda heading of "Communications and Non-Agenda Items" Mr. Hugh O'Donnell addressed the Council. Mr. O'Donnell urged postponement of consideration of the HLAC work plan until the joint City Council / School Board meeting on November 20th, at which time a discussion of the status of JB Thomas Middle School was scheduled.

On November 17, 2008, the HLAC held its regular meeting, and received a staff report discussing the postponement of the Work Plan consideration and the issues raised at the November 3rd School Board meeting and the November 4th Council meeting. Following

discussion, the HLAC voted unanimously to take two actions, as described in the attached letter dated November 19, 2008, to the City Council and the School Board from HLAC Chair Michael Quebbeman:

- Given the present language and the breadth of the remaining tasks, the Historic Landmarks Advisory Committee advised the City Council that any reference to reviewing Zoning Ordinance Section 132 (7) regarding stays of demolition is hereby deleted from the 2008-2009 Work Plan.

- Many citizens have expressed how they value the former Hillsboro High School building as a tangible reminder of the history of our community. To these citizens, this building is an important component of Hillsboro's social fabric. In recognition of this position, the Historic Landmarks Advisory Committee respectfully requested that the School District allow access to the building interior before demolition for the purposes of archival photographic documentation. In addition, memorabilia such as desks, doors, and other non-structural items could also be removed, possibly for sale or auction to raise funds for the Hillsboro Schools Foundation. The School District may also wish to consider whether "deconstruction" and removal of marketable structural elements such as hardwood gymnasium floors and oversized ceiling beams would merit further inquiry. Any activities such as interior photography or removal of memorabilia or structural elements would of course be conducted under terms set forth by the School District.

RECOMMENDATION

Based on the general support expressed by the Councilors in attendance on at the October 21st work session and the revision made to the Work Plan by the HLAC on November 17th, Planning staff requests that the City Council approve the revised 2008-2009 Work Plan for the Hillsboro Historic Landmarks Advisory Committee.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Deborah A. Raber

Deborah A. Raber AICP
Planning Project Manager

Attachments: October 21st work session PowerPoint slides
November 19, 2008 letter from Michael Quebbeman
HLAC work plan as revised 11/17/08

City Council Work Session
October 21, 2008

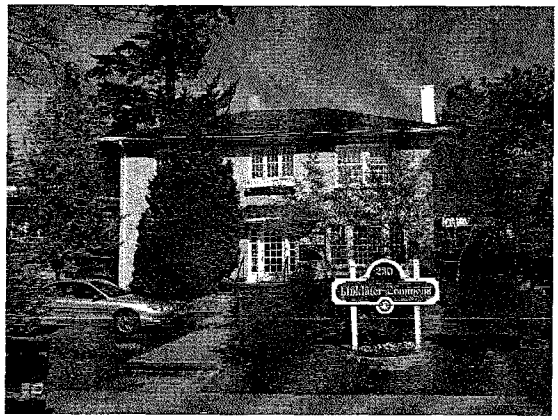
Historic Landmarks Advisory Committee (HLAC) Work Plan

Work Session Purpose

- **Present information and background on 2008-2009 HLAC Work Plan in advance of request for Council approval on November 4th**

2

Linklater House – Built 1923
Where is this house?



3

Historic Preservation Code Provisions

- Comprehensive Plan Section 6
- Hillsboro 2020 Vision Action Plan \ Strategy 15
- Zoning Ordinance Section 132

4

Historic Preservation Decision Makers

- City Council
- Planning Commission
- Historic Landmarks Advisory Committee

5

Imbrie House – Built 1913
Where is this house?

6

Historic Preservation: Past Steps

- Create and empower HLAC
- Qualify as a CLG

7

Historic Preservation: Present and Future Steps

- Approve HLAC Annual Work Plan as required by CLG program
- Implement the Work Plan

8

HLAC Work Plan Projects: 2008-2009

- Completion of Cultural Resource Inventory data update
- HLAC Quarterly newsletter
- Reconnaissance Survey of historic Orenco
- Addition of Pioneer Cemetery to Cultural Resource Inventory

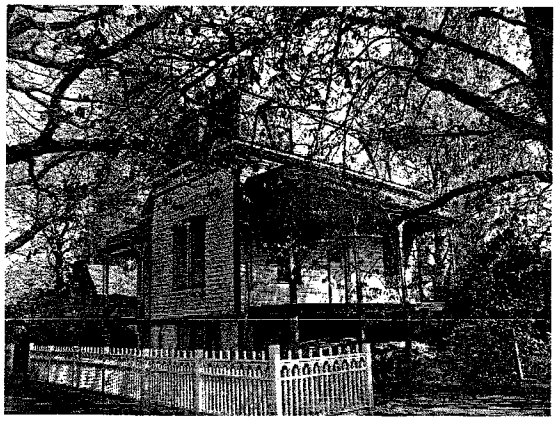
9

HLAC Work Plan Projects: 2008-2009, Continued

- Walking Tour(s) brochures and markers
- Advocacy program for threatened resources
- Historic Hillsboro calendar
- Staffing information booths at public events

10

Rice Gates House – Built 1890
Where is this house?



11

Update Existing Cultural Resource Inventory Data

- Update existing data, including recent digital photos and maps; reformat data electronically for inclusion in SHPO database

12

HLAC Newsletter

- "Hillsboro Landmark" produced quarterly: written by HLAC, staff, and consultants; mailed to Cultural Resource property owners, officials, and interested parties

13

Reconnaissance Level Survey of historic Orenco

- "Reconnaissance Level" survey of structures in historic Orenco neighborhood to determine suitability for National Register Historic District status

14

Walking Tours Brochures and Property Markers

- Walking tour brochures and property markers for sites in downtown Hillsboro and historic Orenco, based on existing brochures by Hillsboro Historical Society and Orenco Neighborhood Organization

15

Schulmerich Bungalow – Built 1915 Where is this house?

16

Advocacy Program for Threatened Resources

- Identify threatened buildings; work with owners to save and maintain them.
- With realtors, identify purchasers interested in restoration
- Develop pre-demolition salvage program
- Revise Zoning Ordinance language on stays of demolition

17

Addition of Pioneer Cemetery to the Cultural Resource Inventory

- Complete historic research and documentation and nominate Hillsboro Pioneer Cemetery to Cultural Resource Inventory

18

Historic Hillsboro Calendar

- 2009 calendar with photographs and captions, produced by HLAC members working with Hillsboro Historical Society (HHS) and Orenco Neighborhood Organization (ONO)

19

Staffing Public Information Booths

- HLAC booths at Vision Town Hall, Celebrate Hillsboro, Tuesday and Saturday Markets

20

Harold Wass Ray House – Built 1935
Where is this house?

21

Planning Commission action on Work Plan

- Joint work session with HLAC on September 10th
- Recommended approval
- Suggested pursuit of a Hillsboro History Book

22

City Council Action on Work Plan

- Work Session on October 21st: receive information; opportunity for questions, comments, or project preferences
- Regular session on November 4th: consider approval of HLAC 2008-2009 Work Plan

23

Landmarks aren't just old buildings – A & W Burger People – circa 1963

24

CITY OF HILLSBORO

November 19, 2008

Mayor Tom Hughes and Hillsboro City Council
150 East Main Street
Hillsboro, Oregon 97123

Chair Carolyn Ortman and Hillsboro School District Board of Directors
3083 NE 49th Place
Hillsboro, Oregon 97124

Dear Mayor Hughes, Chair Ortman, Councilors, and Directors:

The purpose of this letter is to advise you of the position of the Hillsboro Historic Landmarks Advisory Committee (HLAC) regarding JB Thomas Middle School. It is apparent to the HLAC that past discussions of the JB Thomas demolition have included substantial confusion regarding the status of this building, the role of the HLAC, and the City's process regarding demolitions.

At their regular meeting on November 17, 2008, the HLAC received a copy of a Planning Department staff report on this matter. The staff report provided the following four points of clarification:

- The introductory paragraph of the "Advocacy Program for Threatened Resources" item in the HLAC 2008-2009 the work plan (as presented to the City Council for the November 4, 2008 meeting) refers to public support for preservation of publicly-owned resources. This paragraph is based on the results of a questionnaire distributed at the April 2008 Hillsboro 2020 Vision Town Hall. The HLAC used these results in preparation of the work plan.

- The provisions of Hillsboro Zoning Ordinance Section 132 (7) regarding stays of demolition for cultural resources (up to 60 days by the Planning Commission, and a possible additional 60 days by the City Council) have been included in the Zoning Ordinance since adoption of Section 132 in 1983.

- JB Thomas Middle School is not listed on the City's Cultural Resource Inventory, and is therefore not subject to the provisions of Hillsboro Zoning Ordinance Section 132 (7) regarding stays of demolition.

- The Hillsboro Historic Landmarks Advisory Committee has never taken a position on the status of JB Thomas Middle School.

At the November 17th meeting, the HLAC took two actions related to the City Council discussion of the 2008-2009 Work Plan and to the future demolition of JB Thomas Middle School. These actions were as follows:

- Given the present language and the breadth of the remaining tasks, the Historic Landmarks Advisory Committee advises the City Council that any reference to reviewing Zoning Ordinance Section 132 (7) regarding stays of demolition is hereby deleted from the 2008-2009 Work Plan.

- Many citizens have expressed how they value the former Hillsboro High School building as a tangible reminder of the history of our community. To these citizens, this building is an important component of Hillsboro's social fabric. In recognition of this position, the Historic Landmarks Advisory Committee respectfully requests that the School District allow access to the building interior before demolition for the purposes of archival photographic documentation. In addition, memorabilia such as desks, doors, and other non-structural items could also be removed, possibly for sale or auction to raise funds for the Hillsboro Schools Foundation. The School District may also wish to consider whether "deconstruction" and removal of marketable structural elements such as hardwood gymnasium floors and oversized ceiling beams would merit further inquiry. Any activities such as interior photography or removal of memorabilia or structural elements would of course be conducted under terms set forth by the School District.

We hope this letter serves to clarify the position of the Hillsboro Historic Landmarks Advisory Committee, and we look forward to working with the School District in the future in preserving our community's history.

Sincerely,

Michael Quebbeman, Chair
Hillsboro Historic Landmarks Advisory Committee

Hillsboro Landmarks Advisory Committee (HLAC)
Annual Work Plan 2008-2009

(adopted by HLAC July 21, 2008)
(endorsed by Planning Commission September 10, 2008)
(revised by HLAC November 17, 2008)

Work Projects Currently Funded and In Process:

Update of Existing Hillsboro Cultural Resource Inventory

A CLG grant was received for 2007-2008 to complete an update of the existing Hillsboro Cultural Resource Inventory. The inventory data will be placed on the State Historic database along with updated digital photos and maps.

Lead HLAC Member(s): all
Timeline: Estimated completion date August 31, 2008
Funding Sources: CLG 2007/2008; City of Hillsboro

Work Projects Currently Funded, to begin FY 2008-2009

HLAC Quarterly Newsletter

HLAC members (with assistance from City staff and consultants) will produce a quarterly newsletter entitled "The Hillsboro Landmark". This newsletter will be distributed to owners of properties on the local Cultural Resource Inventory as well as other residents and parties interested in Hillsboro's history.

Lead HLAC Member(s): Neshia Cameron, Michael Quebbeman
Timeline: August 2008- on-going as funding permits
Funding Sources: CLG 2009/2010; City of Hillsboro

Reconnaissance Level Survey of Orenco

A CLG Grant has been received for 2008-2009 to complete a Reconnaissance Level Survey of the Historic Orenco neighborhood to determine whether this area would be suitable for a National Register Historic District.

Lead HLAC Member(s): Bonnie Kooken
Timeline: Fall 2008-2009
Funding Sources: CLG 2008/2009; City of Hillsboro

Work Projects Not Yet Funded, to begin FY 2008-2009 or later

Walking Tour Brochure and Markers

Outreach at the Vision Town Hall in April indicated that a majority of historic property owners and residents interested in Hillsboro history would like a walking tour brochure with corresponding historic markers throughout Hillsboro. HLAC members will update the existing walking tour brochure produced by Hillsboro Historical Society in the late 1990s and combine it with the tour brochure that was developed for the historic Orenco neighborhood.

Lead HLAC Member(s): Neshia Cameron, Michael Quebbeman, Joan Krahmer, Bonnie Kooken
Timeline: Spring 2009-2010
Possible Funding Sources: CLG 2009/2010; City of Hillsboro

Advocacy Program for Threatened Resources

Outreach at the Vision Town Hall in April indicated that Hillsboro residents would like the HLAC to work to save threatened historic resources, particularly publically-owned historic buildings, and historic residences throughout the City. The advocacy program would include the following HLAC work tasks:

- Develop methods to identify threatened buildings and work with the property owners to save and maintain them.
- ~~Revise Zoning Ordinance language regarding stays of demolition~~. ***(Deleted Nov. 17, 2008)***
- Work with the real estate community to identify possible purchasers interested in restoration or relocation of threatened resources
- Develop a salvage program for resources that cannot be saved, including identifying organizations that can dismantle historic buildings for reuse in other existing resources within the community.

Lead HLAC Member(s) Michael Quebbeman, all HLAC members
Timeline: Ongoing
Possible Funding Sources: City of Hillsboro, Volunteer donations, Local Businesses

Addition of Pioneer Cemetery to the Cultural Resource Inventory

HLAC members will complete the historic research and documentation necessary to nominate the Hillsboro Pioneer Cemetery to the Hillsboro Cultural Resource Inventory.

Lead HLAC Member: Judy Goldmann
Timeline: Fall 2008 through January 2009
Possible Funding Sources: City of Hillsboro; Volunteer donations

Historic Hillsboro Calendar

HLAC Members will work with the Hillsboro Historical Society (HHS) and the Orenco Neighborhood Organization (ONO) to produce a calendar for 2009. The calendar would be used as a means to raise both funds and awareness of Hillsboro's more active historic preservation program.

Lead HLAC Member: Kay Demlow
Timeline: September 2008
Possible Funding Sources: HHS; ONO; City of Hillsboro

Public Information Booths

HLAC members will staff community events such as Vision Town Hall and Celebrate Hillsboro to reach out to the public and provide information about Hillsboro's history and its resources.

Lead HLAC Member: Neshia Cameron
Timeline: Ongoing
Possible Funding Sources: City of Hillsboro; Volunteer donations

5F

CITY OF HILLSBORO
Parks & Recreation

HILLSBORO ARTS & CULTURE COUNCIL MEMORANDUM

DATE: December 2, 2008

TO: Hillsboro City Council

FROM: Sean Morgan, Cultural Arts Program Manager

SUBJECT: Hillsboro Public Art Master Plan

REQUEST

The Hillsboro City Council is requested to consider the Hillsboro Arts and Culture Council and Parks and Recreation Commission recommendations to adopt the Hillsboro Public Art Master Plan.

BACKGROUND

The Hillsboro Arts and Culture Council Strategic and Community Plan calls for the development of a public art program. At the January 2008 meeting, the Hillsboro Arts & Culture Council (HACC) passed a unanimous motion to proceed with the development of a public art plan. Subsequent to that motion, staff distributed a nationwide Request for Proposal (RFP) for professional public art consultants. In May 2008, a panel of HACC members selected Bill Flood and Valerie Otani from a pool of eligible applicants.

The consultants were tasked with creating a Public Art Master Plan for Hillsboro. The Plan they have created encompasses value, vision and goal statements and addresses plan implementation. They also included a list of potential site opportunities, guidance for generating public art policy, and recommendations on funding mechanisms. Finally, the Plan addresses how to care for and catalog artworks already in Hillsboro's Public Art Collection, as well as how to grow the collection in an equitable and sustainable manner.

Since June 2008, the consultants have interviewed twenty-five community leaders across sectors including government, business, arts, heritage and culture, education and agriculture. In these interviews, information was gathered on the character of and vision for Hillsboro, issues and opportunities, and key sites for public art. Consultants also met with groups including the City of Hillsboro Latino Outreach Advisory Committee, City of Hillsboro department heads, Hillsboro Downtown Business Association and local artists. Monthly review meetings with staff and the HACC's Public Art Task Force served to review and guide the work. Consultants researched the public art programs of comparable cities to develop program policies, procedures, and potential funding mechanism recommendations.

On September 25, the HACC hosted a Public Art Community Workshop at the Walters Cultural Arts Center to share the consultants' research findings with the community. In October, consultants gave two presentations on the Public Art Master Plan, one to the Parks and Recreation Commission on October 14 and one to the HACC on October 22. On November 4, staff and consultants presented the Public Art Master Plan Draft to City Council at a Work Session. After receiving direction from City Council, staff

returned to the Parks and Recreation Commission and to the Hillsboro Arts & Culture Council to solicit approval of the final Public Art Master Plan. Both entities approved the plan and voted to forward a recommendation to City Council to approve the plan.

COST

Details of the anticipated cost of a Public Art Program can be found in the Hillsboro Public Art Master Plan. However, the following table offers an overview of program options and potential annual costs.

(Option 1)		
$140,000	• 1 full-time staff • Signature art project • Marketing, materials, maintenance plan	Establish program, funding mechanisms, policies and procedures. Begin establishing partnerships. Initiate first art project. Develop materials, marketing. Assess condition of current City artwork. Develop a foundation funding mechanism.
(Option 2)		
$80,000	• Part-time staff person • Signature art project • Marketing, materials, maintenance plan	Scaled-back version of Option 1 with staff focused on program development and managing an initial art project.
(Option 3)		
$30,000	• Part-time staff person • Marketing, materials	Similar to Option 2, without a City-sponsored art project. Strong focus on developing the program without managing an art project.
(Option 4)		
$0	• No new program dollars. • Use existing HACC staff to move forward Plan goals.	Limited, depending on availability of HACC staff.

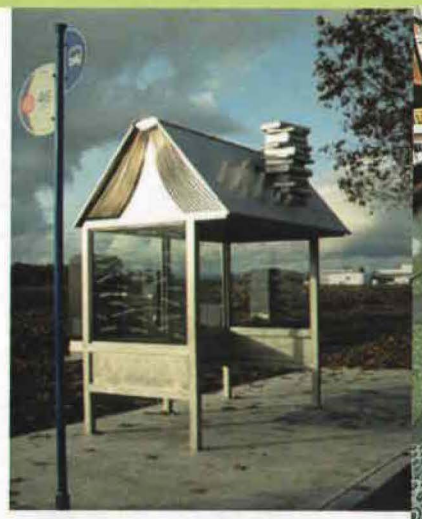
Option 2 is the recommended funding level in order to initiate the program and to allow for a signature art project. Any recommendation is subject to available budget and the full program would be phased in in subsequent years depending on available funding.

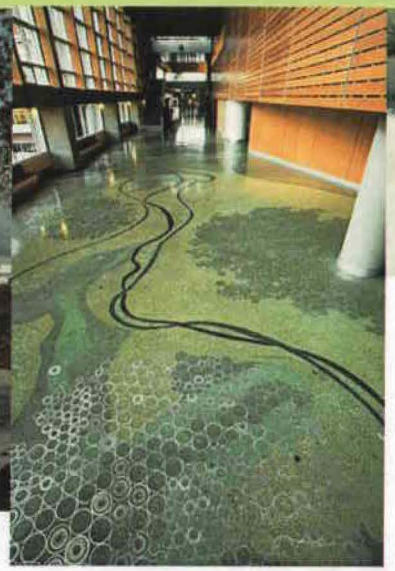
RECOMMENDATION

Consider the Hillsboro Arts and Culture Council and Parks and Recreation Commission recommendations to adopt the Hillsboro Public Art Master Plan.

Hillsboro Public Art Master Plan

November, 2008





COVER PHOTO CREDITS

From top, clockwise:

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Mountain Pass Pedestrian Bridge
Phoenix, AZ Office of Arts and Culture Public Art Program

Wayne Chabre
Rooted Pavillion
Walla Walla, WA
Photo: Jeanne McMenemy

Bill & Mary Buchen
Global Rhythms
Green Valley, CO

Linda Beaumont
Current
City Hall, Bellevue, WA
Photo: Spike Mafford

Jim Schmidt & Dale Wilhelm
Library Bus Shelter
Hillsboro, OR
Photo: Dale Wilhelm

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EXECUTIVE SUMMARY

This plan describes the context and procedures for a City of Hillsboro Public Art Program. Program values, vision, and goals are strongly connected with the Hillsboro 2020 Plan and Downtown Renaissance goals and were carefully crafted in consultation with community stakeholders, the Public Art Task Force, and other interested artists and citizens.

Public art is a powerful tool for meeting the goals of Hillsboro's community plans. Memorable public places strengthen our community. Such places attract us to downtown, enliven our neighborhoods, enhance our experiences in parks, inform us about the history and peoples of our place, and celebrate our ethnic and cultural diversity.

The following goals lead the development of the Public Art Program:

- Establish a collection of work of high artistic quality and enduring value.
- Utilize art to express the unique civic identity of Hillsboro.
- Create inviting places for people to gather, connect to each other and their community.
- Contribute to the efforts to strengthen downtown.
- Use public art as a tool to promote design excellence.
- Support local artists by encouraging their participation in public art creation and selection.
- Ensure the preservation and maintenance of the City's art collection.
- Establish funding mechanisms that ensure consistent integration of public artwork in both public and private development, redevelopment, and other enhancements to the civic infrastructure.

Opportunity sites for public art in Hillsboro are identified in this plan. Timing of the projects will change as development plans change. Public art leaders should be entrepreneurial in their approach, looking for partnerships where art can create a distinctive destination. Key opportunities are: developing a vital downtown, celebrating diversity and enhancing new parks and fire stations.

Adoption of this plan creates a framework for Hillsboro's public art program under the authority of the Hillsboro Arts and Culture Council. Recommended funding sources and staffing options are identified. Policies and procedures for effective management of the program are detailed.

A phased implementation for this plan is recommended, beginning with a part-time staff position to develop the program and manage a signature art project. In the third year, the program will be in place, and a full-time staff person would accelerate progress on achieving program goals.

Research for this plan indicates that the time is right in Hillsboro to develop an active public art program.

Specifically:

- community plans point to the value of a public art program;
- civic leaders embrace how public art can help to achieve community goals;
- successes such as the Civic Center, Walters Arts Center, Sequoia Gallery + Studios and The Venetian Theatre and Bistro give a great context for starting a public art program;
- arts and culture are increasingly valued as important for maintaining Hillsboro's "sense of community", celebrating ethnic diversity, and attracting a viable workforce.

The Public Art Program envisioned here requires commitment from civic leaders, both public and private, and this planning process indicates that leaders are ready!

Brian Borrello
Silicon Forest
Portland, OR
Photo: TriMet

PLANNING FOR PUBLIC ART IN HILLSBORO

Methodology

In June, 2008 the City of Hillsboro via the Hillsboro Arts and Culture Council contracted with consultants Bill Flood and Valerie Otani to develop this Public Art Master Plan. Project research began with a thorough review of current community plans, including the Hillsboro 2020 Plan (revised in 2005), the Downtown Renaissance Report (2007), the Hillsboro Arts and Culture Council Strategic and Community Plan (2006), and the Washington County Cultural Plan (2008). Consultants also worked closely with the planners engaged in the current Downtown Plan process. Each of these plans calls for utilizing arts and culture as key elements in the development of Hillsboro and Washington County. The 2020 Plan vision and goals (Appendix A) are the foundation for the Public Art Master Plan.

Twenty-five stakeholder interviews were held with community leaders across sectors including government, business, arts, heritage and culture, education, and agriculture, to gather information on the character of and vision for Hillsboro, issues and opportunities, and key sites for public art. Consultants also met with groups including the City of Hillsboro Latino Outreach Advisory Committee, City of Hillsboro department heads, Hillsboro Downtown Business Association, Hillsboro Parks & Recreation Commission, and local artists. Monthly review meetings with HACC staff and the HACC's Public Art Task Force served to review and guide the work of the consultants. To develop program policies and procedures, consultants also researched public art programs from comparable cities in Oregon and throughout the U.S. On September 25, over 50 guests participated in a public Plan review session hosted by the Hillsboro Arts and Culture Council and the Mayor.

Public Art Master Plan Task Force selecting goals for Plan

Community stakeholders interviewed by the consultants voiced an overwhelmingly positive attitude. We found, in all sectors, enthusiasm for the role public art can play in strengthening community and enlivening the visual environment. The time is right in Hillsboro to systematically utilize public art to build stronger civic places.

Acknowledgements at the beginning of this report list the Public Art Task Force and others who have participated in the development of this plan. Many thanks to all!

Public Art and its Relationship to Hillsboro

We use the term "art" to describe those things that are visually or experientially meaningful. "Public" means that the artwork is accessible to people -- whether on public or private property. Public art can be permanent or temporary, a single event or piece, a series of installations or events, or part of an ongoing process enhanced over time. It is envisioned and/or realized by an artist skilled in creating art in public places.

Public art is a powerful tool for meeting the goals of Hillsboro's community plans. Memorable public places, such as the fountain in the Civic Center's plaza, invite us to return, meet our neighbors and appreciate our community. Such places attract us to downtown, enliven our neighborhoods, enhance our experiences in parks, inform us about the history and peoples of our place, and celebrate our ethnic and cultural diversity. Public art creates visual and emotional connections between the viewer and the place. It elevates the quality and interest of the built environment and signals an investment that encourages residents and newcomers to respond in kind.

Public art can take many forms, including landscape treatments, building facades, freestanding sculptures, murals, lighting, electronic media including moving images, photographs, water features including run-off and catchment devices, kinetic pieces that move and react to the environment, and artist-designed functional elements such as paving, play equipment, street furniture, bridges and gates. It can include the written word, film or video, and performance.

Planning for public art is part of Hillsboro's coming-of-age. Hillsboro has grown from an agricultural community of 8,000 in 1960 to a small city of over 80,000 in 2008, fueled by large companies and growing ethnic populations. County seat for Washington County and part of Portland's metropolitan area, Hillsboro was in fact incorporated before Portland. It is located between the agricultural reserves protected by the Urban Growth Boundary and the suburban march radiating from Portland. Government, farms, industry and suburban development coalesce in a small town identity with the complexity of a modern city. Hillsboro seeks to maintain a "hometown" feeling and quality of life while offering urban amenities which will attract residents to live, work, and invest in all its neighborhoods.

Bill & Mary Buchen
Celebration Drum Circle
Ohio State University

VALUES, VISION & PROGRAM GOALS

Values

Fundamental values emerged through interviews and discussions with stakeholders. These values underlie the vision and goals of this plan.

Innovation

Innovation is a common trait in Hillsboro's often cited contrast between agriculture and high-tech industries. Both a Century Farm and a technology firm remain viable through insightful adaptation to the market and embrace of new technologies. These seemingly opposite sectors of the economy share the ability to innovate.

Authenticity

Hillsboro has a unique identity, not merely as a suburb of Portland. The historic downtown gives the city a genuine "hometown" feeling that has evolved over generations. Both longtime residents and newcomers value this authenticity.

Strengthening Downtown

There is significant excitement about the upgrades to downtown, and thus a sense of urgency to take advantage of the momentum and reach a "tipping point" in making downtown successful. The strengths of downtown will radiate throughout the rest of the city.

Valerie Otani & Fernanda D'Agostino
Smith & Bybee Lakes
Photo: Brian Foulkes

Connection to nature and parks

Connection to nature is highly valued in Hillsboro. Closeness to open spaces, high quality parks, the developing trail system and Jackson Bottom are all viewed as major assets.

Recognizing ethnic diversity

Agriculture and high-tech industries, in particular, have drawn people of diverse ethnicities to Hillsboro. The City has not yet fully succeeded with the integration of these diverse communities into full participation in the life of the city. Recognition of these people validates their individual and collective contributions to the community as a whole.

A well-managed program that produces art projects

Results matter. The goal is to design a sustainable program with the funds, vision and staff that result in significant art projects.

Vision

Public art is a visible expression of Hillsboro's values. We value connections -- connections between neighbors, old and new residents, rural and high-tech economies, the city and the natural environment. Art animates our public spaces, creating profound and memorable community experiences. Our investment in creating meaningful public spaces comes from the desire to strengthen connections between our citizens and our city and connections between the neighborhoods of Hillsboro. Public art is a part of our mental map of Hillsboro and is an important element of creating a community that future generations are proud to call home.

Civic Center Plaza
Hillsboro, OR

Program Goals

Establish a collection of work of high artistic quality and enduring value.
Commissioned and donated work will be of high aesthetic merit, represent a range of media, and can be both permanent and temporary. The program should be sustainable, with the resources to ensure the commissioning of quality work in a well-managed collection.

Encourage art in all public places, in all parts of the city.
Public art is, in effect, a free museum, making art accessible to all. Public art should be woven into the entire fabric of the city, helping to create memorable places in all neighborhoods.

Utilize art to express the unique civic identity of Hillsboro.
Hillsboro is a complex city, with an unusual economic diversity of agriculture, aviation, health sciences, government and high-tech industries. Hillsboro's population is also diverse, with long-established families and new immigrants. Art should recognize the contributions of many perspectives to a vibrant city.

Create inviting places for people to gather, connect to each other and their community.
Hillsboro values its family-friendly atmosphere, a place where "neighbors, generations and cultures connect." Art should be used to create memorable places and destinations that draw people to engage in public life.

Contribute to the efforts to strengthen downtown.
Arts and culture are the focus of the downtown renaissance. Public art should be used to contribute to the vitality and pedestrian appeal of the city center and should play a significant role in downtown planning and development.

Use public art as a tool to promote design excellence.
Public art and artists should be utilized in the planning and design of the built environment -- early involvement of artists in these processes can result in urban development with a truly distinctive character. Public art should set the standard of quality for neighbors and developers to match.

Support local artists by encouraging their participation in public art creation and selection. Technical assistance and mentoring opportunities for Hillsboro artists should be provided to develop the public art capabilities in the local arts community.

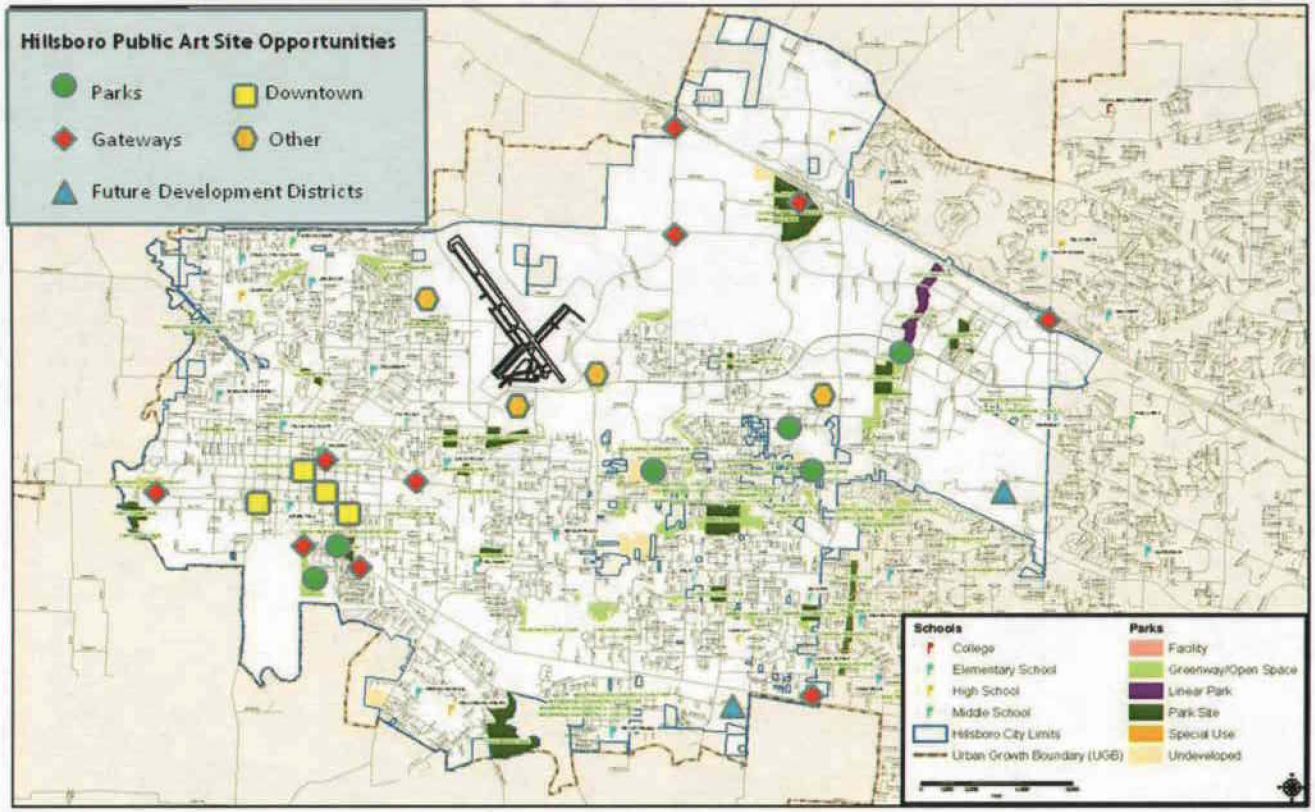
Ensure the preservation and maintenance of the City's art collection.
The program should establish guidelines and dedicated funding for conservation and maintenance of artwork.

Establish funding mechanisms that ensure consistent integration of public artwork in both public and private development, redevelopment, and other enhancements to the civic infrastructure. The level of investment should be substantial enough to commission high-quality artworks, properly maintain them, and fund program management.

IMPLEMENTATION STEPS

- City Council to adopt Plan
- Adopt funding mechanisms from recommended options including:
  - annual appropriation from City Council
  - public percent for art ordinance
  - downtown development (urban renewal or other project financing)
  - incentive system for public art in private development
  - foundation...long-term mechanism
  - other new sources of funding as they become available
- Develop City code language for funding mechanisms
- Develop staffing and work plans
- Develop specific program policies and guidelines per recommendations in Public Art Master Plan
- Manage art projects
- Inventory existing public art collection
- Develop maintenance and conservation plan for existing public art
- Develop HACC Public Art Committee structure as needed
- Focus on downtown development, specifically through participating in current Downtown Plan process
- Develop partnership agreements with City Departments and seek opportunities for inclusion of public art
- Develop relationship with non-City of Hillsboro agencies and groups which may collaborate on public art services (County, Public Schools, Clean Water Services, private developers, etc.)
- Advocate for excellence in civic design with City officials, developers, architects, designers, planners
- Creation of annual work plan, in concert with the budget process
- Provide workshops and technical assistance for local artists
- Develop mural incentive program
- Develop education and outreach strategies and materials in support of the Public Art Program
- Develop outreach strategies and materials to encourage public art in private development
- Periodic assessment of Public Art Program

PUBLIC ART SITE OPPORTUNTIES



This is a map of key Public Art Site Opportunities, indicating the primary sites for public art identified through this planning process. Opportunities may arise that are not on this map.

It is important that HACC staff and the Public Art Committee have the time and resources available to seize these emerging opportunities to make public art happen throughout the city. Such opportunities will most likely include opportunities for permanent, temporary, artist-initiated, or artist-in-residence projects.

Parks

53rd Avenue Roundabout. As part of the planned park construction, there will be a traffic island on 53rd Avenue at Hidden Creek Drive. This will be a highly visible area in a major complex, including a new recreation center, sports fields, play areas, demonstration gardens and nature paths. The roundabout is in an area very much in the center of Hillsboro, drawing from all parts of the city. Although art in a traffic island is not pedestrian-oriented or suitable for interaction or gatherings, it remains a special opportunity for creating a landmark. The artworks in roundabouts in Bend are cited as examples. If art in this traffic island is effective, art can be considered for the triangle at Tenth Avenue and Main Street.

53rd Avenue Recreation Center. This new facility will be a hallmark of the City Parks and Recreation system. Artist involvement in creating work, both inside the building or on the grounds, would add to its profile in the community.

53rd Avenue Park Master Gardener Demonstration Garden. Hillsboro's rich agricultural heritage, the long established Master Gardener program and the strong regional interest in gardening make this garden an appropriate site for a modest project. Examples would be the community garden gates, an innovative small structure for tool storage or demonstrations, compost bins or benches. The local ornamental plant industry could also be recognized in gardens that are designed as works of art in themselves.

Shute Park. Historic and majestic Shute Park still functions as the main park for the neighboring Latino communities and at times, with concert series and large events, for the whole city. Enhanced picnic areas, like Rood Bridge Park and a distinctive water feature or play area would lift this park to the high standard of the newer parks in the city. Creation of a "zocalo" or public square could address the goals of bringing people together. If the current library space becomes available, a plaza could be created linking to the Tenth Avenue business district, creating synergy between the park, the plaza, and nearby restaurants, cafes, bakeries, retail and services.

Park Trail System. The trail system is a good location for artwork that adds to the experience of trailheads, footbridges, boardwalks and rest stops. The intertwining of art and the environment offers the chance to increase awareness of the local habitat, view art that creates habitat, such as artist-made bird or bat houses, or simply encourage quiet observation of nature with rest stops and viewing platforms.

Jackson Bottom. Art in nature as mentioned in the Park Trail System above would be a great enhancement to the experience at Jackson Bottom. The overlook, the interpretive center or enhanced trail connections to adjoining neighborhoods are all good opportunities.

Park in Old Orenco. Orenco is in need of a new park in the historic area and would be an excellent art location. This would be a great opportunity to highlight the history of Orenco and its important role in the development of the nursery industry.

Orenco Park. Artwork in the park in Orenco could add to its identity as a City-owned park as opposed to property of the homeowner's association.

Lorna Jordan
Longfellow Creek Bridge Pavilion
Photo: 4culture

Christo & Jeanne-Claude
The Gates, Central Park New York
Photo: Mark Kurtz Photography, Saranac Lake NY

Suzanne Lee
New Columbia Community Garden Fence
Portland, OR

John Groth
Magnolia Park
Hillsboro, OR

Downtown Improvements

The downtown area should be a priority for public art. The impressive successes of the new Civic Center, Sequoia Gallery + Studios, The Venetian Theatre and Bistro and the renovation of Bagley Park stimulate a sense of optimism about downtown. Public art should contribute to this momentum. Coordination with the Downtown Plan, currently underway, will help to identify promising projects. Some suggestions are:

A gathering place, perhaps as part of a new downtown park. The fountain at the Civic Center is highly successful in achieving the goal of bringing the entire community together to enjoy a public place. The joy of water play brings all families and ethnicities together, a central goal of the public art program. A gathering place that encourages music and performance is also desirable.

District Identity. A project could create a district identity, for example, innovative downtown lighting using solar technology and LEDs to highlight this important industry. A partnership with local solar technology firms might involve either technical collaboration with an artist or funding as community contribution. This project could be part of changes to Baseline and Oak and help to clarify the location of the Main Street business district, so close and yet not clearly visible from Baseline and Oak.

Tenth Avenue Business District. There is a strong desire to strengthen the Tenth Avenue business district so that it becomes a vibrant resource for the entire city.

Jack Mackie
Dance Steps on Broadway
Seattle, WA
Photo: 4culture

Artist involvement in streetscape planning for the business district could give the area a more distinctive appeal with the inclusion of colorful lighting elements, tile, benches, murals and landscaping that create a celebratory atmosphere. Investment in this area would be a strong commitment to the growing Latino community, and welcome them as partners in the growth of the city. Creating an ethnically-based, but not exclusive, area would encourage the entire population to broaden their experience and know their neighbors. These improvements would center on the area of 10th Avenue from Shute Park to Main, but could radiate west on Walnut, Oak or Baseline, if those streets are developed as a more pedestrian-friendly business district.

Gateways into the downtown core, for example, near the Walters Art Center and/or the eastern gateway at Baseline and Oak.

Southwest downtown industrial/residential mix. Art could play a role in the development of a creative services district or business incubator area that encourages artists, art fabricators, designers, or specialty food businesses, for example, to locate close to downtown. The "feel" could be arts/industrial as a counterpoint to the "heritage" identity of Main Street and the older residential neighborhoods.

Thought-provoking gardens. Gardens could feature the important agriculture and nursery history of Hillsboro, building on the food, gardening and farming traditions of Spanish-speaking, Asian and other cultural groups, as well as the burgeoning interest in locally-grown food. In a multicultural community garden neighbors could come together to garden, bake bread in an outdoor oven, meet informally and recreate in shared space, etc. Public art would create an attraction in these gardens.

Tuality/Pacific Health Education District. This is an opportunity to spotlight the unique partnership of Tuality, a community-based, not-for-profit hospital with a long history in Hillsboro, and the growing Health Professions Campus of Pacific University. This Hillsboro partnership, located on the light rail, is a significant development. Both organizations share a strong community orientation, as evidenced in the Virginia Garcia Clinic (named for the six year old child of farm workers who died from lack of basic health care), which provides health care to the medically needy of Washington County. Within this developing campus, public art oriented toward families, welcoming the neighborhood could only strengthen connections between these institutions and the public.

Keukenhof Garden
The Netherlands

Gateways

Shute Park Gateway

The most familiar gateway to downtown from the south and west is the view of Shute Park from TV Highway. Chief Kno Tah is a landmark, but even with diligent maintenance, its life is limited. The edge of the parking area along the curve, or the site of "El Indio" (Chief Kno Tah), as it is affectionately known, would be a good site for a new landmark sculpture.

Eastern Gateway

The eastern entry to the city at the juncture of Baseline and Oak currently has a "welcome to Hillsboro" monument sign. This location is a visible landmark from the east.

Highway 26 and Shute Road

This juncture has been cited as a prominent gateway into the city. With the Hillsboro Stadium as a regional draw, Parks Department headquarters and Hondo Dog Park, the civic presence of Hillsboro is strong here and the area is used by many people.

Other gateways into the city

The entry points to the city are an opportunity to add visual landmarks. Highway 26 and 185th, Highway 26 and Cornelius Pass, S. 1st Avenue north of Jackson Bottom and TV Highway at Reedville are gateways.

Evergreen and Shute Road

At an epicenter for the growing sustainable energy and high tech industries, this site has exciting potential for an artwork using solar technology, highlighting this emerging economic sector.

Main Street Bridge

The arc of the Main Street Bridge already serves as a gateway approaching downtown, marking a neighborhood that is home to many Latino families. The bridge structure, distinctive and dramatically lit at night, could be painted to add color during the day.

Lee Kelly
Beaverton, OR
Photo: Regional Arts & Culture Council

New Development Districts

Oregon Health Sciences University/Amberglen Development

As this development takes shape, public art should be included, ideally with an artist on the design team, or through the creation of commissions for sites within the project.

South Hillsboro

Art should be included in the creation of unique gathering spots, park design or other public spaces within the new district. Artists should be considered to serve on the design or planning team.

Citywide Initiatives

Mural Incentive Program

Murals add interest to blanks walls. They can be of limited duration during redevelopment, reinforce community history and identity, create visual landmarks, and create opportunities for local painters to participate in the Public Art Program. Murals are also significant in Latino cultural traditions and should be considered to help build community pride

Elevate the visual quality of the city

A goal of the art program is to set a high visual standard for the built environment. The HACC and Public Art staff should be alert to opportunities to stimulate innovative, excellent and diverse architecture for public and private development, and creative solutions to urban design. "Green design", re-use of buildings, affordable housing, and other initiatives are opportunities to advocate for exciting design solutions, including public art.

Joe Cotter
Tales of the Trail
Estacada, OR

Lynn Adamo
Magnolia Park
Hillsboro, OR

Other

Fire Stations
Two new fire stations are to be built. Examples abound across the country of artwork communicating the mission of the fire department. These range from an abstract beacon of light and hope, to monuments to the heroic and humanitarian work of firefighters, to projects that address the need of the fire station to provide an environment of rest and renewal for the firefighters in a stressful profession.

Fair Complex
As the Washington County Fair Complex is renovated, art should be a part of making a visual statement at this important regional facility. The public art program should establish a relationship with the planners for this facility to ensure artist participation on the project design team and the integration of public art throughout development.

Schools
As new schools are built or existing facilities redeveloped, partnerships with the school district should be explored to include art.

Hillsboro Airport Fence
The long fence along Cornell Road is a functional barrier that could be upgraded to still meet the complex requirements of an airport, but add visual interest.

Ted Clausen & Peter White
Fire Fighter's Memorial
Boston, MA
Photo: Ted Clausen

FUNDING AND PROGRAM OPTIONS

Recommended Funding Mechanisms

Funding for Hillsboro's Public Art Program should support three major elements: program management, art project development and implementation, and collections management and maintenance. A variety of funding mechanisms is recommended to achieve the goals in this Master Plan and support a consistent, high-quality program with annual projects. Following is this plan's funding goal.

Establish funding mechanisms that ensure consistent integration of public artwork in both public and private development, redevelopment, and other enhancements to the civic infrastructure. Level of investment should be substantial enough to acquire high-quality artworks, properly maintain them, and fund program management.

The best funding mechanisms are those that are part of the larger development strategies of the City of Hillsboro, connect with future community growth, and leverage support from current and potential arts partners and donors in the community. Following are recommended funding mechanisms.

Annual appropriation from City Council
An appropriation from the City is needed for program stability, to hire and maintain staff and for art project funding.

Public percent for art ordinance
A public percent for art ordinance should be adopted by the City of Hillsboro. 2% of capital construction projects with budgets over $25,000 should be set aside for public artwork. Funds from this source should be directed to a pooled public art fund so that contributions from smaller capital construction projects will accumulate and can be used for more significant public art projects.

Downtown development/urban renewal financing
Public art projects associated with urban renewal projects should be funded with urban renewal or other community development/economic development sources.

Incentive systems for public art in private development
Incentive systems should be initiated for private developers to include public art and other amenities in development, perhaps in conjunction with the City's requirement for usable open space in development. The key to gaining art projects is to understand which incentives will work in Hillsboro.

A Hillsboro arts & culture foundation
For the long-term, a foundation should be utilized for the purpose of generating an endowment that will support Hillsboro's public art program. Research for this plan suggests that major donors in Hillsboro may support the long-term, stable approach to arts that a foundation can provide.

Other new sources of funding as they become available
The City of Hillsboro and the HACC should explore other mechanisms supporting public art which are not identified in this report. Such mechanisms (such as an increase in local hotel-motel or other taxes or fees) may become available as the economy improves, as new federal or state legislation is adopted, or as partner agencies seek ways to implement public art projects.

Program Options

Allocation	Components	Tasks
Option 1		
$140,000	• 1 full-time staff • Signature art project • Marketing, materials, maintenance plan	Establish program, funding mechanisms, policies and procedures. Begin establishing partnerships. Initiate first art project. Develop materials, marketing. Assess condition of current City artwork. Develop a foundation funding mechanism.
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Option 4		
$0	• No new program dollars. • Use existing HACC staff to move forward Plan goals.	Limited, depending on availability of HACC staff.

Initiating the program at ***Option 1*** will bring the program most quickly on-line with visible impact (a signature art project). Staff would monitor City capital improvement budgets and urban renewal plans to utilize artists and art projects, as appropriate. Research would begin on developing the foundation for long-term stability of the program. Assessment of the current City public art collection by an art conservator is the basis for a establishing a maintenance program.

Beginning the program with ***Option 2*** would use the first year to establish the policies and procedures and initiate the first art project. It is less likely that the part-time staff person would have significant time to research and develop the long-term program funding, and this would most likely be postponed into the following year.

Option 3 would utilize the part-time staff person to inaugurate the program, develop policies and procedures, begin developing partnerships and funding opportunities without implementing an art project.

Option 4 would put HACC staff in the precarious position of seeking to implement the Plan and begin a program without staff support.

Recommendation:
Phased Implementation

Begin the program at Option 2 for the first year. This would establish the program and initiate a first art project so that the program has a visible impact.

For the second year, continue the program at Option 2, building connections to capital improvement projects and planning for long-term funding solutions while creating a second art project.

In the third year, the program will be in place, and a full-time staff member would be able to accelerate progress on achieving program goals.

POLICIES AND PROCEDURES

This master plan aims to provide both the broad vision and goals for Hillsboro's Public Art Program and the practical mechanisms to accomplish these goals. Appendices B and C detail the recommended best practices for program operation.

APPENDIX A
Hillsboro 2020 Plan Vision, Focus Areas & Connections to Public Art

Vision
In the year 2020, Hillsboro is our hometown. Within a rapidly changing metropolitan region and global economy, we live in a dynamic community that sustains our quality of life. Here, neighbors, generations and cultures connect. We live and work in balance with nature. Hillsboro is a safe and affordable community, a place our children and their children will be proud to call home.

Focus Areas of 2020 Plan and How Those Areas Can Be Realized With Public Art

Strengthening and Sustaining Community
- Building Community - Developing public art projects that bring people together and encourage dialogue, exchange
- Community Events - Temporary public art events and performances
- Parks Facilities Planning - Involve artists on design teams

Enhancing Neighborhoods and Districts
- Pathways Task Force - Use public art to enhance bicycle and pedestrian pathways
- Transit System Expansion - Public art to enhance transit areas
- Public Square Task Force - Include artist on design team, public art in square
- Provide/encourage "third places" -- Public art as a focal point of gathering places
- Promote existing public places - Enhance with public art
- Provide neighborhood gathering - Art shelters, benches, water features, sculpture
- 10th Avenue Public Place - Develop art with Latino community involvement
- Community Garden Development - Art elements, multicultural gardening traditions
- "Third Places" Incentive - Art as effective element in creating social gathering places
- Develop neighborhood parks - Art in design and in features of parks
- Development of landscaped areas - Land art (earthworks) and art in the landscape

Preserving the Environment
- Stewardship of streams and wetlands - Art that supports interpretation, stewardship
- Wildlife Habitat Education - Art that creates habitat, educates about environment
- Jackson Bottom Enhancement - Sculpture, trail design, seating, education center art
- Recycling education for youth - Art from recycled materials, events, residencies
- Environmentally friendly construction - Demonstration projects with art

Creating Economic Opportunity
- Foster diverse base of *business* - Opportunities for creative service workers/artist
- Downtown Core Vision - Public art as part of downtown renaissance
- Zoning and Development Codes - Encourage development of both artists' work spaces and public art

Expanding Educational and Cultural Horizons

- Develop projects for cultural arts - Establish public art program
- Encourage appreciation of the arts - Public art as a "free public museum of art"
- Displayed art tours - Public art walking tours
- Public art display venues - Temporary public art exhibits
- Celebrate cultural diversity - Public art that expresses cultural traditions
- New Latino Cultural Center Study - Participate in planning if a study is done, include art

Promoting Health and Safety

- Promote nutrition and staying healthy - Multicultural community gardens, art along trails
- Promote crime prevention - Attractions to Downtown, parks ("eyes on the street")

***Carved and** painted chairs*
Su Casa
Hillsboro, OR

APPENDIX B
Hillsboro Public Art Policies and Procedures

HACC Responsibilities

The Hillsboro Arts and Culture Council is responsible for establishing policies of the Public Art Program: setting goals, overseeing the selection of artworks, consulting with staff on an annual work plan, ensuring proper maintenance of the public art collection, and advocating for public art through outreach, education and identification of funding sources. Initially, the HACC should serve as the oversight body, and would assume the responsibilities listed below for the Public Art Committee. As the program develops, a Public Art Committee (PAC) as a sub-committee of HACC may be formed.

Public Art Committee Membership
The Public Art Committee is comprised of citizens, artists, arts organizations and design professionals (architects, landscape architects, curators, interior designers, urban planners or engineers.) The Committee should consist of 7 members: not more than 3 HACC members, 2 - 3 artists or arts professionals who are City residents and 2-3 private citizens who are City residents and knowledgeable about public art, education or community affairs. Members serve 3-year terms, with one 12-month appointment reserved, when possible, for an artist with public art experience. That artist would not be eligible for commissions for the duration of their term or for six months afterwards. Terms should be staggered to ensure continuity. The PAC should include non-voting public art staff, and other ex-officio members as may be needed. For example, for art projects in parks, close cooperation with the Parks and Recreation Department is necessary.

Public Art Committee Chair
The PAC chair should be appointed by the HACC from among the PAC members, and should serve a 2-year term.

Public Art Committee Responsibilities

1. Understand the vision and goals of the public art program and consult with staff to create an annual work plan of art projects that advance those goals.
2. Appoint selection panels for these projects with staff input. One PAC member serves on each selection panel as a liaison to the PAC.
3. Approve semi-finalists, finalists and their artworks (Some programs have the PAC set in motion the selection process and approve semi-finalists, but final selection of the artist and their artwork are the responsibility of the selection panel, not subject to PAC review.)
4. Serve as the selection panel when a specific panel is not required (see selection processes below.)
5. Review, accept or reject gifts to the public art collection under the terms of the Donations Policy.
6. Recommend re-siting or deaccessioning works from the public art collections in keeping with the Deaccession Policy.
7. Advocate for the public art program by seeking opportunities for private donations and public/private partnerships that would add to the program.
8. Periodically review and recommend changes to the Public Art Program policies and procedures

Conflict of Interest

1. No artist sitting on the HACC or PAC may apply for City of Hillsboro public art projects during their tenure or for six months afterwards. No HACC staff member or member of his/her household may apply for public art projects over which the HACC has approval authority.
2. No member of the project architect or landscape architect's firm or design team may apply for a public art project being designed by that firm.
3. No artist sitting on a selection panel may apply for the project for which the panel was formed.
4. Panelists are required to disclose direct or indirect financial or non-financial conflict of interest prior to the artist selection. Following disclosure of conflict of interest, the panelist must refrain from voting on the artist in question.

Staffing

There are several options for the staffing of the public art program.

1. The City hires full-time staff to coordinate the public art program. This person would report to the Cultural Arts Program Manager. The Coordinator would be proactive in looking for opportunities for public art in public and private capital improvement projects, and involve artists early in the design process of both facilities and urban planning initiatives. The coordinator would shape the City's collection through determining appropriate projects, overseeing selection of artists, and managing projects to completion. The Coordinator would coordinate education and outreach efforts, ensure proper maintenance of the collection, manage gifts, seek public and private funding partnerships, and cultivate the growth of the local arts community's involvement in public art.

2. The City hires (or contracts with) a part-time public art staff as a step towards program growth and subsequent expansion to a full-time position. The Cultural Arts Program Manager would determine the priorities among the tasks above. Consultants could be hired to manage specific projects.

3. Existing City staff (either from the Cultural Arts Program or on assignment from another department) would oversee the public art program, hiring consultants to manage each project. Adding duties to existing staff would necessitate adjusting their workload to accommodate added responsibilities. This option is the least advisable, since consultants generally do not have the ongoing knowledge of City development and planning directions to be able to involve art early in project development. Dedicated staff should cultivate relationships within the City to encourage partnerships among public and private agencies and increase the impact of public art in Hillsboro.

   Note: Any option would increase the supervisory duties of the Cultural Arts Program Manager and the Director of Parks and Recreation.

Department may want to consider contracting with an artist to advise on a range of projects or to work in a particular neighborhood or Park with neighborhood residents.

- Temporary public art projects - artists(s) selected to organize and/or create limited-duration projects such as a 2-month outdoor exhibition in an urban lot in transition or a performance event which is part of an existing or new celebration.
- Artist-initiated projects - artist(s) propose new public art projects and potentially bring financial or other resources for implementing projects.

RFQ vs. RFP

RFQ is a Request for Qualifications. Artists are asked to submit a resume and visual documentation of past work that demonstrates their ability to do the project. A letter may ask them to highlight specific relevant experience and a general approach to the project, but not to make a specific proposal. Based on qualifications, finalists are selected, interviews are held. An artist may then be selected to proceed to create a design. Alternatively, several finalists may be selected, given a thorough orientation and paid a proposal fee to return with a specific proposal. A final selection is made based on the proposals.

RFP is a Request for Proposals. Artists are asked to submit a proposal for the project. Commissioning organizations view this as a way to "see what they are purchasing," rather than wait to find out what an artist develops. Many artists and arts administrators, however, oppose RFPs that do not include a proposal fee, because it is asking an artist to work without being paid. The RFP has the additional disadvantage that the artist usually develops the proposal on limited knowledge of the project and may offer a quick solution sent in "on speculation" of being selected.

Balance of Local and Non-Local Artists

The priority of the public art program is to commission works of high artistic merit. It is also a goal to develop capacity within the local arts community. An effective approach for meeting both goals is to create a variety of commissions. Smaller commissions favor emerging artists who can often produce more value as an investment in their career, or local artists who do not have to add travel or transportation costs. Successful completion of a commission gives the artist the demonstrated experience to apply for larger projects.

Local artists should be recruited to serve on selection panels. Through reviewing other artists' submissions, participating in interviews and design reviews, artists learn valuable lessons to apply to their future submissions.

Through technical assistance workshops and staff consultations the public art program can develop the skills of artists and help them become competitive in public art selection processes.

Artist Selection Panels

Artist selection panels are formed for an individual project or group of projects. Membership of the panel reflects the needs of the particular projects and should include:

- At least three arts professionals, two of whom are artists
- The project's designer (architect, landscape architect or engineer)
- A representative of the project sponsor (the City Department or organization's project manager)
- One HACC member
- A citizen with particular interest in the project
- Donors
- Others as deemed appropriate
- Non-voting public art staff

Responsibilities of Artist Selection Panels

- Become familiar with the project and how it fits in the context of Hillsboro's Public Art Program
- Frame the artist's opportunities by identifying the relevant public art program goals, the nature of the project, potential sites for artwork, suitable art forms and the desired outcome
- Establish the mode of selection: open call, invitational competition, direct selection or roster
- Determine the selection process, whether the artist will be selected on the basis of qualifications and an interview, or whether several artists will be selected, paid to make a specific proposal, and a selection made based on review of proposals
- Determine and specify the nature of community involvement and public process
- Review all materials submitted by artist
- Maintain confidentiality on the proceedings of all panel meetings
- Recommend to the HACC an artist or artists to be commissioned for projects, or engaged for a design team
- Reserve the option to make no selection and re-open the competition or propose another method of selection if no proposal is accepted
- Chair of the committee (designated by HACC staff) presents the selection to the HACC for their approval
- Continue to meet, as needed, to review the selected artist's design concepts and to approve any changes in concept or media during the course of design
- Participate in dedication ceremony
- Support education and outreach efforts

Selection Criteria

1. Artistic quality: strength of the concept, design, craftsmanship
2. Appropriateness: concept, scale, media and content suitable to the project and the site
3. Maintainability: structural and surface soundness, durability, resistance to vandalism, theft, weathering, excessive maintenance and repair costs.
4. Public liability: protective of the safety of the public in structure and siting
5. ADA compliant: in accordance with Americans with Disabilities Act standards
6. Diversity: contributes to both the diversity of artwork (temporary or permanent, style, scale, media) and artists (local and non-local, ethnic heritage, gender and range of experience)
7. Feasibility: artist's ability to complete the project on time and within budget

8. Communication: artist's ability to effectively communicate with the project partners, managers and the community
9. Originality: unique artwork or a limited edition

Selection Criteria for Design Team Artists

1. Artists must have the ability to collaborate with a multi-disciplinary team of other design professionals and the client
2. Strong communication skills
3. Creative thinker who has a larger view of urban planning, site design, innovative solutions.
4. Demonstrated experience in serving on design teams.

Inventory, Management and Maintenance

The Public Art Program should establish a procedure to provide on-going funding for maintenance of the Public Art Collection.

- The public art staff should catalogue the collection and maintain records of works as they are acquired.
- The public art staff should also be responsible for re-siting and deaccessioning should that become necessary (see policy).
- The City should be responsible for routine cleaning and maintenance of artworks in public spaces, if that cleaning and maintenance in no way endangers the condition of the artworks.
- The Public Art Program should provide and coordinate professional maintenance and conservation services though contracted professionals, using established funding mechanisms.
- Adequate insurance coverage should be provided for the Public Art Collection.

Donations Policy

Public art collection may be greatly enriched through the generosity of private and corporate donors. Hillsboro has a strong history of donor contributions to public projects that have enhanced the quality of community life. Since public space is such a valuable asset, any addition to the public realm should be undertaken in a considered and thoughtful way, ensuring that the addition is of lasting value.

To maintain the continued high quality of the collection, all donations should go through a review to meet the selection criteria of art for the city. Donations may include funding a commission or donating an existing work of art.

Acceptance of a donation brings with it the responsibility for installation of the work and maintenance of the work over time. As a basic principle, any donation of artwork must include funding for site preparation, engineering review, permits, utility connections, installation, lighting (if desired), recognition plaque, landscaping of the site, promotional materials and ongoing maintenance.

Often donations of art are envisioned with a public park setting in mind. The City of Hillsboro Parks and Recreation Department is in the process of creating a donations policy and revising its Parks Master Plan. Discussion should take place to coordinate the donations

policies of HACC and Parks, clarify decision-making procedures and ensure that donations of artwork in the parks make a positive contribution to both the parks and the public art collection.

Commissioned works of art

The most desirable donation is the funding of a commission, or funds added to augment a commission. An example is Doernbecher Children's hospital in which a major contribution was made to create a supportive environment through the infusion of art throughout the hospital. The artworks were a contribution in honor of a strong supporter of the arts. The artwork was commissioned while the building was still in design, so the work could have the most impact.

Procedure for donation of commissioned works of art

1. The donor contacts the Public Art staff to discuss the commission, the process for creating a commission and the review criteria (following).
2. If the donation meets the criteria for acceptance of donations, staff presents the proposal to the HACC which accepts or rejects the proposal and approves the process for selecting an artist.
3. The commission follows the procedures for selecting an artist with the donor as a member of the selection panel.
4. The budget for the project includes a contribution to the public art maintenance fund.
5. The Public Art Program acknowledges the donor with a plaque (if desired) and in promotional materials.

Existing work of art

The HACC oversees the City's collection, and in that role makes a decision whether to accept or decline a donation, using the goals and guidelines for the public art program.

Procedure for donation of an existing work of art

1. Donor contacts Public Art staff for a meeting to discuss the potential gift and provides photos or the work itself.
2. Staff either declines the gift or proposes the gift to the HACC. If submitted in photo form, the HACC either declines the gift or asks to see it first-hand.
3. HACC accepts or declines the gift. If accepted, the donor is acknowledged (if requested) in plaques and materials. Funds for the preparing the site, installation, lighting, maintenance and promotional materials are deposited by the donor in the public art maintenance fund.

Criteria for Acceptance of Donations

1. Donations adhere to the high artistic standards for the public art collection, and are relevant to the City of Hillsboro. The public art collection strives for work of high artistic merit and enduring value.
2. The desired site is available and appropriate to the artwork's content, scale and material, and meets review standards for safety and maintenance.
3. Artworks must be one of a kind or part of an original series.
4. Restrictions from the donor are clearly identified, noted in writing and acceptable to the city.
5. The surrounding community should be consulted in siting the work.
6. Costs of site work, permits, installation, lighting, maintenance and promotional materials are defined and dedicated.
7. Electricity, plumbing or other utility requirements over the expected life of the artwork are estimated and dedicated.

8. Donor accepts policy for re-siting and de-accessioning of artwork.
9. Donor submits a maintenance and conservation report, prepared with the assistance of a professional art conservator.

Exceptions to the Review process

1. Gifts of state presented to the City by foreign governments or other political jurisdictions of the United States may be accepted by the City Council members or City administration on behalf of the City if the value is under $5,000.
2. Artworks or exhibitions loaned for display on City-owned property for ten months or less will be the responsibility of the City department with jurisdiction over the site of the display.

Acceptance of Gifts of Public Art

After approval of the donation by the above processes, the gift will be deemed accepted once the donor has supplied the City with the following:

1. For an existing work of art, a prior bill of sale conveying the title of the work to the donor.
2. **Contribution** of the agreed amount to the public art maintenance fund
3. A maintenance and conservation report, prepared with the assistance of a professional art conservator.
4. A sworn statement of no liens, claims or encumbrances associated with the artwork.

Title and Ownership

Gifts or artwork become the property of the City of Hillsboro once the above conditions have been met. At such time, all rights of title and ownership will be conveyed to the City. As owner of the work, the City may exercise any and all legal rights of ownership, including, but not limited to, sale, relocation or removal of the artwork as outlined in the Deaccession Policy.

Deaccession Policy

Deaccession is the process of withdrawing a work from the art collection. While the intent of the acquisition of artworks for the public art collection is for a permanent lifespan, circumstances may arise in which the HACC decides to relocate or withdraw an artwork from public display. It should be the policy of the HACC not to remove or relocate an artwork prior to the work having been in place for at least five years. The City of Hillsboro reserves the right to deaccession works of art in its public art collection in the best interests of the public and as a means of improving the overall quality of the City's public art collection. At the beginning of the process, the HACC will make reasonable effort to notify any living artist whose work is being considered for deaccession. All proceeds from the sale or auction of the artwork will be deposited in the public art fund.

Criteria for Deaccession of Artworks

An artwork may be considered for deaccession if one or more of the following conditions apply.

- The artwork presents a threat to public safety
- The condition or security of the artwork cannot be guaranteed, or the City cannot properly care for or store the artwork
- The artwork requires excessive maintenance
- The artwork has serious faults in design or workmanship
- The condition of the artwork requires restoration in excess of its monetary value, or is in such a deteriorated state that restoration would prove either unfeasible or would render the work essentially false
- The artwork is of poor quality or is judged to have little artistic merit, historic or cultural value
- The site for the artwork has become inappropriate, is no longer accessible to the public, is unsafe or is due to be demolished
- Significant changes to the use, character or design of the site require the re-evaluation of the relationship of the artwork to the site
- The work can be sold to finance, or can be traded for, a work of greater importance by the same artist
- There has been sustained and overwhelming public objection to the artwork
- A written request from the artist has been received to remove the work from public display
- The work is not, or is rarely displayed

Process for Deaccession

A Deaccession Review Panel is formed, consisting of 2 HACC members, 2 arts professionals and an art conservator or curator. This panel shall determine if one of the criteria for deaccession has been met. The HACC reserves the option of hiring a consultant to advise on whether the artwork meets the criteria.

The HACC staff shall prepare a report which indicates:

1. All information from the public art inventory form (Appendix C)
2. Detailed report on the condition of the artwork, supported by photographs
3. Copy of title or other ownership documents
4. Appraised value of the work by two independent consultants, if obtainable
5. Justification for deaccession, according to the criteria of the Deaccession Policy

6. Documentation of correspondence, press or other evidence of public debate documenting extended adverse public reaction
7. Suggested methods of deaccession (sale, transfer, auction, disposal)
8. Alternatives to deaccession and costs of doing so
9. Documentation of notification of the artist, if living, and any related correspondence.
10. The opinion of the City Attorney on any restrictions which may apply to this specific work

The report is presented to the HACC for decision by a majority vote of the full Council.

Methods of Deaccession

The HACC may choose one of these methods of deaccession or may suggest alternatives appropriate to the particular case. All proceeds from the sale or auction of the artwork will be deposited in the public art fund.

The preferred methods of deaccession are as follows:

1. Relocation of the artwork. (This method should be given the highest priority.)
2. Withdrawal of the artwork from public display and subsequent storage
3. Sale or exchange of the artwork through the following means:
4. Offer the artist the right of first refusal to buy back the artwork at the current appraised value or a price to be negotiated
5. Obtain a professional appraisal of the artwork's value and advertise it for sale by auction
6. Seek competitive bids for the purchase of the artwork
7. Donate the artwork to another government or non-profit organization
8. Dispose of the artwork using City surplus property procedures

Murals Policy

Murals are an art form bringing drama, color and context to city streets. Often they celebrate the history of the city, its communities or the specific location of the wall itself. Using blank walls as an art surface can be an excellent temporary use of a site in transition and a rallying point for neighborhood pride, as well as a proactive deterrent to graffiti.

City murals programs are often a partnership between artists, community sponsors and building owners. In many cases, the public art murals program is a matching program that requires the proponents to secure the location, artists, design and community support in order to qualify for matching funds and inclusion in the City public art collection.

Sign ordinances and other City codes may need revision to accommodate murals. The Regional Arts and Culture Council in Portland and the City of Beaverton have mural matching programs that could serve as models for developing a City policy that encourages murals on appropriate blank walls.

APPENDIX
Sample Public Art Inventory Form

Artist(s):

Date of work:

Date acquired:

How acquired (commission, donation, purchase, loan):

Title:

Dimensions (height x width x depth or diameter):

Discipline (e.g., sculpture):

Medium (e.g., welded stainless steel):

Fabricator (as a resource for future repairs):

Location (building / room, street address, or approximate locale):

Ownership:

Purchase price:

Funding source:

Interpretive signage / label:

Maintenance (current condition):

Maintenance record (repairs done, when, by whom):

Photographs (digital images of multiple views, details):

Background material on artist:

Don Merkt
Water Quality Lab
Portland, OR
Photo: 4culture

5J

CITY OF HILLSBORO

MEMORANDUM

DATE: November 24, 2008

TO: Mayor and City Council

FROM: Hillsboro Police Department
Amber Ames, City Recorder

SUBJECT: Request for liquor license endorsement

Please consider staff recommendations for the following liquor license application:

1. Premier Services Group, 873 NE 34th Ave – Original Application – Full on-premises sales
2. Taste of Asia, 264 E Main St. – Original Application – Full on-premises sales
3. Shonna's, 1823A SE TV Hwy – Original Application – Limited on-premises sales

The Police Department has reviewed the applications and recommends Council endorsement. If you have any questions, please do not hesitate to call the Hillsboro Police Department (503-681-6174) or Amber Ames (503-681-6117).

Attachments:
OLCC Liquor License Applications

REQUEST FOR CITY COUNCIL ENDORSEMENT No. 199-08

Liquor License Application

City of Hillsboro, Oregon

PAID NOV 07 2008 CITY OF HILLSBORO

Indicate type of application:

- [x] $100.00 Original Application
- [ ] $ 75.00 Change of Ownership
- [ ] $ 75.00 Change of location
- [ ] $ 75.00 Change in privilege
- [ ] $ 35.00 Renewal or Temporary
- [ ] $ 25.00 Off-premises sales

License type:

- [x] Full on-premises sales
- [ ] Limited on-premises sales
- [ ] Off-premises sales
- [ ] Temporary sales license

BUSINESS NAME: Cascade Management Inc

DBA NAME: Premier Services Group

Business Address: P.O. Box 4218 Salem Or 97302 265 Commercial SE

Applicant: Carroll Unruh

(Full Name)

Home Address:

Street Home Phone

City State Zip 503-581-8477 Business Phone

Driver's License No.: State:

Co-Applicant:

(Full Name)

If more than one co-applicant, provide complete information on each (attach page(s) as necessary).

Home Address:

Street Home Phone

City State Zip Business Phone

Driver's License No.: State:

Note: If applicant is a corporation, list name and address of home offices:

Same as above

I hereby attest that the information provided above is true and accurate to the best of my knowledge. It is understood that the City may request additional or supplemental information during the course of processing this application.

Date: 11/7/08 Carroll C Unruh

Signature(s) of Applicant(s) or Agent(s)

City Business License No.: Receipt No.

Washington County Fair Complex

Note: This page is to be filled out for new applications, change of ownership, change of location, change of class of license and temporary licenses.

Describe in detail the nature of the establishment you propose to operate. (For example, is your facility going to be a tavern, a family dining establishment, a neighborhood grocery store, part of a community shopping center, a special purpose retail outlet like a wine shop, etc.) If additional space is necessary, please use the back of this form, or attach additional page(s).

We currently operate under contract to Washington Co, all food and beverage operations utilized by the facility

Days and hours of operation: Varies

Ratio of projected food sales to alcohol sales: 80 food 20 alc.

Service Capacity (i.e. maximum number of customers that can be accommodated at any give time): varies by event.

Previous business names and addresses where you have ever been licensed. (Use reverse side of this application for additional space if necessary.)

Oregon State Fairgrounds — Lane County Event Center

Deschutes County Fair and Expo — Volcanoes Stadium

Has the applicant ever been issued a liquor license? Yes ☒ No ☐

If yes, describe below the nature and location of the outlet(s), the type of license, and the dates during which the license was held.

Same service provided to above locations

Has the applicant ever been cited or had a compliance plan in effect for a liquor license? Yes ☑ No ☐

If yes, describe below the nature of the license sought, the location of the proposed outlet, the date of the citation, and reasons for the citation.

Not yet at current location. Have conducted alcohol sales the last 3 years at WCF

Is any building remodeling planned? If so, generally describe. No

Police Department: Approved ☒ Denied ☐ [signature] 16512 11/21/08
Signature

Comments:

OREGON LIQUOR CONTROL COMMISSION

LIQUOR LICENSE APPLICATION

PLEASE PRINT OR TYPE

Application is being made for:

LICENSE TYPES

- ☑ Full On-Premises Sales ($402.60/yr)
  - ☐ Commercial Establishment
  - ☐ Caterer
  - ☐ Passenger Carrier
  - ☑ Other Public Location
  - ☐ Private Club
- ☐ Limited On-Premises Sales ($202.60/yr)
- ☐ Off-Premises Sales ($100/yr)
  - ☐ with Fuel Pumps
- ☐ Brewery Public House ($252.60)
- ☐ Winery ($250/yr)
- ☐ Other: With Catering Approval

ACTIONS

- ☐ Change Ownership
- ☒ New Outlet
- ☐ Greater Privilege
- ☐ Additional Privilege
- Other Contractor

Master File on File

Applying as:

☐ Individuals ☐ Limited Partnership ☑ Corporation ☐ Limited Liability Company

FOR CITY AND COUNTY USE ONLY

The city council or county commission: Hillsboro (name of city or county)

recommends that this license be:

/ Granted ☑ Denied ☐

By: (si

Name

Title:

OLCC USE ONLY

Application Rec'd by: EH

Date: 10-16-08

90-day authority: ☐ Yes ☐ No

1. Applicant(s): [See SECTION 1 of the Guide]

① C & D Event Management Inc ③

② ④

2. Trade Name (dba): Premier Services Group @ Washington County Fair Complex

3. Business Location: 873 NE 34th Ave (number, street, rural route) Hillsboro (city) Washington (county) OREGON (state) 97124 (ZIP code)

4. Business Mailing Address: P.O. Box 4218 (PO box, number, street, rural route) Salem (city) ORE (state) 97302 (ZIP code)

5. Business Numbers: 503-581-8477 (phone) 503-581-8447 (fax)

6. Is the business at this location currently licensed by OLCC? ☐Yes ☑No

7. If yes to whom: — Type of License: —

8. Former Business Name: —

9. Will you have a manager? ☐Yes ☐No Name: Ben Hilberg - Butch Graham (manager must fill out an individual history form)

10. What is the local governing body where your business is located? Hillsboro, OREGON (name of city or county)

11. Contact person for this application: Butch Graham (name) (phone number(s))

(address) (fax number) (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① Date ③ Date

② Carol A Clark pres Date 7-15-08 ④ Date

1-800-452-OLCC (6522)

www.olcc.state.or.us

REQUEST FOR CITY COUNCIL ENDORSEMENT No. 201-08
Liquor License Application
City of Hillsboro, Oregon

PAID
NOV 12 2008
CITY OF HILLSBORO

Indicate type of application:

- [x] $100.00 Original Application
- [ ] $ 75.00 Change of Ownership
- [ ] $ 75.00 Change of location
- [ ] $ 75.00 Change in privilege
- [ ] $ 35.00 Renewal or Temporary
- [ ] $ 25.00 Off-premises sales

License type:

- [x] Full on-premises sales
- [ ] Limited on-premises sales
- [ ] Off-premises sales
- [ ] Temporary sales license

BUSINESS NAME: Taste of Asia

DBA NAME: _____

Business Address: 264 E. Main St. Hillsboro OR 97123

Applicant: Peter Quoc Truong
(Full Name)

Home Address: _____ _____
Street Home Phone

_____ _____ _____ 503-317-5678
City State Zip Business Phone

Driver's License No.: _____ State: _____

Co-Applicant: _____
(Full Name)

If more than one co-applicant, provide complete information on each (attach page(s) as necessary).

Home Address: _____
Street Home Phone

_____
City State Zip Business Phone

Driver's License No.: _____ State: _____

Note: If applicant is a corporation, list name and address of home offices: _____

I hereby attest that the information provided above is true and accurate to the best of my knowledge. It is understood that the City may request additional or supplemental information during the course of processing this application.

Date: 11/12/08 _____
Signature(s) of Applicant(s) or Agent(s)

City Business License No.: _____ Receipt No. _____

Note: This page is to be filled out for new applications, change of ownership, change of location, change of class of license and temporary licenses.

Describe in detail the nature of the establishment you propose to operate. (For example, is your facility going to be a tavern, a family dining establishment, a neighborhood grocery store, part of a community shopping center, a special purpose retail outlet like a wine shop, etc.) If additional space is necessary, please use the back of this form, or attach additional page(s).

Vietnamese Restaurant & Bar

Days and hours of operation: Sun - Thursday (10am - 12am) Fri & Sat (10am - 2am)

Ratio of projected food sales to alcohol sales: Food 40% / Alcohol 60%

Service Capacity (i.e. maximum number of customers that can be accommodated at any give time): 88

Previous business names and addresses where you have ever been licensed. (Use reverse side of this application for additional space if necessary.)

Has the applicant ever been issued a liquor license? Yes ☐ No ☒

If yes, describe below the nature and location of the outlet(s), the type of license, and the dates during which the license was held.

Has the applicant ever been cited or had a compliance plan in effect for a liquor license? Yes ☐ No ☒

If yes, describe below the nature of the license sought, the location of the proposed outlet, the date of the citation, and reasons for the citation.

Is any building remodeling planned? If so, generally describe. No, repainting of the wall

Police Department: Approved ☒ Denied ☐ [illegible] 16512 11/21/08
Signature

Comments:

TEMPORARY LICENSE

OREGON LIQUOR CONTROL COMMISSION

LIQUOR LICENSE APPLICATION

PLEASE PRINT OR TYPE

Application is being made for:

LICENSE TYPES

- [x] Full On-Premises Sales ($402.60/yr)
  - [x] Commercial Establishment
  - [ ] Caterer
  - [ ] Passenger Carrier
  - [ ] Other Public Location
  - [ ] Private Club
- [ ] Limited On-Premises Sales ($202.60/yr)
- [ ] Off-Premises Sales ($100/yr)
  - [ ] with Fuel Pumps
- [ ] Brewery Public House ($252.60)
- [ ] Winery ($250/yr)
- [ ] Other: _____

ACTIONS

- [x] Change Ownership
- [ ] New Outlet
- [ ] Greater Privilege
- [ ] Additional Privilege
- [x] Other GTN

P41881

L107139

Applying as:

[ ] Limited Partnership [ ] Corporation [ ] Limited Liability Company [x] Individuals

FOR CITY AND COUNTY USE ONLY

The city council or county commission:

_____ (name of city or county)

recommends that this license be:

Granted [ ] Denied [ ]

By: _____ (signature) (date)

Name: _____

Title: _____

OLCC USE ONLY

Application Rec'd by: Ellis

Date: 11-12-08

90-day authority: [x] Yes [ ] No

1. Entity or Individuals applying for the license: [See SECTION 1 of the Guide]

① Peter Q Truong ③ _____

② _____ ④ _____

2. Trade Name (dba): Taste of Asia

3. Business Location: 264 E Main St. Hillsboro, OR 97123 (number, street, rural route) (city) (county) (state) (ZIP code)

4. Business Mailing Address: _____ (PO box, number, street, rural route) (city) (state) (ZIP code)

5. Business Numbers: _____ (phone) _____ (fax)

6. Is the business at this location currently licensed by OLCC? [x] Yes [ ] No

7. If yes to whom: SA Ventures, LLC Type of License: FOP

8. Former Business Name: Taylor's Restaurant & Pub

9. Will you have a manager? [x] Yes [ ] No Name: Peter Q Truong (manager must fill out an individual history form)

10. What is the local governing body where your business is located? Hillsboro, Washington (name of city or county)

11. Contact person for this application: Peter Q Truong (phone) _____ (address) _____ (fax number) _____ (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① _____ Date 10/21/08 ③ _____ Date _____

② _____ Date _____ ④ _____ Date _____

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www.oregon.gov/olcc

(rev. 12/07)

REQUEST FOR CITY COUNCIL ENDORSEMENT No. 200-08

Liquor License Application

City of Hillsboro, Oregon

PAID NOV 10 2008 CITY OF HILLSBORO

Indicate type of application:

- [x] $100.00 Original Application
- [ ] $ 75.00 Change of Ownership
- [ ] $ 75.00 Change of location
- [ ] $ 75.00 Change in privilege
- [ ] $ 35.00 Renewal or Temporary
- [ ] $ 25.00 Off-premises sales

License type:

- [ ] Full on-premises sales
- [x] Limited on-premises sales
- [ ] Off-premises sales
- [ ] Temporary sales license

BUSINESS NAME: Shonnas

DBA NAME: A Plan B LLC

Business Address: 1823A SE TV Hwy Hillsboro 97123

Applicant: Jeffrey Hanzlik M
(Full Name)

Home Address:
Street Home Phone
City State Zip Business Phone

Driver's License No.: State:

Co-Applicant: Shonna Biss M
(Full Name)

If more than one co-applicant, provide complete information on each (attach page(s) as necessary).

Home Address:
Street Home Phone
City Zip Business Phone

Driver's License No. State:

Note: If applicant is a corporation, list name and address of home offices: Same as above

I hereby attest that the information provided above is true and accurate to the best of my knowledge. It is understood that the City may request additional or supplemental information during the course of processing this application.

Date: 11/10/08 S Biss
Signature(s) of Applicant(s) or Agent(s)

City Business License No.: Receipt No.

Note: This page is to be filled out for new applications, change of ownership, change of location, change of class of license and temporary licenses.

Describe in detail the nature of the establishment you propose to operate. (For example, is your facility going to be a tavern, a family dining establishment, a neighborhood grocery store, part of a community shopping center, a special purpose retail outlet like a wine shop, etc.) If additional space is necessary, please use the back of this form, or attach additional page(s).

We will be serving deli style foods, beer and wine

Days and hours of operation: Mon - Sun 11 to 7

Ratio of projected food sales to alcohol sales: 50/50

Service Capacity (i.e. maximum number of customers that can be accommodated at any give time): 50 (approx)

Previous business names and addresses where you have ever been licensed. (Use reverse side of this application for additional space if necessary.)

N/A

Has the applicant ever been issued a liquor license? Yes ☐ No ☒

If yes, describe below the nature and location of the outlet(s), the type of license, and the dates during which the license was held.

N/A

Has the applicant ever been cited or had a compliance plan in effect for a liquor license? Yes ☐ No ☒

If yes, describe below the nature of the license sought, the location of the proposed outlet, the date of the citation, and reasons for the citation.

N/A

Is any building remodeling planned? If so, generally describe. Installing a new bar.

Police Department: Approved ☒ Denied ☐ [signature] 1605 12 11/21/08
Signature

Comments:

OREGON LIQUOR CONTROL COMMISSION

LIQUOR LICENSE APPLICATION

PLEASE PRINT OR TYPE

Application is being made for:

LICENSE TYPES

- ❑ Full On-Premises Sales ($402.60/yr)
  - ❑ Commercial Establishment
  - ❑ Caterer
  - ❑ Passenger Carrier
  - ❑ Other Public Location
  - ❑ Private Club
- ☒ Limited On-Premises Sales ($202.60/yr)
- ❑ Off-Premises Sales ($100/yr)
  - ❑ with Fuel Pumps
- ❑ Brewery Public House ($252.60)
- ❑ Winery ($250/yr)
- ❑ Other: _____

ACTIONS

- ❑ Change Ownership
- ☒ New Outlet
- ❑ Greater Privilege
- ❑ Additional Privilege
- ❑ Other _____

Applying as:

❑ Limited Partnership ❑ Corporation ☒ Limited Liability Company ❑ Individuals

FOR CITY AND COUNTY USE ONLY

The city council or county commission:

_____ (name of city or county)

recommends that this license be:

Granted ❑ Denied ❑

By: _____ (signature) (date)

Name: _____

Title: _____

OLCC USE ONLY

Application Rec'd by: JB

Date: 11-6-08

90-day authority: ❑ Yes ❑ No

1. Entity or Individuals applying for the license: [See SECTION 1 of the Guide]

① [redacted] ③ _____

② A Plan B LLC ④ _____

2. Trade Name (dba): Shonna's

3. Business Location: 1823 A SE TV Highway Hillsboro Washington OR 97123
(number, street, rural route) (city) (county) (state) (ZIP code)

4. Business Mailing Address: Same
(PO box, number, street, rural route) (city) (state) (ZIP code)

5. Business Numbers: ~~(503) 627~~ (503) 863-6257
(phone) (fax)

6. Is the business at this location currently licensed by OLCC? ❑Yes ☒No

7. If yes to whom: _____ Type of License: _____

8. Former Business Name: _____

9. Will you have a manager? ❑Yes ☒No Name: _____
(manager must fill out an individual history form)

10. What is the local governing body where your business is located? Washington
(name of city or county)

11. Contact person for this application: Jeffrey Hanzlik (503) 863-6257
(phone number(s))

(address) (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① [signature] Date 9/21/08 ③ _____ Date _____

② Shonna Bass Date 9/21/08 ④ _____ Date _____

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(rev. 12/07)

Common Types of OLCC Licenses:

Full On-Premises Sales (F):

This type of license allows the sale and service of distilled spirits, malt beverages, and wine for consumption on the licensed premises. The OLCC issues Full On-Premises Sales (F) licenses to caterers (F-CAT), commercial establishments (F-COM), private clubs (F-CLU), public passenger carriers
(F-PC), and other public locations (F-PL).

- Previously hard liquor dispenser license (DA, DB, DC)

Limited On-Premises Sales (L):

This license allows the sale of malt beverages, wine and cider for consumption on the licensed premises, and the sale of kegs of malt beverages for off premises consumption.

- Previously RMB (Tavern) license

Off Premises Sales (O):

This license allows the sale of malt beverages, wine, and cider in factory sealed containers for consumption off the licensed premises and allows sample tastings of malt beverages, wine, and cider.

- Previously called a package store license

Wholesale Malt Beverage and Wine (WMBW):

This license allows storage, import, export, and wholesale sale of wine (21% alcohol or less) to wholesale and retail licensees, allows wine tastings, and the sale of wine and male beverages for customers to drink at the business and "to go" in sealed containers.

Brewery Public House (BP):

This license allows the manufacture, storage, sale, and exportation of malt beverages. Retail sales may be for on or off premises consumption. Also allows sales of wine and cider containing no more than 21% alcohol.

8A

DATE OF MEETING: 12/2/2008
AGENDA ITEM#: A
EXPECTED TIME: 6pm

HILLSBORO CITY COUNCIL WORK SESSION ITEM SUMMARY

ITEM TITLE: Organizational Strategic Planning Process Update – City Mission and Core Values Development

PRESENTED BY: Chris Hartye
DEPARTMENT: Administration

VISION ACTION ITEM? Y__ N X_ VISION ACTION ITEM #:_____

ITEM DESCRIPTION:

In response to organizational growth and changing community needs for City services, City of Hillsboro executive management directed Administration staff to design and implement an organization-wide strategic planning process. The intent of this effort is to formalize the City's organizational mission and core values and to develop a five year strategic plan to help guide City service delivery.

The strategic planning process is being conducted in three phases: (1) environmental scan; (2) mission, core values, and goals development; and (3) development of five-year strategies and actions. A Steering Committee comprised of City department representatives was formed to lead the development efforts, facilitated with the help of strategic planning consultant, MIG, Inc. The process is inclusive with participation from City employees, City Council, community partners and the public.

PHASE I ENVIRONMENTAL SCAN:

In the environmental scan, trends and issues affecting the City were identified in part through input solicited from the general public, community partners and external stakeholders. This was executed through outreach at Celebrate Hillsboro, a public questionnaire distributed in the *City Views* newsletter, a Latino Community Workshop and an Institutional Partners Workshop.

City employees also provided extensive input in Phase I of the process, giving their perspectives on City strengths, weaknesses, opportunities and threats (SWOT) through employee input meetings and a questionnaire distributed to employees Citywide. In addition, one-on-one stakeholder interviews were conducted with City employees, the City Council, and community stakeholders on the City's direction and operations. Phase I findings were compiled, analyzed and brought forward in the Environmental Scan report, presented to the City Council in December 2007.

PHASE II MISSION, CORE VALUES AND GOALS DEVELOPMENT

After a temporary hold on the project due to personnel and operational transitions, both at the City and by the project consultant, the strategic planning process restarted in September 2008. To begin Phase II, Steering Committee members reviewed findings from the environmental scan and used the employee feedback gathered in Phase I to begin development of a City mission statement and set of core values. Initial drafts of these items were given to City employees in late October/early November for their review and comments at employee input meetings and through an online questionnaire.

Employee input on the mission and core values was incorporated by the Steering Committee to help refine the statements that the City Council is reviewing today. Subsequently, the final mission and core value statements will be brought back for the City Council to consider for adoption on January 6th, 2009. Between January and March, City Service Area Teams, representing the General Fund, Internal Services, and Community Development areas will form to begin setting Citywide goals for the five-year strategic plan. The Service Area Teams will be comprised of staff from various departmental levels, providing another avenue for diverse employee input into the planning process.

PHASE III ACTION PLANNING

In the third phase, scheduled for the spring/summer of 2009, five-year strategies and associated actions will be developed to help guide City management and departmental decision-making in working toward the identified Citywide goals. City Service Area Teams and Departments will have an integral role in the development of strategies and actions related to the services they provide.

The organizational strategic plan will be complete in December of 2009 and will be used to guide budget decisions and operations starting in the 2010-2011 fiscal year.

BUDGET/FINANCE IMPACT:

There is no additional budgetary impact for the strategic planning process beyond what has been approved for the 2008-2009 fiscal year.

STAFF RECOMMENDATION

This work session item is presented as a project update and opportunity for Council to review and provide comments on the City Mission and Core Values statements highlighted in the attached report from MIG, Inc. There is no request for formal Council action at this time. The City Mission Statement and Core Values will be presented to Council for consideration of final adoption in January, 2009.

City of Hillsboro Mission and Core Values

Prepared By:

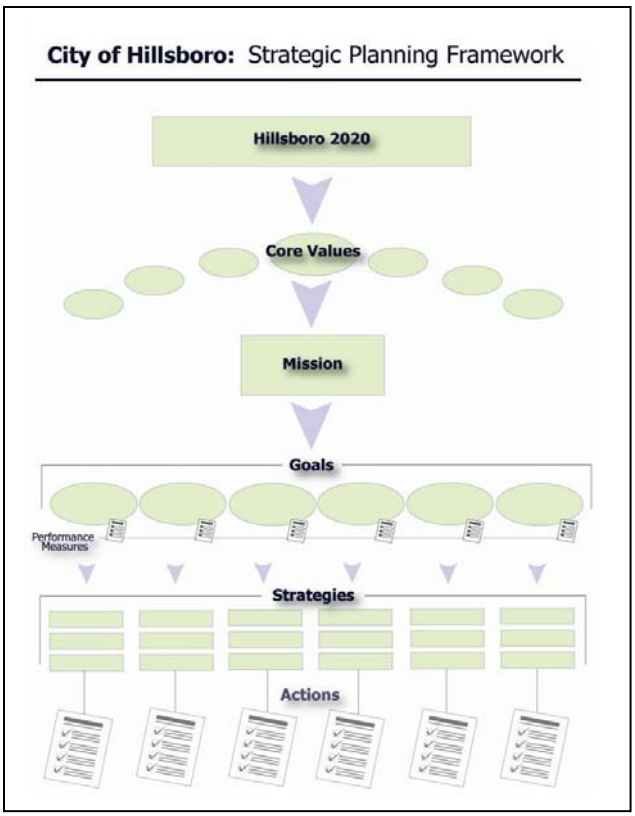
MIG, Inc.
815 SW 2nd Avenue
Suite 200
Portland, OR - 97204
www.migcom.com

The following document presents the Mission and Core Values of the City of Hillsboro, and the process used to develop these important principles that guide the work of the City. The Mission and Core Values were developed with the feedback and input of a broad cross section of employees, as well as through a series of in-depth discussions with the Strategic Plan Steering Committee.

The Mission and Core Values are critical for the development of the overall strategic plan, and provide an important framework for defining and clarifying the work of the City. They represent long held values of the City of Hillsboro, as well as emerging approaches as the organization grows and changes. The Mission and Core Values define the City as it is, and help to outline a path forward towards what the City as an organization is striving to become.

- ***Section One*** outlines the ***Mission of the City of Hillsboro.***
- ***Section Two*** outlines the ***Core Values of the City of Hillsboro.***
- ***Section Three*** outlines ***the process for creating the Mission and Core Values***, including initial development by the Steering Committee, the employee input process, and the refinement process.
- A series of ***Appendices*** are available to provide significant background information on the development of the Mission and Core Values.

This graphic shows how the Mission and Core Values fit into the overall structure of the Strategic Plan, helping to guide and direct the development of Citywide goals, five-year strategies, and specific action steps.



Section One: The Mission of the City of Hillsboro

The Mission Statement was perhaps the most difficult to succinctly define. The City of Hillsboro works for excellence in many areas, and employees are personally invested in their respective fields of work. This made it challenging to develop a concise statement of essential purpose that maintains an element of inspiration without becoming anonymous or bland.

The following statement reflects the City organizational focus on providing effective services while working to maintain and enhance the city's unique culture and "hometown feel." The Initial draft of this statement received an exceptional 93.4% support rate in employee responses gathered online and during two employee input meetings.

A *Mission Statement* summarizes the purpose and associated responsibilities of a group or organization.

What is our reason for being? What business are we in?

City of Hillsboro Mission Statement

"The City of Hillsboro is dedicated to providing visionary leadership and responsive municipal services that preserve and enhance Hillsboro's hometown livability."

Section Two: The Core Values of City of Hillsboro

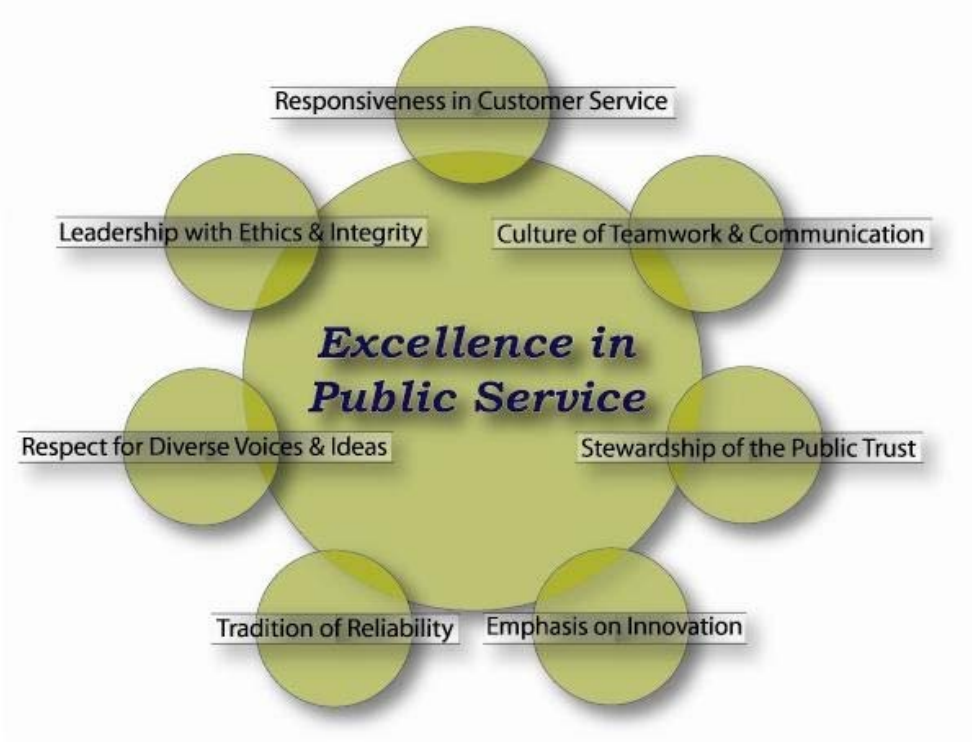
As the Core Values discussion developed, Steering Committee Members began to realize that one specific Core Value served as an umbrella for all the other Core Values being discussed. Committee Members began to conceive of the Core Values as a "flower" or "solar system", with Excellence in Public Service acting as the central tenet, around which the other Core Values clustered. The idea of a central Value surrounded by other Core Values developed into the diagram seen below.

Employees were especially enthusiastic about the Core Values, with 95.5% of responses expressing support. The diagram provides a simple, graphic representation of the City's Core Values, in an easy to understand format. Supporting language was developed that further describes and clarifies the Core Values represented in the diagram. The supporting Core Values statements are presented on the following page.

Values express the internal beliefs or philosophy that guides an organization in achieving its mission.

How do we do our work, with what characteristics or hallmarks?

Core Values of the City of Hillsboro



Excellence in Public Service

Striving for excellence in public service is the objective for all of our work, and this is reflected everyday in our efforts and actions. Underlying this commitment is a dedication to the following values that serve as guiding principles for the services we provide to the community.

Stewardship of the Public Trust

As stewards of the public trust, we are committed to sound, responsible, honest and transparent management of the public's finances, the city's resources, and our shared natural environment.

Respect for Diverse Voices and Ideas

To enhance our effectiveness as public servants, we strive to incorporate diverse voices, ideas, and cultures that reflect Hillsboro's rich personality.

Tradition of Reliability

We value the stability and successes of our history. This foundation gives us strength and builds trust, and we strive for dependability in our work to preserve and enhance the livability of our city.

Emphasis on Innovation

We value creative and practical solutions. We work to make our services more efficient and effective by continuing to seek out innovative approaches.

Leadership with Ethics and Integrity

We believe that ethical conduct and integrity are the fundamentals of strong leadership. We empower our employees to be leaders in their own work, and we value the leadership that Hillsboro provides to the region and the State of Oregon.

Culture of Teamwork and Communication

We value our colleagues and the work we do together. We foster a supportive culture that is committed to teamwork and partnership, and we strive to work collaboratively and communicate effectively across departments.

Responsiveness in Customer Service

We value offering fast, friendly, flexible, and fair service to the public. We cooperate with our community and with our business and institutional partners to find practical solutions that work.

Section Three: The Mission and Core Values Development Process

The development of the Mission and Core Values began during Phase I of the Strategic Planning process, in the form of stakeholder interviews, employee meetings and questionnaires, a community event, and meetings of the Steering Committee. Through each of these activities, the overarching purpose and beliefs of the City as an organization were discussed in the context of strengths, weaknesses, opportunities and challenges facing the City. Later, at the start of Phase II, the Strategic Plan Steering Committee, comprised of department heads and senior staff, engaged in discussions that drew from these findings. The Steering Committee developed a draft Mission Statement and set of Core Values that was submitted to employees for their feedback and comments. Employees provided input through three different methods. They could attend one of two employee input meetings, respond to an online questionnaire, or provide comments online directly through the project website. The employee feedback was then reviewed by the Steering Committee to further refine the Mission and Core Values.

Initial Development of the Mission and Core Values

In meetings held on September 26th and October 13th of 2008, the Strategic Plan Steering Committee developed a draft Mission and set of Core Values. During these meetings the Project Facilitation Team led the Steering Committee through a series of facilitated discussions and group activities designed to identify and refine a set of Core Values and an overall Mission Statement.

The Steering Committee discussions were grounded in the information and feedback gathered from hundreds of employees, stakeholders, and members of the public during the initial Environmental Scan phase of the Strategic Plan process. During the Mission and Core Values Steering Committee meetings, participants were presented with an analysis and summary of relevant key themes that were identified during the development of the Environmental Scan.

Using these key themes as the starting point for their discussion, the Steering Committee first developed a draft set of Core Values. They used the Core Values as the foundation for the development of an organizational Mission Statement.

Key Core Values Discussion Themes

- Demonstrating ***strong leadership and a vision*** for the future;
- Maintaining ***stability and continuity*** of management;
- Retaining and attracting ***qualified, dedicated employees***;
- Encouraging and incorporating ***new voices and ideas***;
- Maintaining an organizational culture that ***values all employees***;
- Preserving a culture of ***employee engagement*** and ownership;

- Delivering responsive and effective ***customer service*** ("fast, flexible, friendly, and fair");
- Ensuring that management is ***accessible and open***;
- Building ***connections with all communities***, and;
- Supporting ***a culture of partnership*** with the community;

Elements of all the Core Values discussion themes were evident in responses gathered from employees, key stakeholders, and the public. However, some themes were emphasized more than others by these different groups:

- City employees offered clear direction that new voices and new communities should be highly valued and engaged, as did key stakeholders;
- Stability and continuity of management was highly valued by employees; and,
- The Public emphasized the unique assets and characteristics of Hillsboro.

Key Mission Discussion Themes

- Protecting and enhancing the ***health, safety, and well being*** of the community;
- Providing a strong commitment to efficient and effective provision of ***core services*** (water, sewer, public safety, etc.)
- Accommodating growth in a manner that ***preserves and enhances community livability***
- Providing ***transparency, accountability, and proper stewardship of the public trust***
- Leading ***economic development and job creation*** efforts

Elements of all the Mission discussion themes were evident in responses gathered from employees, key stakeholders, and the public, however some themes were emphasized more than others by these different groups:

- Key stakeholders and the public were particularly interested in attracting economic investment, and in preserving and enhancing livability.
- Core service provision was most highly valued by employees.
- The public prioritized effective growth management and maintaining quality of life as critical aspects of the City's Mission.
- The public emphasized economic development and job creation more than stakeholders or employees.
- Input from key stakeholders emphasized responsive customer service as critical to the Mission of the City.

Employee Input and Refinement of the Mission and Core Values

After the Mission and Core Values were initially drafted, they were presented to employees citywide for their review and comment. Input was gathered through several channels. First, the draft was posted to the project website where employees could provide general anonymous feedback. All City employees were also encouraged via emails from the City Manager and Project Team to review and provide feedback through an online questionnaire. In addition, two employee input meetings were conducted on November 4th and November 6th, 2008. During these meetings, the Project Facilitation Team reviewed the draft Mission and Core Values, answered any questions that arose, and solicited feedback. Verbal input from city employees participating in the meetings was recorded on a detailed whiteboard. Please refer to the appendices to see the specific responses gathered during this process.

A total of 143 city employees participated in reviewing and providing feedback on the draft Mission Statement and Core Values, comprising over 20% of Hillsboro's full-time employees.

Key Employee Input Findings

Several key findings emerged from an analysis of employee input.

- The response to the Mission and Core Values was overwhelmingly positive. 93.4% of respondents *agreed*, or *agreed with some suggestions* that the Mission Statement, "effectively described the purpose of the City of Hillsboro organization," while 95.5% of responses stated that they *agreed or agreed with some suggestions* that the Core Values reflected, "how we as City employees should carry out our mission."
- 94 responses to the online questionnaire were received on the Mission Statement, and 84 were received on the Core Values. One response was received directly via the website.
- 48 Employees participated in the employee input meetings held on November 4th, and 6th. In addition to direct input received at the meetings, 12 responses to the Mission Statement and six for the Core Values were received via a distributed comment card.
- 84 specific suggestions or comments on the draft Mission and Core Values were provided through the employee input meeting comment cards and online questionnaires combined.
- Conversation involving the initial draft Mission Statement in the employee input meetings was generally positive. Several participants were concerned that it was too "dry" and was not worded in a way that would inspire readers, and needed to incorporate Hillsboro's strength in forward thinking leadership. Support for the Mission Statement was strong in the online questionnaire responses as well; however, the comments provided several suggestions for tightening and clarifying the Mission.

- Support for the Core Values was also strong. In discussions with employees at the input meetings, three new potential core values arose: "sustainability," "communication," and "employees." Statements in the online questionnaire generally support the addition of these three core values. A variety of other suggestions regarding different ways to combine and simplify the core values were also offered.
- Other themes arose in the comments and discussion:
  - Diversity issues were cited as a potential addition or as a clarification of the core value regarding respect for voices and ideas.
  - Some participants wanted a more specific reference to the Hillsboro business community in the Mission and in the Core Values.
  - The need to pursue cost effective courses of action that reflect current financial concerns was raised as an issue by some participants and responses. This issue may require special consideration moving forward, especially as the goals and objectives are developed.

Development of the Refined Mission and Core Values

Employee comments and feedback were collected and presented to the Steering Committee for review and refinement on November 14th. Some minor changes were made to the wording of the Core Values to reflect employee comments. Specifically, clarifications and additions were made to reflect the need for specific reference to diversity and sustainability issues, as well as ensuring that partnerships with business and institutional partners were included.

The Mission Statement generated more discussion and deliberation. The consensus among Steering Committee members was that, while the draft Mission Statement did contain the correct key concepts, in response to employee input, it needed additional "spark" to better reflect the City's commitment to public service and excellence.

After discussion, the Steering Committee requested that the Project Team prepare revised Mission Statements for further consideration. As a result, the Mission Statement was chosen by a vote, initially between four options, which were narrowed to two.

The final Steering Committee vote did not reveal a strong mandate for one statement and several members stated that they were happy with either draft. A decision was reached based on the statement with a majority of Steering Committee support.

The Hillsboro City Council will review and provide comments on the City Mission and Core Values statements at their work session on December 2nd, 2008. The statements will subsequently be brought back before Council in early January for consideration of final adoption.

Foundations of the Mission and Core Values

The Mission and Core Values were developed using a wide range of employee and public feedback, including online and paper questionnaires, public outreach events, multiple employee meetings, stakeholder interviews and meetings with a variety of institutional partners. This graphic provides the background and foundation for the draft Mission Statement and draft Core Values.

Mission

A Mission summarizes the purpose and associated responsibilities of a group or organization.

What business are we in? What is our reason for being?

- Strong pluralities of questionnaire respondents listed provision of core municipal services as the Primary Role of the City (46.68% of City employee questionnaire responses and 24.89% of Public respondents).
- Preserving and enhancing community livability was one of the top concerns of employees, the public, and the City's institutional partners, according to outreach events, stakeholder interviews, and input workshops.

"The City of Hillsboro is dedicated to providing visionary leadership and responsive municipal services that preserve and enhance Hillsboro's hometown livability."

Core Values

Values express the internal beliefs or philosphy that guides an organization in achieving its Mission.

How do we do our work - with what characteristics or hallmarks?

- The Steering Committee reviewed feedback and data from the public and employees. They concluded that one specific value was overarching. The concept of "Public Service" is further expressed in all other Core Values.

→ ***Excellence in Public Service***

- Management of public funds, sound fiscal practices, and responsible decision-making were often cited as important strengths of the City. This was particularly true for key stakeholders and employees. Additionally, public input was clear that responsible stewardship is an important factor in building community trust.

→ *Stewardship of the Public Trust*

- Hillsboro is growing and changing. Incorporating new communities and ideas into the life of the City is highly valued. 29.4% of employee questionnaire respondents listed "openness/responsiveness to the public" as a key factor in improving the City. Business and institutional stakeholders were particularly supportive of new voices and ideas.

→ *Respect for Diverse Voices and Ideas*

- Hillsboro has had only six City Managers since it was incorporated in 1876. Stability in management and reliability in provision of municipal services are now key assets for the City, and are valued by employees, the public, and stakeholders alike.

→ *Tradition of Reliability*

- Employees and the public valued the innovative methods that the City uses to attract economic development and resources. Innovative management and planning practices were highly valued by institutional stakeholders and City Management, while employees and the public listed "flexibility" and "vision" as very important.

→ *Emphasis on Innovation*

- 18.37% of employee responses listed leadership and vision as key factors for improving the City, while 26.24% of the public responses listed leadership in planning and economic development as a primary role of the City. Input from all participants was clear that openness, transparency, and accountability are critical for leading with ethics and integrity.

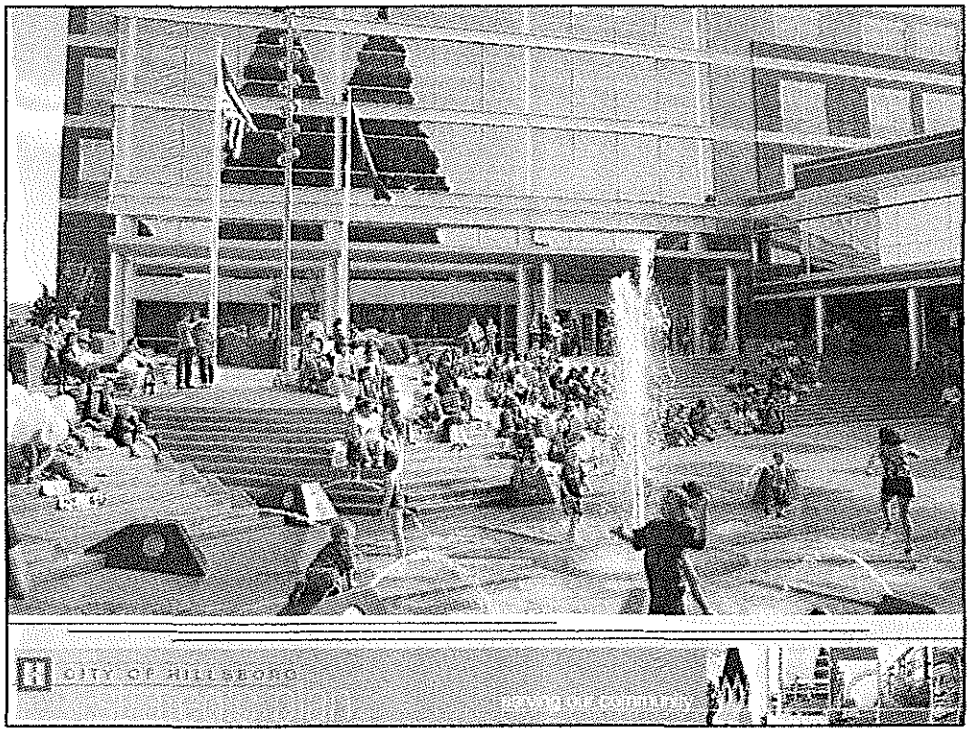
→ *Leadership with Ethics and Integrity*

- Employees were very clear that they value their co-workers, and hold a sense of pride in the work they do together. 1/3 of all employee respondents to the questionnaire highly valued their co-workers and a strong supportive work environment.

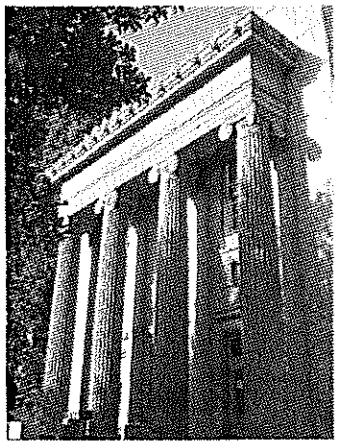
→ *Culture of Teamwork and Communication*

- 15.6% of employee questionnaire respondents listed the provision of quality customer service as what they valued most about working for the City (second only to the supportive work environment and coworkers). Additionally, "responsiveness" was a top value for institutional and organizational stakeholders and the public.

→ *Responsiveness in Customer Service*



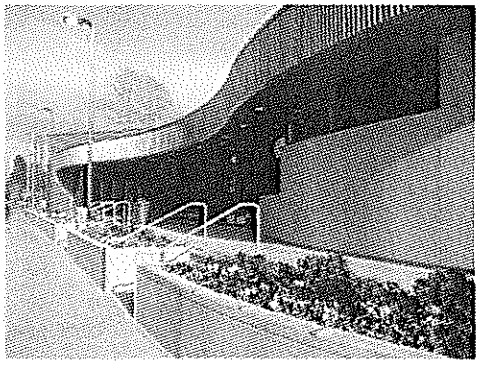
Project Review



As an organization ...

- *Where are we?*
- *Where do we want to go?*
- *How are we going to get there?*
- *How do we know if we've made it?*

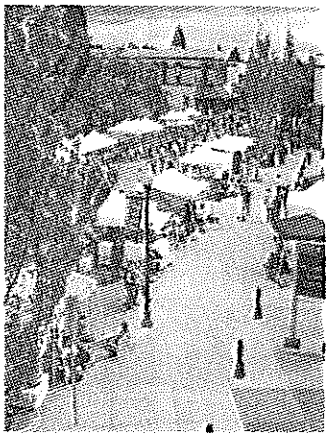
Purpose of the Effort



"To develop a 5-year strategic plan to guide future policy directions and budget decisions for the City of Hillsboro."

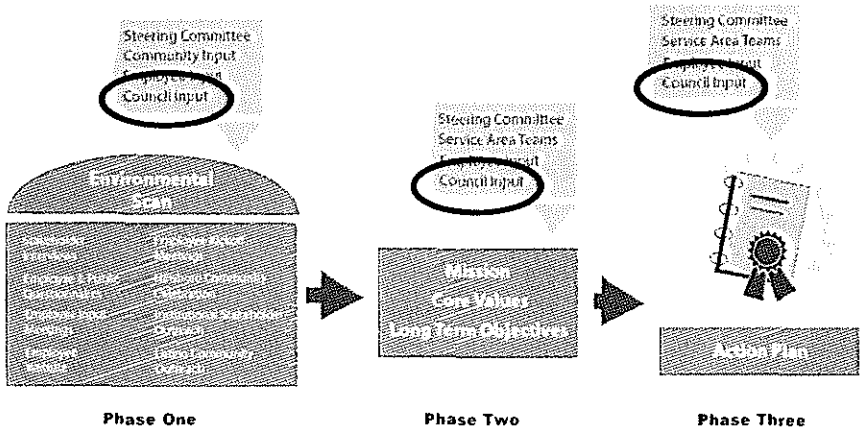
Goals of the Effort

- *Develop a Mission and Core Values*
- *Develop Goals*
- *Develop Strategies and Actions for Implementation*
- *Ensure that employees are integral to plan's development*



Relationship with Hillsboro 2020

Strategic Planning Process



The Environmental Scan

The Environmental Scan

- **Strengths – Internal**
  - Great Employees
  - Compensation and Benefits
  - Pride and Service
- **Strengths – External**
  - Livability
  - Strong Economy
  - Invested Residents

The Environmental Scan

- **Weaknesses – Internal**
  - Workforce Transition
  - Communication
  - Professional Development
- **Weaknesses – External**
  - Community Cohesion
  - Maintaining Service Delivery

The Environmental Scan

- **Opportunities – Internal**
  - Professional Advancement
  - Cross-department Collaboration
  - Workforce Recruitment
- **Opportunities – External**
  - Regional Leadership
  - Stakeholder Partnerships
  - Engaging the Community

The Environmental Scan

- **Challenges – Internal**
  - Management Transition
  - Growth of Organization
  - Enhancing Communication
- **Challenges – External**
  - Managing Growth
  - Infrastructure Maintenance
  - Community Involvement

Mission and Core Values Input Methods

- **Steering Committee Meetings**
  - 3 Meetings held to develop and review the Mission and Core Values
- **Online Questionnaire**
  - 94 responses to the online questionnaire were received on the Mission Statement
  - 84 were received on the Core Values
- **Website Comments**
  - One response was received directly via the website
- **Employee Input Meetings**
  - 48 Employees participated in the employee input meetings held on November 4th, and 6th.
  - 12 responses to the Mission Statement and six for the Core Values were received via a comment card distributed at the meetings

Key themes for Mission Statement

- **Mission Definition:**

  *A **Mission** concisely summarizes the purpose and associated responsibilities of a group or organization.*

  Key Themes from Phase I Employee Input:

  - Protecting and enhancing the health, safety and well being the community

  - Efficient and effective provision of city services

  - Accommodating growth in a manner to preserve and enhance livability

Employee Questionnaire

What is the Primary Role of the City?	Count	%
Provision of core services	183	46.68%
Managing growth to preserve livability	83	21.17%
Aspirational Community Service Role	80	20.41%
Fiscal Responsibility/Good Governance	36	9.18%
Promote Economic Development	10	2.55%
Total	**392**	**100.00%**

Refined Mission

The City of Hillsboro is dedicated to providing visionary leadership and responsive municipal services that preserve and enhance Hillsboro's hometown livability.

Key themes for Core Values

- ***Core Values Definition:***

  Core Values *express the internal beliefs or philosophy that guides an organization in achieving its mission.*

  Key Themes from Phase I Employee Input:

  - Strong leadership and vision
  - Internal stability and continuity
  - Incorporating new voices and ideas
  - Encouraging employee engagement and ownership
  - Accessibility, transparency, accountability and openness
  - Responsive customer service
  - A culture of partnership with community

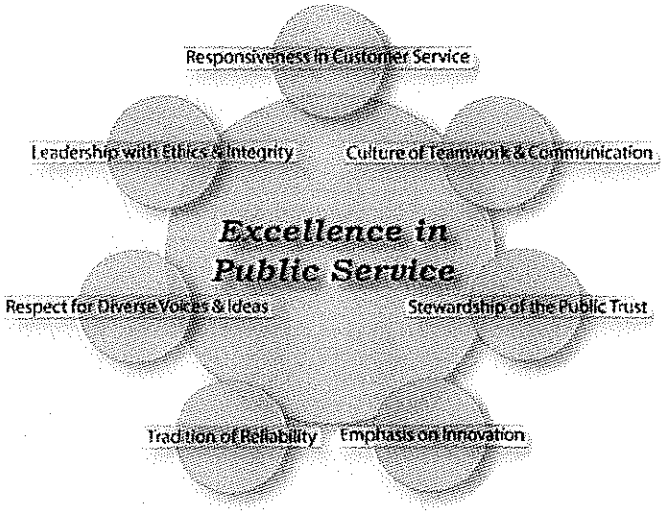
Employee Questionnaire

What do you most value about working for the City of Hillsboro?	Count	%
Coworkers/Supportive and Cooperative Work Environment	132	33.33%
Providing quality customer service and serving the community	62	15.66%
Pay/Benefits/Compensation	41	10.35%
Management	36	9.09%
Stability of employment environment	32	8.08%
City pride	28	7.07%

Employee Questionnaire

In your view, what are the key factors in making the City of Hillsboro an effective, efficient, and responsive government?	Count	%
Openness/Responsiveness to the public	112	29.40%
Strong leadership and vision for the future	70	18.37%
Internal communication and coordination	65	17.06%
Hire and train qualified staff	47	12.34%
Provide high quality services	27	7.09%
Internal resources/services (technology, etc.)	20	5.25%

Refined Core Values



Refined Core Values

Excellence in Public Service

Striving for excellence in public service is the objective for all of our work, and this is reflected everyday in our efforts and actions. Underlying this commitment is a dedication to the following values that serve as guiding principles for the services we provide to the community.

Refined Core Values

Stewardship of the Public Trust

As stewards of the public trust, we are committed to sound, responsible, honest and transparent management of the public's finances, the city's resources, and our shared natural environment.

Refined Core Values

Respect for Diverse Voices and Ideas

To enhance our effectiveness as public servants, we strive to incorporate diverse voices, ideas, and cultures that reflect Hillsboro's rich personality.

Refined Core Values

Tradition of Reliability

We value the stability and successes of our history. This foundation gives us strength and builds trust, and we strive for dependability in our work to preserve and enhance the livability of our city.

Refined Core Values

Emphasis on Innovation

We value creative and practical solutions. We work to make our services more efficient and effective by continuing to seek out innovative approaches.

Refined Core Values

Leadership with Ethics and Integrity

We believe that ethical conduct and integrity are the fundamentals of strong leadership. We empower our employees to be leaders in their own work, and we value the leadership that Hillsboro provides to the region and the State of Oregon.

Refined Core Values

Culture of Teamwork and Communication

We value our colleagues and the work we do together. We foster a supportive culture that is committed to teamwork and partnership, and we strive to work collaboratively and communicate effectively across departments.

Refined Core Values

Responsiveness in Customer Service

We value offering fast, friendly, flexible, and fair service to the public. We cooperate with our community and with our business and institutional partners to find practical solutions that work.

Next Steps for Developing Strategic Plan

Winter – Spring 2009

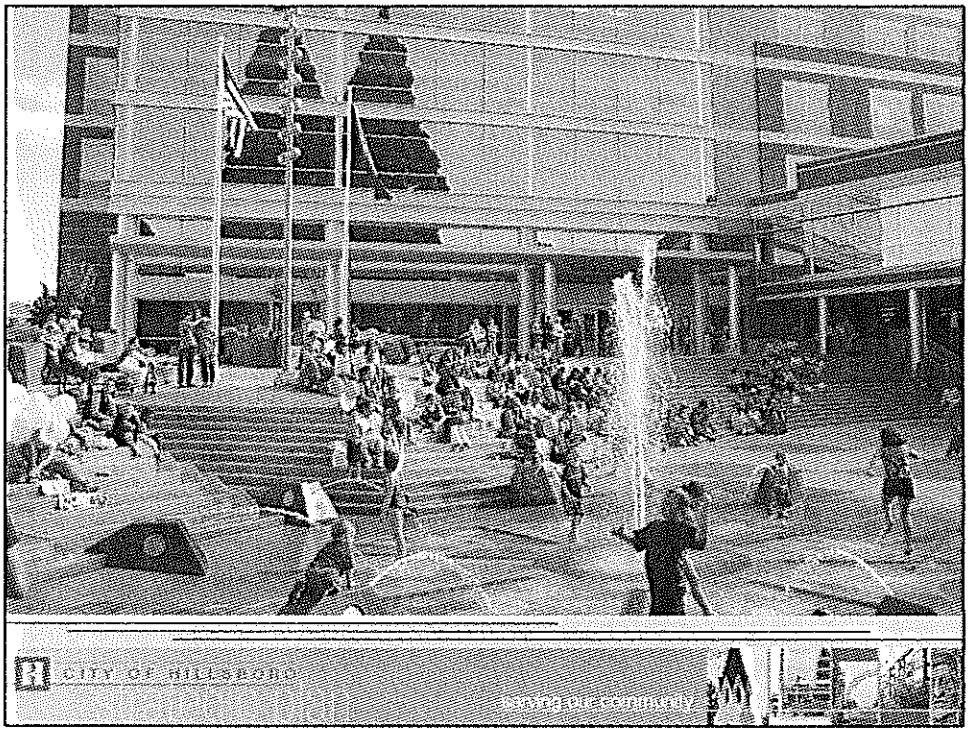
- Service Area Teams will be formed to develop the ***5-year Goals***
- Employee Input meetings will be scheduled to provide opportunity to comment

Spring – Summer 2009

- Steering Committee and Service Area teams will continue working on ***Action Plans***

Fall 2009

- ***Strategic Plan*** will be drafted, vetted and finalized


City of Hillsboro
serving our community

8B

CITY OF HILLSBORO

Memorandum

To: Mayor Tom Hughes
City Council

From: Alwin Turiel, AICP
Long Range Planning Supervisor

Date: 1 December 2008

Subject: **Island Annexation Staff Report**

Attached are materials relating to annexing unincorporated island properties within Hillsboro. The islands are scattered throughout the city with concentrations in south and southeast Hillsboro. They were formed as surrounding parcels voluntarily annexed into the City over the past 25 years. There are 76 islands totaling 288 acres distributed among 168 property owners (see County Islands Map).

Pursuant to the requirements of Metro Code Chapter 3.09.050, a staff report was made available 15 days prior to the public hearing, which is scheduled for 16 December 2008. A copy of the staff report is attached for your review. The staff report is also available for review at the Planning Department.

A supplemental packet containing an analysis of the feedback received from the public on island annexation will be mailed to Council the week of 8 December 2008. The supplemental packet will also be available for review at the Planning Department.

Please retain these materials until a final action has been taken on this matter. If you have any questions, please contact me at 503.681.6156.

Attachments: Staff Report
Maps (5)
Public Outreach Materials
Sample Ordinance

CITY OF HILLSBORO

1 December 2008

STAFF REPORT

TO: City Council

FROM: Planning Department

RE: Consideration of Annexation of Multiple Properties Into the City of Hillsboro – File No. AN 06-08: 76 Unincorporated County Islands Surrounded by the City.

REQUEST

City Council initiated annexation of 76 unincorporated "County islands" at a work session on 7 October 2008. The 76 islands are comprised of 189 individual tax lots owned by 168 separate entities. At its work session, City Council also authorized an unincorporated property owner outreach effort, which has been underway since mid-October. If annexed, approximately 288 acres of land and adjacent rights-of-way would be added to the City Limits of Hillsboro. The purpose of the annexation is to improve City service delivery, reduce redundancies among City, County and Special District service providers, and to implement policies contained in the City's Comprehensive Plan and Urban Planning Area Agreement (UPAA) with Washington County.

BACKGROUND

The City of Hillsboro has maintained a passive annexation policy over the past 25 years, moving to consider annexation only upon an owner's request. Under this approach, the City has completed about 600 annexations encompassing nearly 7,600 acres since 1984, averaging a little more than 300 acres per year (see attached Annexation History Map).

This policy has had the unintended consequence of creating multiple enclaves of unincorporated tax parcels – or *County Islands* – within Hillsboro's boundary. Today, there are 76 such islands, consisting of 189 individual tax lots totaling 288 acres. The location and size of these islands are shown in the attachments to this staff report.

The future of the County Islands is governed by the City of Hillsboro-Washington County *Urban Planning Area Agreement* (UPAA), which establishes the City as the long-term service provider and ultimate source of local governance. Under this agreement, islands must be annexed

before converting to urban uses or receiving urban (City) services. While those who reside within the islands receive and pay for direct services from Washington County and other local providers, they also benefit from "free" City of Hillsboro services – including road maintenance, parks, libraries, street lighting, emergency response, etc.

STATUTORY BASIS FOR CITY-INITIATED ANNEXATION

Annexation of unincorporated areas by cities and special districts was one of the earliest statutorily authorized growth management tools, dating back to the 1960s. State statutes on annexation are contained in ORS Chapters 198, 199 and 222. Annexation is used to achieve efficient provision of municipal services and "sound urban development." The Oregon legislative preference regarding annexation is best expressed in ORS 199.410:

> *"(1)(a) A fragmented approach has developed to public services provided by local government. Fragmentation results in duplications in services and resistance to cooperation, and is a barrier to planning implementation. Such an approach [fragmented delivery of public services] has limited the orderly development and growth of Oregon's urban areas to the detriment of the citizens of this state."*

In this language, the Oregon Legislature recognized that islands formed as cities grow can create service inefficiencies and confusion for island inhabitants and service providers.

State law authorizes cities to annex islands without consent of property owners or residents in the affected area, or by city voters, *provided the entire island is annexed.* Under Oregon Revised Statutes (ORS 222.750), cities may authorize island annexations by resolution or ordinance, subject to referendum. Referred to in the statutes as *"Island Annexation"* – or *"consent not required from affected territory"*, this is the most common method used by cities to initiate island annexations.

The Island Annexation method is unique among annexation procedures, enabling a city to annex islands by non-emergency ordinance so long as contiguous parcels in an island are annexed in their entirety and the effective date of annexation for residential properties is delayed a minimum of three years to afford tax relief to homeowners. Cities may also choose to annex only selected islands. However, for Hillsboro selective island annexation would merely reduce (rather than eliminate) service inefficiencies and inequities.

Other Oregon cities, including Salem and Prineville, have completed similar island annexations in recent years.

AREA DESCRIPTION

The 189 properties under consideration for annexation are located throughout Hillsboro's urban area (See County Island Map and Island Property Owner List). The total Taxable Assessed Value of all the County Islands is approximately $29 million, which would generate approximately $140,000 per year in tax revenue (at 2008 values).

Approximately three-quarters of the properties under consideration are developed for residential use and are located in predominantly residential areas of the City. The most common

residential County zones are R-5 Residential and R-9 Residential, which are urban residential designations at densities of 5 and 9 units per net acre, respectively. Thirteen properties are zoned for industrial use by Washington County and eleven others are designated for other employment uses. Four properties located in the Witch Hazel Village area are zoned Future Development 20 Acre (FD-20), which is an interim agricultural zone intended to provide a limited range of uses "until the urban comprehensive planning for future urban development of these areas is complete."

PUBLIC OUTREACH

At its 7 October 08 work session, the Hillsboro City Council directed staff to seek input from the community on the proposed annexation of unincorporated islands within the City's boundary.

As a result, three open houses were held at different locations in the community. Over one hundred sixty personalized letters about the open houses were sent to island property owners who would be affected by the proposed annexation and a more general letter was sent to 1,889 surrounding property owners. A similar property owner mailing list was used to notify island and nearby city property owners of the 16 December 08 public hearing.

The format of each meeting was the same, starting with a power point overview by Alwin Turiel, Long Planning Supervisor, followed by a facilitated question and answer period. Representatives from the Hillsboro Police Department, the Hillsboro Fire Department, Hillsboro Public Works, the Washington County Sheriff's Office and Fire District 2 were at each meeting to answer questions about their respective departments. A representative from Washington County Department of Land Use and Transportation attended the Orenco area meeting. In addition, staff from the Planning and Administration Departments were on hand to answer tax questions about individual properties.

A variety of large maps were on display at each meeting, illustrating the location of the islands within Hillsboro boundaries, service delivery configurations, and aerial photos. Handouts available at each meeting included *Frequently Asked Questions for Island Property Owners*, *General Information About Annexation* and a brochure titled *Hillsboro Island Annexation, "Bringing Hillsboro Together."*

The first meeting was held at Glencoe High School on 17 November 08: 18 people attended. The second meeting was on 19 November 08 at Imlay Elementary Schools with 21 people attending. The third meeting was held at Orenco Elementary School on 20 November 08 with 41 people attending. In total over 40 percent of all island property owners attended the meetings.

In addition to the open houses and publication of two newspaper articles (in the *Hillsboro Argus* and the *Oregonian*), information about island annexation was posted on the City of Hillsboro's web page and an article on island annexation was included in the November edition of *City Views*. Public hearing notice signage was posted throughout the City in the vicinity of the County island areas three weeks prior to the scheduled public hearing.

Alwin Turiel did a presentation on island annexation at the CPO9 meeting on 10 November 08; representatives from Hillsboro Fire, Hillsboro Police and the Washington County Sheriff's office were also at the meeting. Mayor Tom Hughes, Chief Gary Seidel and Deputy Chief Chris

Skinner did a presentation to the Hillsboro Rotary on 20 November 08. Mayor Hughes is scheduled to discuss the topic at Community Close-Up, a community forum produced by TVCTV, on 15 December 08, the day before to the City Council's public hearing on the matter.

A full summary and analysis of all the feedback received at the open houses will be included in a supplemental packet that will be mailed to Council the week of 8 December 08. The supplemental packet will also be available for review at the Planning Department.

APPLICABLE CITY ANNEXATION-RELATED POLICIES

City Comprehensive Plan Annexation Policies

Hillsboro's City Charter has no annexation provisions. Hillsboro Comprehensive Plan (HCP) Section 2 Urbanization states the City's goal of providing "*for an orderly and efficient transition of land from rural to urban use through identification and establishment of areas designed to accommodate the full range of urban uses within the Hillsboro Planning Area.*"

Several HCP Section 2 Policies and Implementation Measures support ultimate City jurisdiction over the City's identified planning area (*Area of Interest)*, which includes most of the County islands.[1] These HCP provisions are designed to foster orderly development, effective delivery

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[1] ***(III) Policies***

(A) Urbanization within the planning area shall be consistent with the goals and policies of this Plan. Development shall occur according to the availability of urban services and within the context of the Urban Planning Area Agreement. . . . .

*(F) In the **Area of Interest**, the City will continue its current annexation policy, under which property owners interested in annexation are welcome to contact the City for whatever information and assistance they need to initiate and complete the annexation process.*

(G) Upon annexation within the Area of Interest, the City will initiate Comprehensive Plan Land Use and Transportation Map changes on recently annexed properties, to City land use designations and functional street classifications corresponding as closely as possible to those designations and classifications already adopted by Washington County for those properties.

*(H) **The City will negotiate with the service districts currently providing urban services to properties in the Area of Interest, and will address service provision issues on an individual basis upon receipt of petitions for annexation**. The City will work toward formal long-term service agreements with each affected service district, and shall consider the Area of Interest in all public facility plans.*

(IV) Implementation Measures

*(A)(5) Infill of vacant, bypassed lands, between areas of development, at an urban level, shall be encouraged. Appropriate measures shall be taken to insure that new development in infill areas is compatible with existing developed areas. **The City will support a proposed annexation of infill areas** and allow subsequent development to occur under the clear and objective standards in its implementing ordinances, including the Zoning and Subdivision ordinances.*

*(G) **All land in the Hillsboro Planning Area is assumed to be available for annexation** and/or development, consistent with the Comprehensive Plan, zoning, subdivision regulations, and the Urban Planning Area Agreement.*

of services, efficient government and to manage the City's growing urban areas as a unified whole.[2]

In addition, HCP Section 12 Public Facilities includes the following Goal and Implementation Measures that directly support the City's urbanization policies:

- Section 12. Public Facilities and Services, Goal (A) *Provide public facilities and services in an orderly and efficient manner consistent with the expansion of urbanization into rural areas.*

- Section 12. Public Services Implementation Measure (C) (2) *The City shall require properties to annex to the City prior to the provision of sanitary sewer service.*

- Section 12. Public Services Implementation Measure (I) (2) *The City shall require properties in the urban area to annex to the City prior to the provision of water service.*

City-County Urban Planning Area Agreements (UPAA)

An important HCP implementation tool, the City's 2006 UPAA with Washington County anticipates Hillsboro governance of unincorporated islands within the "*Active Planning Area.*" The UPAA's stated purpose is to *"ensure the timely, orderly, and efficient extension of public facilities and urban services"* by establishing a program for:

(A) ***"The eventual annexation of all urban unincorporated properties into the cities**; and*

(B) *The transfer of County responsibilities, programs, equipment and personnel to the cities for urban municipal services, including law enforcement; road maintenance, engineering and construction; land use and transportation planning; land development; and building."*

The UPAA generally requires annexation to the City prior to initiating urban development. In addition, the UPAA requires that any development approved by the County "facilitate redevelopment to an urban level of development upon annexation to the City." Together, the HCP and implementing UPAA acknowledge the City as the long term urban service provider and source of ultimate governance for the County islands.

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2 In 2004 and 2005, unincorporated land within areas known as the Evergreen and Helvetia Industrial Areas were added to the Metro UGB. City land use plans were adopted for these areas with property owners' support, obtained in large part because of a City policy commitment to apply a passive annexation policy to these areas. Similarly, two properties in the yet to be adopted South Hillsboro Community Plan area were annexed in January 2008. The purpose of the annexation in advance of community plan adoption was to allow for development of a needed public school to serve the Witch Hazel Village and Reedville neighborhoods. Both areas are situated outside the areas covered by the UPAA. Therefore, any newly created County islands in these two areas necessarily should be exempted from City annexation under any method that does not require owner consent.

Washington County Urbanization Forum – 2008

The Washington County Urbanization Forum is a County-wide study group of elected officials from Washington County and the cities therein. Its purpose is to refine discussions on urbanization, with the intention of including the resulting policies into the various UPAAs. Formal recognition of eventual City governance of the County islands appears imminent in the Forum, and current discussions are pointing toward amendments to the UPAAs to include the following urbanization policies:

- *Development of fully-urban, complete communities and neighborhoods can best be accomplished by "full-service" cities.*
- *Future urban growth and development will be directed to Washington County's cities.*
- *There is a need for a consistent Urbanization Policy for unincorporated urban areas and new urban growth areas.*
- *The cities should demonstrate their policy commitment to govern all urban areas identified as their responsibility by applicable Intergovernmental Agreements.*

Implementation of these emerging policies could call for proactive City annexation of County islands and parts of the Aloha area covered by the UPAA and SB 122 Agreements.

SERVICE DELIVERY

Island annexation would simplify and clarify service delivery, from the viewpoints of residents, property owners and service providers. An analysis of service delivery issues points to several specific opportunities for improvement:

- The Hillsboro Fire Department responds to un-reimbursed service calls in these areas an average of 30 times per year. Also, County Island addresses do not align with the City address system, which can result in delayed response to emergencies.

- Police service is challenging. In some cases, the Hillsboro Police Department may not even be aware of calls made within their service area. Other times, Sheriff's deputies are called in from far away and lose valuable time traveling to the island call location. Some calls go to both the City and County, increasing service duplication.

- County nuisance ordinances are not always consistent with City ordinances. For example, Washington County allows up to four abandoned vehicles on a property indefinitely, while the City prohibits them outright. The County does not have a noise ordinance, stirring complaints from nearby City residents.

If City Council approves annexing the County islands, fire and police protection would be provided by the City of Hillsboro. Property would be automatically withdrawn from the following service districts as of the effective date of the annexation; Washington County Rural Fire Protection District No. 2, and Enhanced Sheriff's Patrol. A few properties would also be withdrawn from Tualatin Hills Parks and Recreation District and would instead be served by the Hillsboro Parks Department following annexation. (See attached Island Service Providers Map)

PUBLIC UTILITIES

The island areas are surrounded by the City and water, sewer and storm drainage facilities are readily available to the majority of island properties. Often, residential parcels in island areas lack public water and sewer service – even though such infrastructure is nearby. Island property owners however will not be required to hookup to City water and sewer service following annexation. Sewer hookup is required only if septic systems fail. Hookup to City drinking water is voluntary.

TRANSPORTATION FACILITIES

The City of Hillsboro Transportation System Plan (TSP) covers the entire planning area. Thus, annexation of the County Islands will not impact TSP implementation. Further, bringing the island areas into the City is the first step toward eliminating jurisdictional conflicts that currently impact City road and storm drainage maintenance, with the second step being transfer of the jurisdiction over the streets from the County to the City. In these cases, annexation of the island areas along with adjacent rights-of-way will significantly accelerate and enhance the City's ability to maintain and improve local streets. For example, patchwork road jurisdiction means Hillsboro Public Works cannot initiate, fund or manage traffic calming efforts without County authorization – a source of frustration for many property owners.

FINANCIAL IMPACTS

Some baseline fiscal impacts anticipated as a result of island annexation, assuming all islands are annexed in their entirety, are outlined below.

- If all islands are annexed, current Washington County service providers could eventually anticipate losing the following approximate annual revenues:
  - Enhanced Sheriff Patrol - $37,235
  - Fire District #2 - $45,520
  - Urban Road Maintenance - $6,913
  - TVF&R - $4,304
  - THPRD - $2,412

- Based on the total assessed value of all island tax parcels, the City of Hillsboro would receive new tax revenue of approximately $140,000 per year[3].

- On average, island residents would see a slight increase in taxes on the order of $1.71 to $2.12 per $1000 Assessed Value (AV) or $275 to $340 per year on a property with a $160,000 AV. For example, the owner of a typical unincorporated island property currently pays about $2,375 per year in taxes on $160,000 in assessed value. That

[3] Notes: Using the 2008 tax rate. Actual revenue from residential parcels will be delayed by statute, for at least three years or until the parcel is sold. Values will increase over time since the islands are not fully urbanized and some properties are undeveloped.

figure would increase on average to $2,720 (an additional $28.75 per month) when the property is incorporated into Hillsboro. For some island residents, a portion of this increase will be offset by reduced fees since they currently pay a premium (generally 50% above City rates) to access Hillsboro Parks and Recreation programs and services.

APPROVAL CRITERIA FOR ANNEXATIONS

The approval criteria for annexations are listed in Metro Code Chapter 3.09.050 (b), (c) and (d) as follows:

(b) Not later than 15 days prior to the date set for a hearing the reviewing entity shall make available to the public a report that addresses the criteria in subsection (d) and includes the following information:

(1) The extent to which urban services are available to serve the affected territory, including any extra territorial extensions of service;

(2) Whether the proposed boundary change will result in the withdrawal of the affected territory from the legal boundary of any necessary party; and

(3) The proposed effective date of the boundary change.

(c) The person or entity proposing the boundary change has the burden to demonstrate that the proposed boundary change meets the applicable criteria.

(d) To approve a boundary change, the reviewing entity shall apply the criteria and consider the factors set forth in subsections (d) and (e) of Section 3.09.045.

Metro Code Chapter 3.09.045 (d) and (e) read as follows:

(d) To approve a boundary change through an expedited process, the city shall:

(1) Find that the change is consistent with expressly applicable provisions in:

(A) Any applicable urban service agreement adopted pursuant to ORS 195.065;

(B) Any applicable annexation plan adopted pursuant to ORS 195.205;

(C) Any applicable cooperative planning agreement adopted pursuant to ORS 195.020(2) between the affected entity and a necessary party;

(D) Any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services; and

(E) Any applicable comprehensive plan; and

(2) Consider whether the boundary change would:

(A) Promote the timely, orderly and economic provision of public facilities and services;

(B) Affect the quality and quantity of urban services; and

(C) Eliminate or avoid unnecessary duplication of facilities or services.

(e) A city may not annex territory that lies outside the UGB, except it may annex a lot or parcel that lies partially within and outside the UGB. Neither a city nor a district may extend water or sewer services from inside a UGB to territory that lies outside the UGB.

The proposed annexation of unincorporated County islands would be consistent with all applicable City Comprehensive Plan policies and implementation measures cited in this report.

In addition, the annexation would be consistent with regional framework and functional plans, and the approval criteria of Metro Code Chapter 3.09.045 (d) and (e) cited above.

RECOMMENDATION

Should the Council choose to approve the proposed island annexations, staff will prepare an adopting ordinance that includes the following: (1) a specific legal description for each island area annexed; (2) Findings of Fact and Conclusions of Law supporting Council's decision; (3) provision for immediate annexation of non-residential properties and adjacent rights-or-way; and (4) provision for a three year delay in the effective date for residential properties (in accordance with ORS 222.750).

Non-residential annexations would become effective immediately upon submission to the Secretary of State, unless contested by a necessary party as defined in Metro Code Chapter 3.09.020(j). If the proposal is contested by a necessary party then the effective date of the annexation can be no earlier than 10 days after the decision is reduced to writing pursuant to Metro Code Chapter 3.09.050(f). The City would initiate zone changes from County to City zones on the non-residential properties beginning around February 2009.

Due to the required three-year delayed effective date for annexation of residential properties, staff recommends that the associated rezoning of those properties also be delayed until approximately February 2012, when annexation of the various areas would be final.

Respectfully submitted,

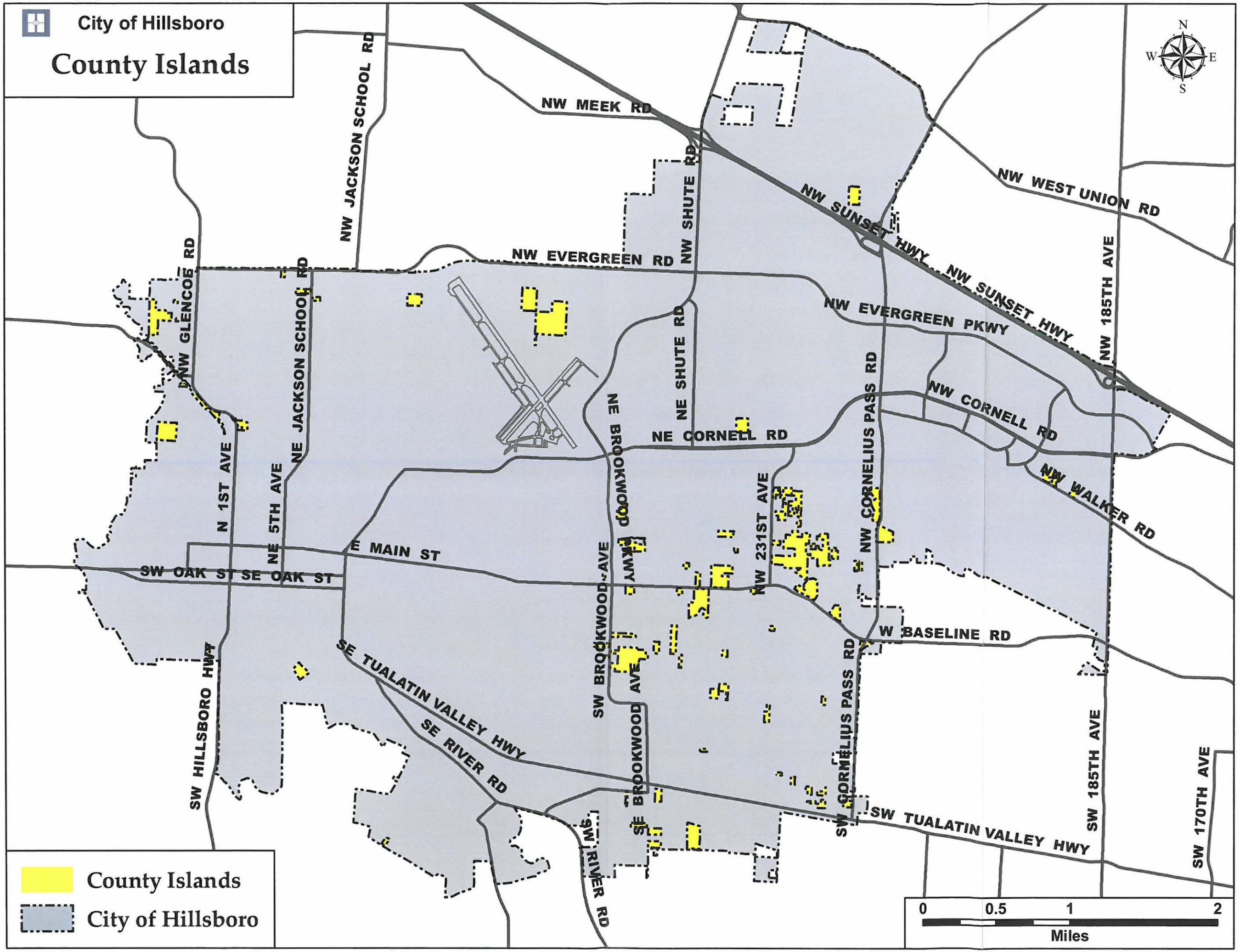
CITY OF HILLSBORO PLANNING DEPARTMENT

Alwin Turiel, AICP
Long Range Planning Supervisor

Attachments

1. County Islands Map
2. Island Property Owner List
3. Hillsboro Annexation History Map (1984 to 2008)
4. Island Taxlots: County Land Use Designation and Use Map
5. City Comprehensive Plan Map
6. Public Outreach Materials - Hillsboro Island Annexation Q&A
7. Service Analysis Documentation
8. Island Service Providers Map
9. City Attorney's Memorandum - "County Islands & Other Annexation Methods"
10. ORS 222.750
11. Island Annexation Ordinance (Sample Draft)

1. County Islands Map


City of Hillsboro
County Islands
N
W
E
S
NW MEEK RD
NW JACKSON SCHOOL RD
NW SHUTE RD
NW WEST UNION RD
NW SUNSET HWY
NW SUNSET HWY
NW 185TH AVE
NW EVERGREEN RD
NW EVERGREEN PKWY
NW GLENCOE RD
NE JACKSON SCHOOL RD
NE SHUTE RD
NW CORNELL RD
NE CORNELL RD
NE BROOKWOOD AVE
NW CORNELIUS PASS RD
NW WALKER RD
N 1ST AVE
NE 5TH AVE
NW 231ST AVE
E MAIN ST
SW OAK ST SE OAK ST
SW BROOKWOOD AVE
SE BROOKWOOD AVE
W BASELINE RD
SE TUALATIN VALLEY HWY
SW HILLSBORO HWY
SE RIVER RD
SW CORNELIUS PASS RD
SW TUALATIN VALLEY HWY
SW 185TH AVE
SW 170TH AVE
SW RIVER RD
County Islands
City of Hillsboro
0
0.5
1
2
Miles

2. Island Property Owner List

OWNER1	OWNER2	A&T Acres	tax code	2008 M50 Assessed Value County Site
AASLAND, WILLIAM R AND	VICKIE M	0.7	001.28	$ 117,220
ACKLEY, BLAINE C &	BEEBE, FRANCES J	1.9	001.28	$ 247,470
ALOHA LAND & CATTLE CO	17980 SW KEMMER RD	3.0	001.28	$ 6,400
ALOHA LAND & CATTLE CO	17980 SW KEMMER RD	1.8	001.28	$ 3,720
ANTHONY, JANET	21960 NW QUATAMA RD	0.9	001.28	$ 176,580
ASBECK, SUNGBOK KIM &	KIM, SUNG DUCK	1.8	051.50	$ 206,610
BAGGARLEY, DOUGLAS D & RHONDA R	21940 NW QUATAMA RD	0.9	001.28	$ 220,840
BAKER, WESLEY C	2060 SE 74TH AVE	1.1	007.16	$ 117,800
BARCLAY, GARY W	22945 NW CHESTNUT ST	0.3	001.28	$ 82,110
BAUGHMAN FAMILY TRUST	BY BAUGHMAN, VIRGINIA	0.5	001.28	$ 157,300
BEAMAN, GREGORY & DAWN	121 NE GUSTON CT	0.1	001.27	$ 3,010
BEAMAN, GREGORY & DAWN	121 NE GUSTON CT	0.2	001.28	$ 7,380
BECKER, ROBERT O AND	EILEEN M, TRUSTEES	3.2	007.16	$ 162,360
BECKER, ROBERT O AND	EILEEN M, TRUSTEES	2.2	007.16	$ 232,230
BENEDICT, MICHAEL T & CATHERINE	3475 NW 313TH AVE	0.5	007.17	$ 83,350
BENGE, JAMES ALLEN & LINDA JEAN	6510 SE BORWICK ST	0.7	001.15	$ 97,200
BENTON, THOMAS J	22810 NW BIRCH ST	0.3	001.28	$ 53,400
BERENT, DENNIS L &	BERENT, BERNADETTE C	1.0	029.17	$ 176,150
BJORNSEN, JOANN & STANLEY W	24085 W BASELINE	1.0	007.32	$ 178,820
BLASCHE, THEODORE RICHARD	AND KAREN KESSLER	3.6	001.13	$ 252,230
BOHLING, TRAVIS L & PAMELA J	910 SW BROOKWOOD AVE	0.4	007.16	$ 113,090
BORDERS, SONDRA	615 NE 117TH AVE	4.9	007.16	$ 216,960
BOSLEY, RONALD EARL	23030 NW CHESTNUT ST	-	001.28	$ 115,630
BRBN TRUST	BY BETTY ROSE NOBLE, TR	0.6	029.30	$ 3,230
BRBN TRUST	BY BETTY ROSE NOBLE, TR	0.2	029.13	$ 1,400
CARTER, ROBERT M JR	25145 SW OZARK LN	0.4	007.16	$ 116,750
CHEATHAM, JERRY & JEAN	610 NW BROOKWOOD AVE	0.5	007.16	$ 175,950
CHRISTIANSON, ARIEL	1160 NW 230TH AVE	0.2	001.28	$ 106,410
COLBY, ELLERY R JR &	SONDRA M	0.2	001.28	$ 84,980
COLLI, LAUMER	2185 NW GLENCOE RD	0.5	007.33	$ 46,840
CRAWFORD, EDWARD H AND	KATHLEEN ANN	0.2	001.28	$ 82,110
CRETIN, HARRY G/ELAINA M	121 SE 54TH AVE	1.1	007.32	$ 186,450
CROSS, JOSEPHINE	7220 SE JOHNSON ST	0.5	029.26	$ 116,650
CROSS, JOSEPHINE E	22480 SW JOHNSON	0.6	029.26	$ 7,800
CSERGEI, ANDREW WILLIAM & RUTH E	409 NE 60TH AVE	0.3	007.15	$ 82,110
CSERGI, RUTH ELIZABETH &	CSERGI, ANDREW WILLIAM	2.2	007.15	$ 123,040
CSERGI, RUTH ELIZABETH &	CSERGI, ANDREW WILLIAM	0.1	007.01	$ 2,560
DARGATZ, HARVEY R	5757 SE DAVIS RD	9.3	029.04	$ 141,720
DARGATZ, HARVEY R	5757 SE DAVIS RD	0.1	029.13	$ 5,240
DAVIS, JESS J & NORMA ANN	22930 NW BIRCH ST	0.4	001.28	$ 141,070
DAVIS, JESS JACKSON & KAREN H	915 NW 228TH AVE	0.5	001.28	$ 255,410
DAVIS, MILTON & PAT FAMILY TRS	22315 NW QUATAMA RD	0.9	001.28	$ 183,140
DESANTIS, NICHOLAS J AND TANIA M	565 NW BROOKWOOD AVE	1.3	007.16	$ 139,710
DEWITT, MARY T	6001 SE LOIS ST	1.0	029.20	$ 166,040
DIRRIWACHTER, ANTONIUS BASTIANUS	22890 NW CHESTNUT ST	0.2	001.28	$ 113,780
DITTRICH FAMILY LIVING TRUST	6466 SE FRANCES ST	2.3	029.20	$ 208,820
ECLEVIA, MACARIO E & RACHEL B	22520 NW ELM ST	2.2	001.28	$ 237,770
EDDY, DANIEL J & JENNIFER J	22390 NW QUATAMA RD	0.4	001.28	$ 145,850
ENGELFRIED, STEVEN D & TINA M	985 NW BROOKWOOD AVE	1.3	007.16	$ 166,360
EVANS, EDD R AND CHERYL R	22420 NW QUATAMA RD	0.4	001.28	$ 142,420
FASSOLD, ROBERT L &	HELEN R FAMILY TRUST	1.2	029.20	$ 111,150
FASSOLD, ROBERT L &	HELEN R FAMILY TRUST	1.2	029.20	$ 174,900
FORCE, CLIFFORD C & DORIS N	22920 NW CHESTNUT ST	0.3	001.28	$ 157,790
FUNK LIVING TRUST	BY MERLIN J & PHYLLIS TRS	0.2	001.28	$ 86,610

FUNK LIVING TRUST	BY MERLIN J & PHYLLIS TRS	0.3	001.28	$ 195,400
GARLAND, DONALD D & MOLLY J	31550 NW CAMP IRELAND ST	2.0	007.17	$ 198,960
GAY, PEGGY R REVOC LIV TRS	BY LARRI P SWINFORD TR &	1.3	029.26	$ 155,860
GAY, PEGGY R REVOC LIV TRS	BY LARRI P SWINFORD TR &	0.3	029.26	$ 162,610
GCCM LLC	18685 SW VINCENT ST	0.8	029.26	$ 214,970
GIBBONS, TOMMY J ROWENA B	285 NW 242ND	1.0	007.32	$ 153,630
GIMRE, PETER ANDERS &	GIMRE, KATHRYN RACHEL &	19.8	007.16	$ 699,170
GRAHAM, THEODORE J & BETTY M	15895 SW NORA RD	0.5	029.27	$ 140,680
GRAY, GARY R AND NANCY J	2621 SE LAUREL CT	0.9	029.27	$ 145,290
GULLETTE, FRED & BARBARA	6091 NE CORNELL RD	5.0	001.21	$ 239,310
HACKNEY, KARLA & MATTHIAS	1440 SE IMLAY AVE	2.3	029.20	$ 240,080
HALL, TERRANCE A & MARLENE L	PO BOX 280	1.6	007.16	$ 296,530
HANBERG, LOUIS G	22750 NW FIR ST	2.3	001.28	$ 113,200
HANNAH, ROY C	815 SW BROOKWOOD AVE	1.8	007.16	$ 113,110
HATHAWAY, RICHARD C AND	JOYCE A	0.3	001.28	$ 238,990
HEADINGS, MICHAEL L	24995 SW OZARK LN	3.2	007.16	$ 129,550
HELMS, DONALD GENE	FRANCES JEANETTE	0.5	007.16	$ 152,200
HENRY, MICHAEL DEAN	22029 NW DAIRY CREEK	0.5	029.26	$ 118,240
HENSLEY, MATTHEW S	495 NW LENOX ST	5.3	007.17	$ 318,140
HILLSBORO, CITY OF	150 E MAIN ST	1.0	001.17	$ -
HINTZ, RICHARD A & ANNETTE E	REVOCABLE LIVING TRUST	0.4	007.15	$ 185,900
HOWELL, VERNON R & SUSIE	6051 SE FRANCES ST	2.5	029.20	$ 308,670
HOYT, SEMPRONIANA P	705 NW 227TH AVE	0.5	001.28	$ 206,330
JALOWY, CHRISTOPHER J & LINDA R	1710 NW 193RD PL	0.5	051.50	$ 215,920
JONES FAMILY TRUST	19385 NW WALKER RD	1.4	051.50	$ 187,350
KILGORE, MIKE AND INGA S	1250 NW 231ST AVE	-	001.28	$ 110,880
KINNAN, LLOYD L/THERESA M	23015 NW BIRCH ST	-	001.28	$ 108,310
KNUDSEN, DARCEY L	17555 NW SOLANO LN	0.3	001.28	$ 208,460
KOOKEN, JOEL T BURNIS B	700 NW 228TH	0.5	001.28	$ 159,080
KRAHMER, DONALD LEROY JR &	KRAHMER, MICHAEL SCOTT	0.1	001.28	$ 1,190
KRAHMER, JOAN E	614 E MAIN	-	001.28	$ 124,520
KRAHMER, JOAN E	614 E MAIN	0.4	001.28	$ 9,320
KRAHMER, JOAN E	614 E MAIN	0.3	001.28	$ 8,270
KUGLER, JACOB M	440 NW BROOKWOOD AVE	1.0	007.16	$ 178,660
KUHN, MARVIN B AND EVELYN P	5251 N PERSHING AVE	0.7	007.16	$ 42,090
LANGBEHN, RANDALL GENE &	KIMBERLY ANN	6.1	007.32	$ 427,860
LANGUE, RUTH FRANCES REV LIVING	BY LANGUE, RUTH FRANCES TR	0.2	001.28	$ 97,430
LEWIS, LARRY C & SUSAN G	22975 NW CHESTNUT	0.5	001.28	$ 152,760
LEWIS, MERILYN D & MARY ELLEN	22930 NW ALDER ST	0.2	001.28	$ 41,060
LEWIS, MERLYN D AND	MARY ELLEN	0.3	001.28	$ 228,560
LINN, GARY S & PAULA V	22570 NW ELM ST	0.9	001.28	$ 206,610
LOYER, JAMES A	25095 SW OZARD LN	0.6	007.16	$ 139,630
LUBISCHER, ANNE & JAMES FAMILY	JOINT TRUST	6.3	001.28	$ 184,060
LUNDBERG, BRAD A	25100 SW OZARK LANE	1.2	007.16	$ 135,390
LURGIO, NORA E LIVING TRUST	BY NORA E LURGIO TR	1.3	007.16	$ 131,990
LYNCH, JEROLD & DOROTHY	LYNCH, JEFFREY D	0.5	029.26	$ 270,560
LYNCH, JEROLD,	LYNCH, DOROTHY A AND	0.5	029.26	$ 84,880
MACK, LARRY J	3660 NW 313TH AVE	0.4	007.17	$ 55,240
MACOMBER, M DWAINE	2885 SE 73RD AVE	0.5	029.26	$ 182,070
MANNEN, WILBERT C IDA	1180 NW 230TH AVE	0.2	001.28	$ 102,630
MARTINDALE, WILLIAM R LIVING TRU	MARTINDALE, COLLEEN C LIVING	2.5	029.04	$ 222,370
MCCLEARY, TIMOTHY VERNON	22975 NW DOGWOOD ST	0.2	001.28	$ 120,820
MCCORMICK, THOMAS A TRUST	2205 SE IMLAY AVE	0.6	029.20	$ 142,520
MEADE, RUSSELL I & HEIDI R	23300 SW BASELINE RD	1.0	001.11	$ 191,770
METRO	c/o ACKERMAN, EDWIN D &	1.6	029.20	$ 176,630
METRO	c/o ACKERMAN, EDWIN D &	4.0	029.20	$ 2,240
MITCHELL, WANDA	22990 NW CHESTNUT ST	0.2	001.28	$ 98,070
MOCK, VERNON D & BARBARA A	24100 W BASELINE	2.8	007.32	$ 209,850

MOOTHART, JAMES M	1115 NW 228TH AVE	0.2	001.28	$ 102,270
MORTENSEN, GERALD W AND	JODY	0.7	001.28	$ 122,340
MUCKENDORFER, RONALD J	JANICE E	0.9	007.32	$ 116,750
NEVLING, JUNE WELLS	1091 SE 7TH AVE	2.9	007.16	$ 40,530
NEVLING, JUNE WELLS	1091 SE 7TH AVE	1.7	007.01	$ 125,510
NOVOVICH, ALEXANDER	1270 NW 230TH AVE	0.2	001.28	$ 94,530
NOYES, LARRY B & CAROL A	1851 NW CONNELL AVE	0.7	007.17	$ 77,760
OBERST, NORMA JEAN TRUST &	OBERST, CARL TRUST	0.9	001.28	$ 209,100
ORENCO INDUSTRIAL PARK OWNERS OF	LOTS 1-9	0.6	001.28	$ -
PALM, DAVID D & DEANNA M	22500 NW QUATAMA RD	1.2	001.28	$ 212,150
PEAPER, RICHARD D AND	RAYLENE A	2.1	007.16	$ 229,740
PELL, LUZ	650 NW BROOKWOOD AVE	2.3	007.16	$ 252,330
PETERSON, MARVIN E	FAITH-PETERSON, CAROL	1.0	029.20	$ 156,750
PETERSON, MICHELLE & TERRY	494 NW LENOX ST	4.0	007.17	$ 209,290
PHIPPS, TIMOTHY L	23050 NW CHESTNUT ST	-	001.28	$ 119,110
PLASTER, MICHAEL	640 NW 231ST AVE	1.0	001.28	$ 215,230
POHLMAN, CLARENCE I &	DONNA J TRUSTEES	4.9	007.32	$ 214,940
POHLMAN, CLARENCE I & DONNA J LI	23755 SW BASELINE RD	4.7	007.32	$ 301,040
PORT OF PORTLAND, THE	ATTN:AVIATION PROPERTY	4.8	007.16	$ -
PORT OF PORTLAND, THE	ATTN:AVIATION PROPERTY	4.8	007.16	$ -
PREVOST, ARTHUR RONALD JR	3445 NW 313TH AVE	0.5	007.17	$ 92,630
PREVOST, ARTHUR RONALD JR	3445 NW 313TH AVE	0.3	007.17	$ 24,600
PUTZOLU, DAVID M &	ARMER, CHRISTINE A	0.3	001.28	$ 126,300
QUALE, THOMAS R & SHARON R	4495 NW QUINAULT CT	0.5	001.28	$ 205,810
RABEL PROPERTIES	130 LAKESIDE AVE, STE 200	2.1	001.28	$ 469,680
REHLING, MONTE L	22890 NW ALDER ST	0.3	001.28	$ 106,010
REIMERS, DOUGLAS W &	REIMERS, CARLENE G	0.8	007.16	$ 7,510
REIMERS, DOUGLAS W &	REIMERS, CARLENE G	0.4	029.20	$ 91,920
RICHTERS, EUGENE ALVA	1405 SE MORGAN RD	1.0	007.16	$ 139,530
RIVAS, SANTOS R	19045 NW WALKER RD	1.2	051.50	$ 224,390
ROMIKE MARITAL TRUST &	ROMIKE FAMILY TRUST	1.9	001.28	$ 165,040
ROMIKE MARITAL TRUST &	ROMIKE FAMILY TRUST	-	001.28	$ 3,310
ROSENOFF, MARILYN J AND	DEPEW, ROBERT JOE	2.4	001.28	$ 260,070
ROTHLISBERGER, MARY	965 NW 230TH AVE	-	001.28	$ 130,930
SABO, WILLIAM D TRUST &	SABO, FAYE E TRUST	5.7	001.37	$ 1,069,840
SAMSAK, PAUL & TAMARA LEE	22810 NW FIR ST	3.2	001.28	$ 163,220
SANDOVAL, JESUS &	NERI, BRENDA P	0.3	007.16	$ 108,440
SAUCEDO, ALFONSO &	BUGARIN, ELIZABETH	0.5	007.16	$ 137,350
SCHRYVER, DOUGLAS J & CANDACE E	7176 SE JOHNSON ST	0.3	029.27	$ 113,870
SCHULTZ, WILLIAM E & ISABELITA S	1031 SE 7TH AVE	1.1	007.16	$ 68,930
SCHULTZ, WILLIAM E & ISABELITA S	1031 SE 7TH AVE	0.5	007.01	$ 345,850
SCOTTER, PATRICIA R &	TOOD R	0.6	007.27	$ 47,960
SHARP FAMILY LIVING TRUST AGREEM	BY MARVIN E SHARP	0.4	001.28	$ 174,780
SHERWOOD, RANDY G	PO BOX 101436	0.6	029.26	$ 118,150
SHETH, KIRTIKANT V &	SANDHYA K	0.0	001.27	$ 520
SHETH, KIRTIKART V/SANDHYA K	331 THE HILLS DR	5.5	001.28	$ 14,930
SHETH, KIRTIKART V/SANDHYA K	331 THE HILLS DR	0.8	001.27	$ 132,500
SHETH, KIRTIKART V/SANDHYA K	331 THE HILLS DR	0.4	001.28	$ 1,300
SNEDDON, JOHN R/DORIS J TRUSTEES	5207 SE PATTERSON ST	1.9	029.20	$ 194,460
SPECIAL PROPERTY VI LLC	c/o PARSONS, SHARON L	0.2	007.17	$ 101,760
SPONAUGLE, JAMES	670 SW BROOKWOOD AVE	0.4	007.16	$ 140,090
STEWARD, SEAN L & THERESE	23890 W BASELINE RD	4.1	007.32	$ 224,950
STEWART, STANLEY D AND	ADELIA H	-	001.28	$ 83,510
STOUT, TIM W	22830 NW BIRCH ST	0.3	001.28	$ 149,050
SWANSON, MICHAEL &	PATRICIA	3.6	007.16	$ 182,590
TEAGUE, RONALD NOEL	3700 NW 281ST	4.8	007.16	$ 79,530
THOMPSON, GARY L & CATHY A	24960 SW WITCH HAZEL RD	0.9	029.20	$ 167,800
THOMPSON, MARTHA B	600 NW BROOKWOOD	1.1	007.16	$ 182,800

TIPTON, RONALD J AND	HELEN ROSE	0.5	001.28	$ 159,410
TUNGER, GISELA	5450 NW CROENI RD	3.8	001.28	$ 97,030
TURNER, MADELINE L TR	1972 NE HAREWOOD PL	9.8	007.16	$ 172,850
TURNER, MADELINE L TR	1972 NE HAREWOOD PL	0.3	007.33	$ 220
TURNER, MADELINE L TR	1972 NE HAREWOOD PL	0.2	007.01	$ 8,250
VACHTER, WILLIAM L	BETTY A	0.9	007.32	$ 15,660
VACHTER, WILLIAM L AND	BETTY A	1.4	007.32	$ 174,950
VANDEHEY, LESLIE M	308 SW WOOD ST	0.2	007.27	$ 49,830
VANGRUNSVEN, JOHN C	614 E MAIN ST	0.5	001.28	$ 112,570
VANLOO, RONALD FRANCIS	PO BOX 583	2.0	007.16	$ 59,740
VETALY, PATRICIA E	22865 W BASELINE	1.6	001.28	$ 199,620
WAIBEL, ALBERT F	22495 NW QUATAMA ROAD	0.3	001.28	$ 7,910
WAIBEL, ALBERT F	22495 NW QUATAMA ROAD	2.2	001.28	$ 211,530
WAIBEL, ALBERT F	22495 NW QUATAMA RD	1.5	001.28	$ 66,660
WALKLEY, MARK K	11303 NW SKYLINE BLVD	0.4	001.28	$ 136,950
WALTON, MARY CATHERINE	25035 SW OZARK LN	1.0	007.16	$ 139,650
WARNER, NANCY S	22810 NW BIRCH ST	0.2	001.28	$ 127,130
WASHINGTON COUNTY	FACILITES MGMT	0.9	001.28	$ -
WASHINGTON COUNTY	FACILITES MGMT	0.5	029.17	$ -
WEAVER, DAYMON J	1055 NW BROOKWOOD AVE	0.9	007.16	$ 154,130
WELLER, BRENDA/BEN A	29800 SW EVERGREEN ST	0.8	007.32	$ 145,810
WEST, DALE D	22860 NW ELM ST	0.7	001.28	$ 152,640
WEST, EARL G SHARON	3865 NE JACKSON SCHOOL RD	2.0	007.32	$ 451,620
WILFERT INVESTMENTS LLC	430 NW 231ST AVE	1.0	001.28	$ 225,660
WILFERT, SHERWOOD E & DOLORES R	420 NW 231ST AVE	3.1	001.28	$ 303,710
WILFERT, SHERWOOD E TRUSTEE	WILFERT, DOLORES R TRUSTEE	1.0	001.28	$ 83,110
WISEMAN, CHARLES J	3760 NW JACKSON SCHOOL RD	0.9	007.32	$ 243,350
WOLF, LINDA J	22875 NW CHESTNUT ST	0.3	001.28	$ 127,220
WOODALL, VERNON LOUIS	2400 SE BROOKWOOD AVE #12	2.5	029.04	$ 27,650
WYATT, JERALYN LIV TRUST	3265 SE BROOKWOOD AVE	2.0	029.04	$ 158,590
YOUNG, DORIS E	PO BOX 966	1.5	001.28	$ 16,750
TOTALS		**286.1**		**$29,109,270**

Affected Properties

Tax Map and Tax Lot	Site Address
1N233DC01300	100 NE 43RD AVE
1N234AD04400	1025 NW 228TH AVE
1S206D001500	1031 SE 7TH
1N233AC00500	1055 NW BROOKWOOD AVE
1S204DA00100	1070 SW BROOKWOOD AVE
1S204DA00101	1070 SW BROOKWOOD AVE
1S206D001300	1091 SE 7TH AVE
1N234AD03300	1115 NW 228TH AVE
1N234AD03200	1135 NW 228TH AVE
1S204DA00200	1150 SW BROOKWOOD AVE
1N234AD02000	1160 NW 230TH AVE
1N234AD01900	1180 NW 230TH AVE
1S203BB00800	121 SE 54TH AVE
1N234AC00300	1250 NW 231ST AVE
1N234AD00900	1255 NW 228TH AVE
1N234AD01400	1270 NW 230TH AVE
1N234AD00401	1345 NW 228TH AVE
1S208CC11400	1405 SE MORGAN RD
1S203CA17000	1440 SE IMLAY AVE
1N236AB01300	1710 NW 193RD PL
1N325DB04400	1851 NW CONNELL AVE
1N236AD00100	19045 NW WALKER RD
1N236AB01500	19285 NW WALKER RD
1N236AB01200	19385 NW WALKER RD
1N230CC02200	1950 NW GLENCOE RD
1N325DD03600	2185 NW GLENCOE RD
1N235CD02000	21940 NW QUATAMA RD
1N235CD02200	21960 NW QUATAMA RD
1S210BA01501	2205 SE IMLAY AVE
1S202BB00300	22135 W BASELINE RD
1N235CB01600	22265 NW QUATAMA RD
1N235CB01500	22315 NW QUATAMA RD
1N235CC00600	22390 NW QUATAMA RD
1N235CC00700	22420 NW QUATAMA RD
1N235CB01300	22495 NW QUATAMA RD
1N235CC00800	22500 NW QUATAMA RD
1N235CB01200	22515 NW QUATAMA RD
1N235CB00100	22520 NW ELM ST
1N234DD08000	22525 W BASELINE RD
1N235CB00200	22570 NW ELM ST
1N234DD07100	22720 NW QUATAMA RD
1N234DA02100	22750 NW FIR ST
1N234AD02600	22810 NW BIRCH ST
1N234DA02200	22810 NW FIR ST
1N234AD02700	22830 NW BIRCH ST
1N234AD02800	22860 NW BIRCH ST
1N234DA01300	22860 NW ELM ST
1N234DD07800	22865 W BASELINE RD
1N234AD00501	22870 NW ALDER ST

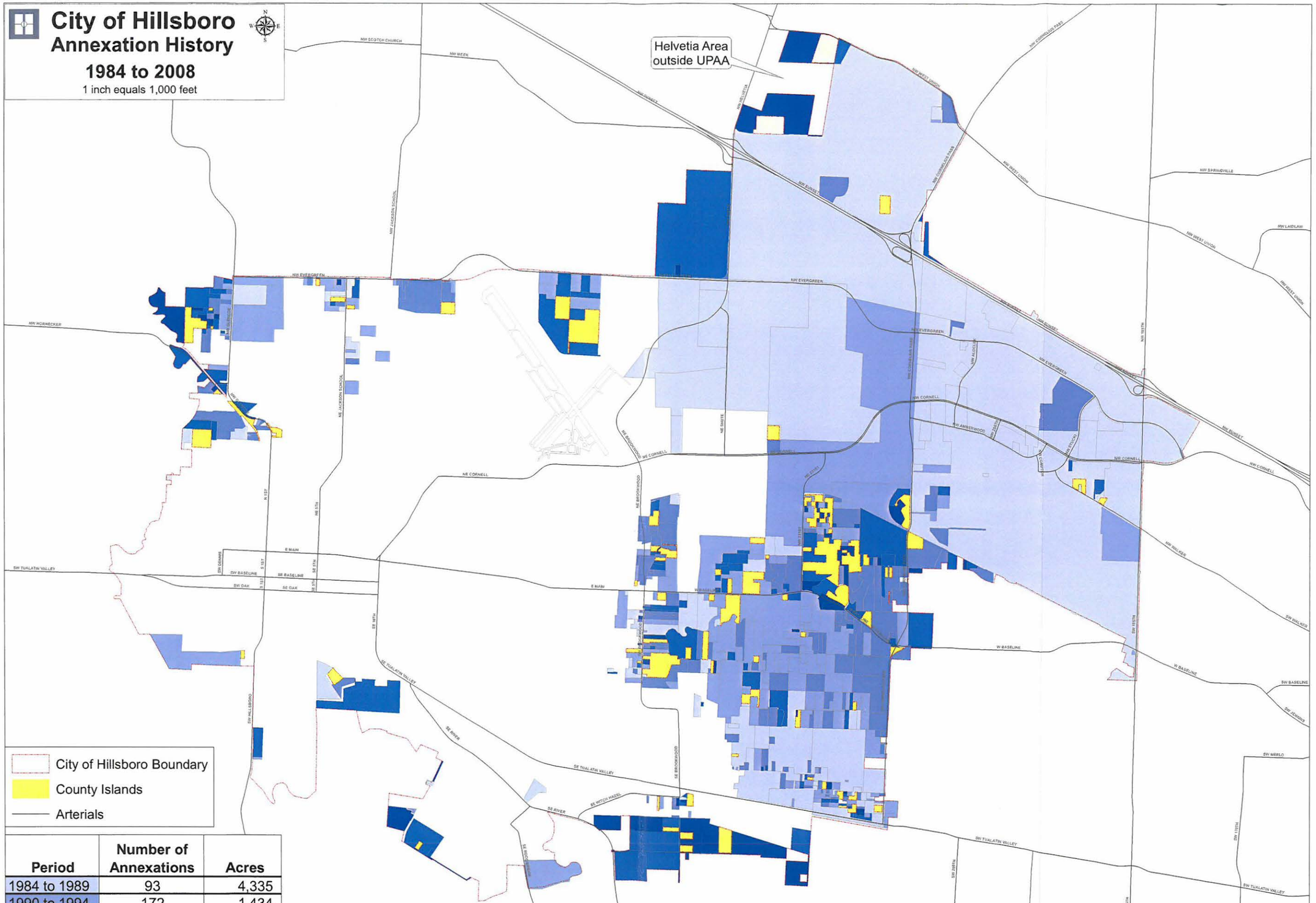
Tax Map and Tax Lot	Site Address
1N234AD03000	22875 NW CHESTNUT ST
1N234AD02900	22880 NW BIRCH ST
1N234AD00601	22890 NW ALDER ST
1N234AD04700	22890 NW CHESTNUT ST
1N234AD05100	22920 NW CHESTNUT AVE
1N234AD01000	22930 NW ALDER ST
1N234AD01700	22930 NW BIRCH ST
1N234AD02400	22945 NW CHESTNUT ST
1N234AD05300	22970 NW CHESTNUT ST
1N234AD02100	22975 NW CHESTNUT ST
1N234AD05600	22975 NW DOGWOOD ST
1N234AD01100	22980 NW ALDER ST
1N234AD05400	22990 NW CHESTNUT ST
1N234AC00600	23015 NW BIRCH ST
1N234AC01000	23030 NW CHESTNUT ST
1N234AC01100	23050 NW CHESTNUT ST
1S203AB00200	23300 W BASELINE RD
1N234CA01600	23550 NW OELRICH RD
1N234CD01000	23675 W BASELINE RD
1N234CD01200	23755 W BASELINE RD
1S203BA00400	23890 W BASELINE RD
1S203BB00100	24030 W BASELINE RD
1N234CD05500	24075 W BASELINE RD
1N234CD05600	24085 W BASELINE RD
1S203BB00300	24100 W BASELINE RD
1S209AD05500	24500 SW WITCH HAZEL
1S209AD05600	24550 SW WITCH HAZEL
1S209AD03400	24960 SW WITCH HAZEL
1S204AD01100	24980 SW OZARK LN
1S204AD01000	24995 SW OZARK LN
1S204AA00200	25000 W BASELINE RD
1S204AD01200	25030 SW OZARK LN
1S204AD00900	25035 SW OZARK LN
1S210AC01201	2505 SE 67TH AVE
1S204AD00901	25095 SW OZARK LN
1S204AD01300	25100 SW OZARK LN
1S204AD00801	25145 SW OZARK LN
1N325AC00500	273 NW LENOX ST
1S211BC02300	2740 SE 73RD AVE
1S211BC01703	2835 SW CORNELIUS PASS
1N234CC00500	285 NW 242ND AVE
1S211BC01700	2875 SW CORNELIUS PASS
1S210AD01701	2885 SE 73RD AVE
1S211BC02500	2900 SE 73RD AVE
1S211BC01702	2905 SW CORNELIUS PASS
1S211BC02600	2920 SE 73RD AVE
1N230BA00700	29800 NW EVERGREEN ST
1S3010001600	308 SW WOOD ST
1S3010001700	310 SW WOOD ST

Tax Map and Tax Lot	Site Address
1N325AB01400	31550 NW CAMP IRELAND
1S209DA00200	3265 SE BROOKWOOD AVE
1N228BC00200	3366 NW 264TH AVE
1S210CB00900	3370 SE BROOKWOOD AVE
1N325AC01100	3445 NW 313TH AVE
1N325AC01000	3475 NW 313TH AVE
1N234DD07000	350 NW 231ST AVE
1N325AB02002	3660 NW 313TH AVE
1N229BA00500	3700 NW 15TH AVE
1N228BB00100	3755 NW 264TH AVE
1N230AB01300	3760 NW JACKSON SCHOOL
1N228BB00200	3845 NW 264TH AVE
1N230BA01300	3865 NW JACKSON SCHOOL
1N234CA01100	393 NE 60TH AVE
1N234DD06800	400 NW 231ST AVE
1N234CA01000	409 NE 60TH AVE
1N234DD06700	420 NW 231ST AVE
1N234DD06900	420 NW 231ST AVE
1N233DC00200	440 NW BROOKWOOD AVE
1N325AC01400	494 NW LENOX ST
1N325AC01300	495 NW LENOX ST
1S203CB07100	5080 SE PATTERSON ST
1S203B000708	5207 SE PATTERSON ST
1S203BC00200	5301 SE PATTERSON ST
1N2230000302	5340 NW CROENI RD
1S203CB12400	5438 SE PATTERSON ST
1N2230000300	5450 NW CROENI RD
1N233DB00700	565 NW BROOKWOOD AVE
1S210CA02100	5757 SE DAVIS RD
1N233DA02800	600 NW BROOKWOOD AVE
1S203BD00900	6001 SE LOIS ST
1S203CA17100	6051 SE FRANCES ST
1N227DC06600	6091 NE CORNELL RD
1N233DA02700	610 NW BROOKWOOD AVE
1N235CB00800	630 NW 227TH AVE
1N234DA02500	640 NW 231ST AVE
1S203DC00200	6466 SE FRANCES ST
1N233DA02400	650 NW BROOKWOOD AVE
1S203AD01200	6510 SE BORWICK ST
1N234DA01002	655 NW 229TH AVE
1N234DA01500	665 NW 228TH AVE
1S204AD00401	670 SW BROOKWOOD
1S210AD00300	6809 SE JOHNSON ST
1N234DA01800	700 NW 228TH AVE
1S204AD00400	700 SW BROOKWOOD
1N234DA01900	705 NW 227TH AVE

Tax Map and Tax Lot	Site Address
1N234DA01400	715 NW 228TH AVE
1S210AD00501	7176 SE JOHNSON ST
1S210AD00402	7220 SE JOHNSON ST
1S202CB00900	7275 SE FRANCES ST
1S211BC02200	7390 SE JOHNSON ST
1N234DA01700	740 NW 228TH AVE
1N234DA01600	755 NW 227TH AVE
1N235DB00400	770 NW CORNELIUS PASS
1S204AC01200	815 SW BROOKWOOD
1S204AD00800	910 SW BROOKWOOD AVE
1N234DA00500	915 NW 228TH AVE
1N233AC00700	945 NW BROOKWOOD AVE
1N234AC01400	965 NW 230TH AVE
1S204AC01002	965 SW BROOKWOOD AVE
1N234AD05000	975 NW 228TH
1N233AC00600	985 NW BROOKWOOD AVE
1N234AD05500	990 NW 230TH AVE
1N234AC01300	995 NW 230TH AVE
1N228BC00100	NO SITE ADDRESS
1N230CC02000	NO SITE ADDRESS
1N234AC00200	NO SITE ADDRESS
1N234AC02100	NO SITE ADDRESS
1N234AD00800	NO SITE ADDRESS
1N234AD01101	NO SITE ADDRESS
1N234AD06000	NO SITE ADDRESS
1N234AD09500	NO SITE ADDRESS
1N234CD00600	NO SITE ADDRESS
1N234CD01100	NO SITE ADDRESS
1N234DA01001	NO SITE ADDRESS
1N234DD08100	NO SITE ADDRESS
1N234DD14700	NO SITE ADDRESS
1N235BD00800	NO SITE ADDRESS
1N235BD01000	NO SITE ADDRESS
1N235BD01100	NO SITE ADDRESS
1N235BD01200	NO SITE ADDRESS
1N235CB01000	NO SITE ADDRESS
1N235CB01100	NO SITE ADDRESS
1N235CD02103	NO SITE ADDRESS
1N325AC01200	NO SITE ADDRESS
1N3360002100	NO SITE ADDRESS
1S202BD00500	NO SITE ADDRESS
1S202BD00501	NO SITE ADDRESS
1S203BC00300	NO SITE ADDRESS
1S210AD00404	NO SITE ADDRESS
1S210CB01100	NO SITE ADDRESS

3. Hillsboro Annexation History Map (1984 to 2008)

City of Hillsboro
Annexation History
1984 to 2008
1 inch equals 1,000 feet



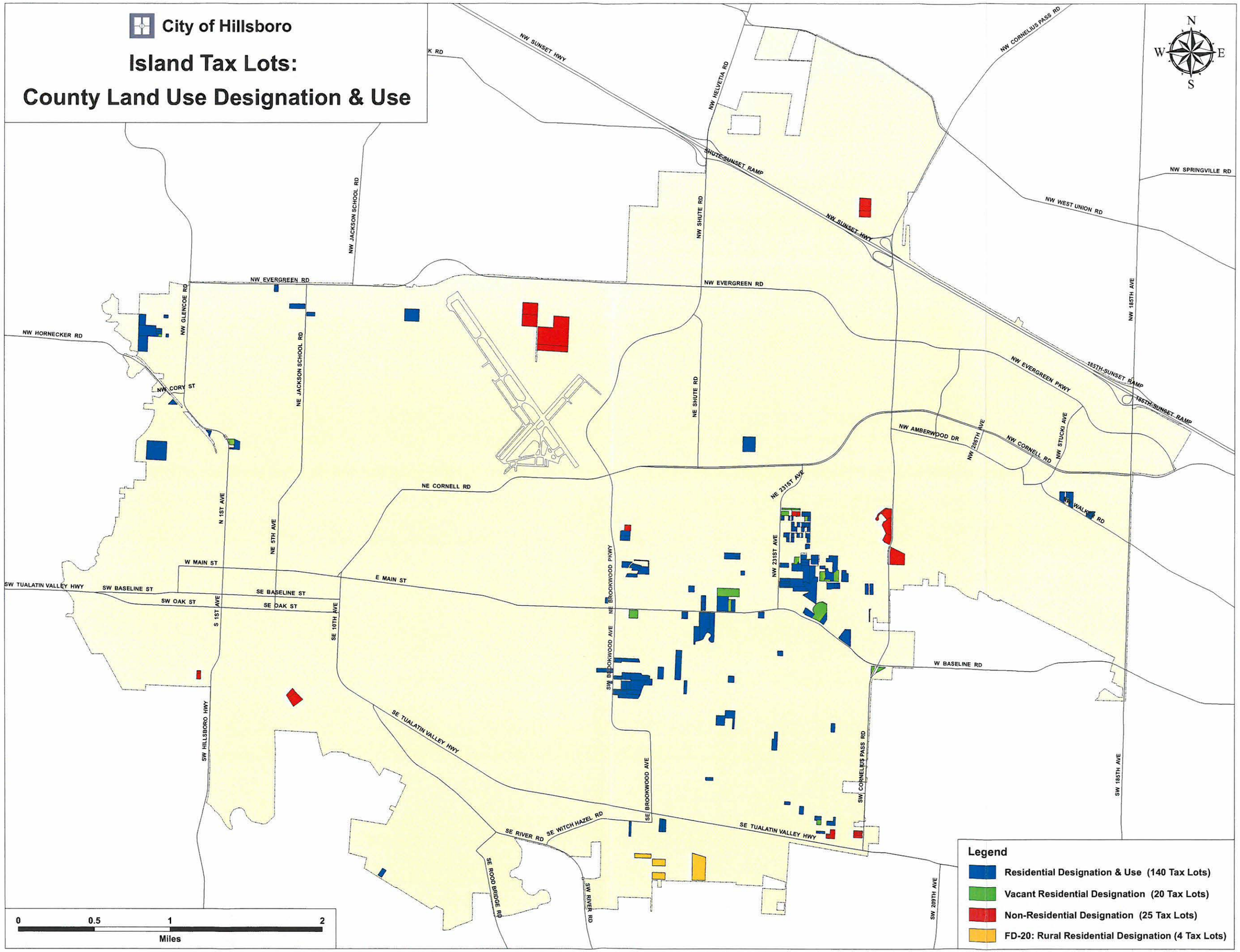
Period	Number of Annexations	Acres
1984 to 1989	93	4,335
1990 to 1994	172	1,434
1995 to 1999	175	720
2000 to 2004	112	798
2005 to 2008	58	307
Total	**610**	**7,594**

UPAA County Islands	No. of Taxlots	Acres	Land Value	Building Value	Total Value	M-50 Assessed Value
76	189	288	$64,501,370	$17,867,440	$82,408,960	$29,109,270

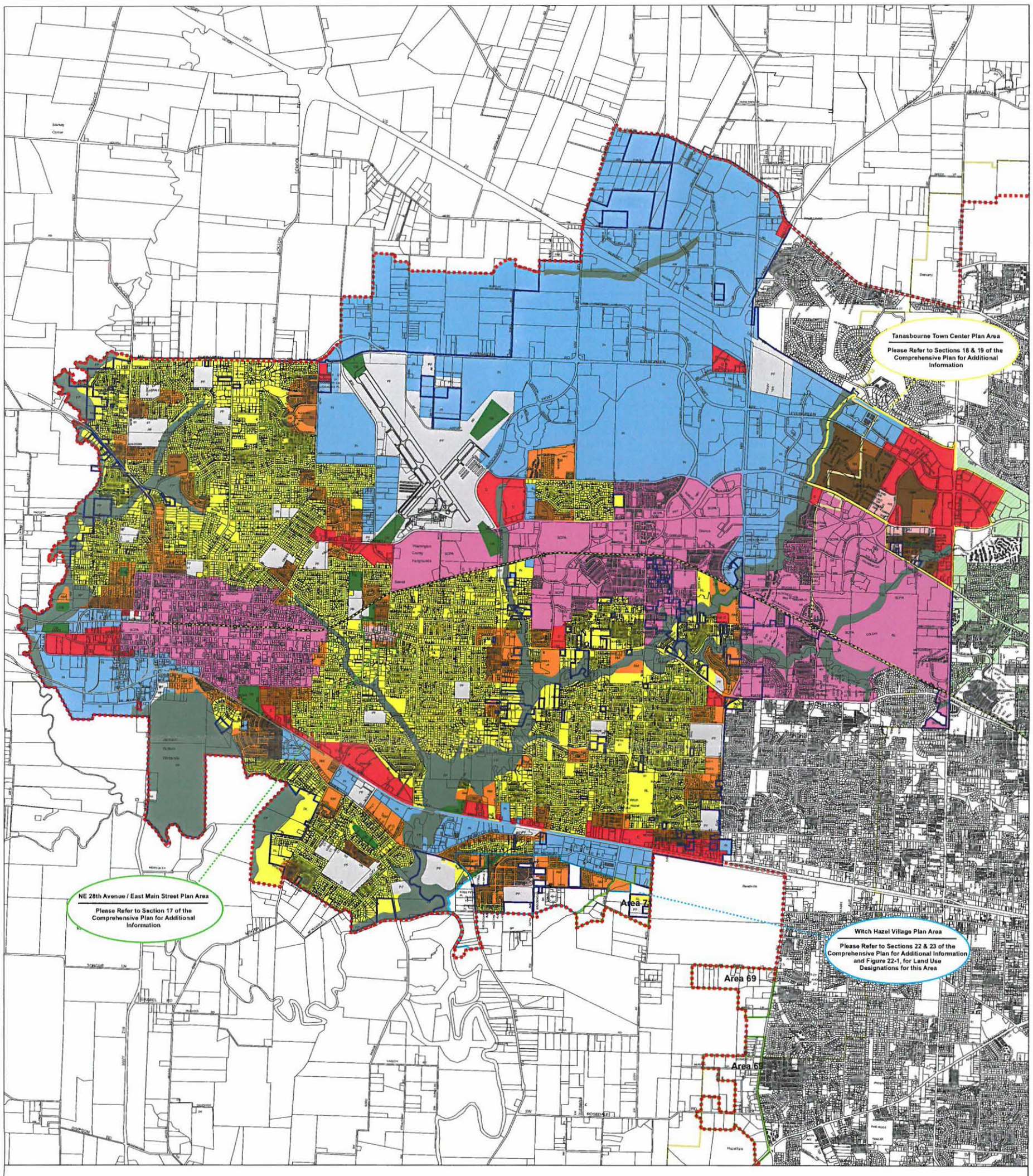
4. Island Taxlots: County Land Use Designation and Use

City of Hillsboro

Island Tax Lots:
County Land Use Designation & Use



5. City Comprehensive Plan Map



City of Hillsboro

COMPREHENSIVE PLAN

December 2008

- hb_Taxlots
- Metro Urban Growth Boundary
- Hillsboro City Limits
- NE 28th Ave / E Main Street Plan Area
- Tanasbourne Town Center Plan Area
- Witch Hazel Village Plan Area
- Area 71 & Area 69 (Metro UGB Expansion Areas December 2002)
- School District Boundary
- Beaverton
- Open Space (OS)
- Commercial (C)
- Flood Plain (FP)
- Industrial (I)
- Residential Low Density (RL) (3-7 Units/Net Area)
- Residential Medium Density (RM) (8-16 Units/Net Acre)
- Residential High Density (RH) (17-23 Units/Net Acre)
- Residential Mid Rise Density (RMR) (24-30 Units/Net Acre)
- Station Community Planning Area (SCPA)
- Mixed Use (MU)
- Public Facility (PF)

0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 8,000 Feet

0 0.25 0.5 0.75 1 1.25 1.5 1.75 2 Miles

DISCLAIMER:

This map may contain inconsistent information. The City of Hillsboro and Washington County are in the process of improving tax lot geographic points of reference which may cause discrepancies to exist between the tax lots and land use designations. Please contact the Planning Department at (503) 681-6153 if you need assistance interpreting the data shown on this map.

This map is derived from various digital database sources. While care has been taken to insure the accuracy of the information shown on this map, the City of Hillsboro assumes no responsibility or liability for any errors or omissions in this information. All data presented on this map is continually updated.

SOURCE:

City of Hillsboro GIS - Current as of December 1, 2008
Washington County GIS - Current as of December 1, 2008
Metro - Current as of August, 2006
Plot date: December 1, 2008

Hillsboro Planning Department
503-681-6153
150 East Main Street
Hillsboro, Oregon 97123
http://www.ci.hillsboro.or.us/Planning_Department/

N W E S

6. Public Outreach Materials - Hillsboro Island Annexation Q&A

Hillsboro Island Annexation

"Bringing Hillsboro Together"

General Information About Annexation

What are County Islands and how were they formed?

County islands are unincorporated enclaves located within Hillsboro's city limits. The islands were formed as surrounding parcels voluntarily annexed into the City over the past 25 years.

How many islands are there in Hillsboro – and where are they located?

There are 76 islands totaling 285 acres distributed among 189 tax lots. The islands are scattered around the city with concentrations in south and southeast Hillsboro.

Are these islands eligible for annexation to Hillsboro?

All islands are eligible for annexation. Since 1984, the City of Hillsboro has considered annexation upon formal request by property owners.

Why does Hillsboro want to annex the islands?

County islands pose service challenges. They are served by Washington County or other service providers that must cross into Hillsboro to deliver services. This can result in overlap, duplication and confusion particularly for emergency response situations. Island residents also use City services – such as our roads – but they do not pay Hillsboro taxes. Annexing the islands will resolve service delivery problems and inequities, ensuring all of Hillsboro receives full services.

Why is Hillsboro annexing the islands now?

Cost savings and efficiency are driving timing for the island annexation initiative. The City and six other island service providers can no longer afford to serve so many overlapping territories – and these costs are projected to increase over time. With annexation, emergency response times will improve along with service efficiencies. In addition, code enforcement will be uniform throughout Hillsboro.

Do existing City of Hillsboro and Washington County policies support the island annexations?

The future of the County islands is governed by the City of Hillsboro-Washington County Urban Planning Area Agreement (UPAA), which establishes the City as the long-term service provider and ultimate source of local governance. Under this agreement, islands must be annexed before converting to urban uses or receiving urban (City) services.

What are the potential benefits of annexation for area property owners?

Annexed properties will benefit from efficient delivery of services including faster emergency response. Island residents will also gain access to a wider range of programs and services and will gain direct participation in City decisions – including the ability to vote.

What will annexation cost?

Property owners will eventually experience an increase in property taxes in line with the expanded range of services they will receive. For example, the owners of a home assessed at $160,000 (different from market value) in a typical island annexed today can expect to see their property tax bill increase between $278 and $344 per year.

- MORE -

What services will change?

Currently, island residents are located in various districts for fire protection, parks, water and sewer service. Street lighting, road maintenance and law enforcement are provided by Washington County. When annexed, residents will receive most urban services from the City of Hillsboro.

Will property owners be required to pay any annexation filing fees?

No. The City of Hillsboro will pick up the cost of filing fees which run between $1,410 to $1,660.

Will property owners be required to pay a zone change fee when they are annexed into the City?

No. The City does not charge the $2,265 zone change fee when properties are annexed.

Will island property owners be required to hookup to City utilities?

No – not unless public health is threatened. Sewer hookup is required only if septic systems fail. Hookup to City drinking water is voluntary.

How do the City and other service providers benefit from island annexations?

Washington County and other regional service providers will save money by eliminating overlapping service areas and duplicative services. Hillsboro will benefit from elimination of subsidized services for island property owners. Hillsboro residents will enjoy having all contiguous neighborhoods subject to the same codes and ordinances.

Do Oregon state statutes dictate how cities annex islands?

Yes. ORS 222.750 outlines the procedures for Island Annexation which Oregon cities may enact by resolution or ordinance. Island annexation is subject to referendum.

Do Hillsboro residents have to vote to approve the island annexations?

No. The Hillsboro City Charter does not require a vote on annexation actions although annexations are subject to referendum.

How long will it take for Hillsboro to annex its County Islands?

Hillsboro's island annexation program could be finished in 2009 if the City Council adopts a single annexation ordinance. Final annexation of residential properties, however, would not become effective before 2012.

Are residential and other properties affected differently by island annexations?

Yes. Under Oregon law, the effective date for annexation of residential properties (residential zoning / in residential use) is delayed a minimum of three years after an annexation ordinance is adopted. There is no delay for non-residential properties.

How can I get more information about Hillsboro's island annexation?

For more information contact Dan Rutzick of the Hillsboro Planning Department staff at 503-681-5358 or visit the island annexation webpage at www.ci.hillsboro.or.us/Planning/Island_Annexation.aspx. If you would like to be kept informed, up-to-date materials can also be forwarded to you. Three community meetings were held: on Monday, November 17; Wednesday, November 19; and Thursday, November 20. A public hearing is scheduled for Tuesday, December 16. For more details, go to the annexation webpage.

Hillsboro Island Annexation

"Bringing Hillsboro Together"

Frequently Asked Questions for Island Property Owners

When will my property become part of Hillsboro?

The effective date for annexation of residential properties (residential zoning / in residential use) will be delayed for three years after City Council adopts the annexation ordinance. There is no delay for non-residential properties.

What if I want to join Hillsboro now, and not wait for three years?

Hillsboro will continue to accept applications for voluntary annexations from eligible properties. The process takes about six to eight weeks. Filing fees will be waived for island properties and the City will handle the paperwork.

What are the benefits of annexation?

Emergency response times will improve, along with service efficiency. Hillsboro will take the place of six agencies that currently serve the island areas, and will become the permanent provider of urban services and the single point of contact. As Hillsboro residents, you won't have to pay extra to use parks and recreation facilities or take classes. And island residents can finally have a direct say in decisions that affect their neighborhood and greater Hillsboro community.

Will I pay higher property taxes after annexation?

Yes. Upon annexation, property owners will eventually see an increase in property taxes, reflecting the expanded range of services they will receive. For example, the owners of a home assessed at $160,000 (different from market value) in a typical island annexed today can expect to see their property tax bill increase between $278 and $344 per year. Hillsboro's tax rate compares favorably with neighboring full service communities.

Will island property owners be required to hookup to City water and sewer service?

No – not unless public health is threatened. Sewer hookup is required only if septic systems fail. Hookup to City drinking water is voluntary.

Will property owners be required to pay annexation filing fees?

No. The City of Hillsboro will pick up the cost of filing fees saving you between $1,410 and $1,660.

- MORE -

Will property owners be required to pay a zone change fee when they are annexed into the City?

No. The City does not charge the $2,265 zone change fee when properties are annexed.

Will my service providers change?

When the annexation is final, island residents will receive most urban services – including police and fire protection – from the City of Hillsboro. Clean Water Services will continue to provide wastewater treatment and stormwater management. East of Cornelius Pass Road, properties will continue to be served by Tualatin Valley Water District.

Will my street address change?

Annexation does not trigger a change in street address. Street addresses for some annexed properties may eventually change to conform with Hillsboro's system, but a public process will take place before that happens. These changes will help improve response to police and fire emergencies.

Does the zoning change on my property?

Yes. Island properties will change to City zoning once annexation is final. In most cases, the zoning designation for the County aligns closely with City zoning. Current uses won't be affected as long as no change occurs in those uses.

Can I keep my farm animals?

Under current City policy, island property owners will be allowed to keep the same number and type of farm animals they have when annexed to Hillsboro. The City will provide an opportunity for owners and residents to register their livestock and will provide more detailed information to annexed property owners prior to the annexation becoming final.

Will my children's school district change? Will they attend a different school?

No – annexation has no effect on your children's school district or the school they attend.

Will there be a vote on Hillsboro's island annexation?

The island annexation must be approved by Hillsboro City Council. Oregon law does not require consent of island property owners or a vote on island annexation.

How do Hillsboro citizens benefit from annexation?

City taxpayers will no longer pay for uncompensated City services in island areas. Island property owners and neighbors living nearby or right next door will be subject to the same codes and ordinances.

How can I get more information about Hillsboro's island annexation?

For more information contact Dan Rutzick of the Hillsboro Planning Department staff at 503-681-5358 or visit the island annexation webpage at www.ci.hillsboro.or.us/Planning/Island_Annexation.aspx. If you would like to be kept informed, up-to-date materials can also be forwarded to you. Three community meetings were held: on Monday, November 17; Wednesday, November 19; and Thursday, November 20. A public hearing is scheduled for Tuesday, December 16. For more details, go to the annexation webpage.

7. Service Analysis Documentation

CITY OF HILLSBORO

To: Mayor Tom Hughes and Hillsboro City Council

From: Chief Lila Ashenbrenner

Date: 9/16/2008

Re: County Island Annexation

Thank you for the opportunity to express my support for the annexation of the unincorporated county islands that are within our city. My goal as the Chief of Police for the City of Hillsboro is to provide the very best public safety service to our community. The recent conversations surrounding county island annexation provides an opportunity to remedy an ongoing disconnect between law enforcement services as well as enhance overall public safety.

Eliminating the unincorporated areas will eliminate jurisdictional confusion, the potential for liability, inequity of variations in ordinances and philosophy of code enforcement. For our patrol officers, it will eliminate the potential for misapplication of ordinances at the officer level. Currently if a County Deputy is dispatched into our city on an emergency call they often times come from another district, creating additional dangers and driving at higher rates of speed through our city to respond in a timely manner. Hillsboro officers may not even be aware of the call that is within our boundaries. One example of this was a shooting that occurred on a small county island in the area of TV Highway near Cornelius Pass Road. The shooting occurred during a traffic stop and Hillsboro Police supervisors were not aware of the actions due to the jurisdictional differences. This poses tremendous threat to our officers, our community and potentially County Deputies who could benefit from our assistance.

Annexing the islands within the city is more efficient. When we have neighbors that are in a dispute it is more efficient to have only one police agency deal with the issues. Residents run the risk of a duplication of services as well as mixed messages due to the differences in city and county ordinances and philosophies. You may have heard of a recent neighborhood dispute between a city and county resident that to date has generated 38 calls for service to the Hillsboro Police Department and 15 calls for service to the Washington County Sheriff's Office. In this case we have disparity in the neighborhood dispute where the complainant lives in the city and the offending neighbor lives in the County. The City code is more restrictive than county codes. The city's citizen must live with the restrictions not imposed on his neighbor. This leaves them feeling as they are being treated unfairly. At times these issues can negatively impact property values.

Consistency in service is a key equation for quality of life issues. The Hillsboro Police Department is committed to providing quality service and enhanced livability to all its residents. The annexation of the county islands is a significant step in making our city whole and furthering our public safety mission.

ANNEXATION OF UNINCORPORATED AREAS WITHIN THE CITY LIMITS

LAW ENFORCEMENT ISSUES

The process of annexation is a partnership. The Police Department is planning so that if residents in Hillsboro's Unincorporated Areas (HUA's) are annexed, it will be prepared to provide the same level of services that are consistent, fair, and equal to all residents. This will allow us to assist these neighborhoods maintain continuity and local control in their neighborhoods and to ensure government efficiency.

Eliminating the unincorporated areas will eliminate jurisdictional confusion, the potential for liability and inequity of variations in ordinances and philosophy of code enforcement. For patrol officers, it will eliminate the potential for misapplication of ordinances at the officer level.

If WCCCA does dispatch a County Deputy into our city on an emergency call they have to come from another district, creating additional dangers and driving at higher rates of speed through our city to respond in a timely manner. Hillsboro officers may not even be aware of the call that is within our boundaries. (Scruggs shooting)

If we respond to a call at an HUA and the officer is not aware that it is county jurisdiction we have the potential of improperly applied ordinances and liability.

Of the calls in these neighborhoods that involve individuals who live in the city and the HUA law enforcement provides duplicated services at these times, delivering different messages and solutions.

Annexing the islands within the city is more efficient. When we have neighbors that are in a dispute it is more efficient to have only one police agency deal with the issues. (Recent neighbor dispute –one county/one city residence – 38 calls to HB and 15 to County)

We have disparity in neighborhood disputes where the complainant lives in the city and the offending neighbor lives in the County. The City code is more restrictive than county codes. The city's citizen must live with the restrictions not imposed on his neighbor. This leaves them feeling as they are being treated unfairly. At times these issued can negatively impact property values.

Many times both police agencies must meet to develop strategies in order to provide services. This type of service is not fiscally responsible and often there is no common ground for solutions since County and City codes are quite different.

During priority calls WCCCA dispatches the closest unit, in most cases HPD is the first unit. Many times dispatch is confused about jurisdiction, this also causes response delays.

Consistency in service is a key equation for quality of life issues.

Police presence is a deterrent to crime. Patrolling neighborhoods demonstrates a higher level of presence and has been shown to be a significant factor in reducing crime.

- *I have talked with Sheriff Gordon and he agrees it makes sense for Hillsboro to annex these properties*
- *County codes are more lax than City.*
    - *County allows 4 disabled abandoned vehicles on a property (forever). The city allows none*
- *County allows livestock. One person has 14 peacocks that are not confined. We work with the owner to clean up after them in the church parking lot...*
- *Orenco neighborhood issue – often major feuds are between HUA and city property*
- *County has a different requirement for dealing with the condition of the property than the city*
- *The County has longer compliance dates than the City of Hillsboro*
- *County Code Enforcement is not a consolidated unit- they are in different departments depending on the issue. Difficult for us to coordinate*
- *City deals with nuisance properties, county generally does not*

CITY OF HILLSBORO

Water Department

Memorandum

To: Alwin Turiel

cc:

From: Peter Martins

Date: September 22, 2008

Re: Extraterritorial Water Extensions
County Island Annexation

The Water Department provides extraterritorial water services to properties that comply with the Washington County's zoning requirements; are approved by Washington County for service, and are also approved by the Hillsboro Utilities Commission and Hillsboro City Council. The extraterritorial process occurs for all properties outside of the UGB and is not utilized for county islands within the Hillsboro city limits. A copy of our current extraterritorial water service procedures is attached for your review.

Properties approved for extraterritorial service are charged a higher systems development, connection, and service installation fees (currently $8,689 for a residential service) while those inside the City limits are charged a lower fee ($7,129 for a residential service). "Islands" inside the City limits are currently required to annex into the City prior to providing water service. Once annexation is complete, the property will be serviced at the in-town lower system development, connection, and service installation rate ($7,129). The owner of the "island" does not have the opportunity to remain an "island" and get water service from the City. Therefore, the owner is not eligible to go through the extraterritorial water service process.

From a water system standpoint, the annexation and resulting water service supply to existing "island" does not impact the existing water system in a positive or negative manner. Therefore, the Water Department is neutral on the county island annexation subject.

Hillsboro Civic Center
150 East Main, Third Floor
Hillsboro, OR 97123-4028

Office: 503-615-6702
Fax: 503-615-6595

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CITY OF HILLSBORO

September 29, 2008

TO: Mayor Tom Hughes and City Council Members
Sarah Jo Chaplen, City Manager

FROM: Gary Seidel, Fire Chief
John Rinier, Fire Marshal

RE: County Island Issues

From the fire department's point of view, the "county islands" issue can be grouped into three main areas; Emergency Response, Code Enforcement, and lost revenue.

Emergency Response: As major part of our daily function, it is essential that we respond as quickly as possible to emergencies. In order to achieve this, it is imperative that we are able to find addresses without any complications. Because many of the "county islands" addresses are not aligned with our city addressing convention, confusion can and has occurred. The confusion may begin with the initial call for help where the individual is confused to their location because of conflicting address ranges, like 4-digit numbers versus 5-digit numbers. Even the simple directional locators, like NW or NE can cause confusion. Sometimes there is confusion between our dispatch and our responding units over the same issue.

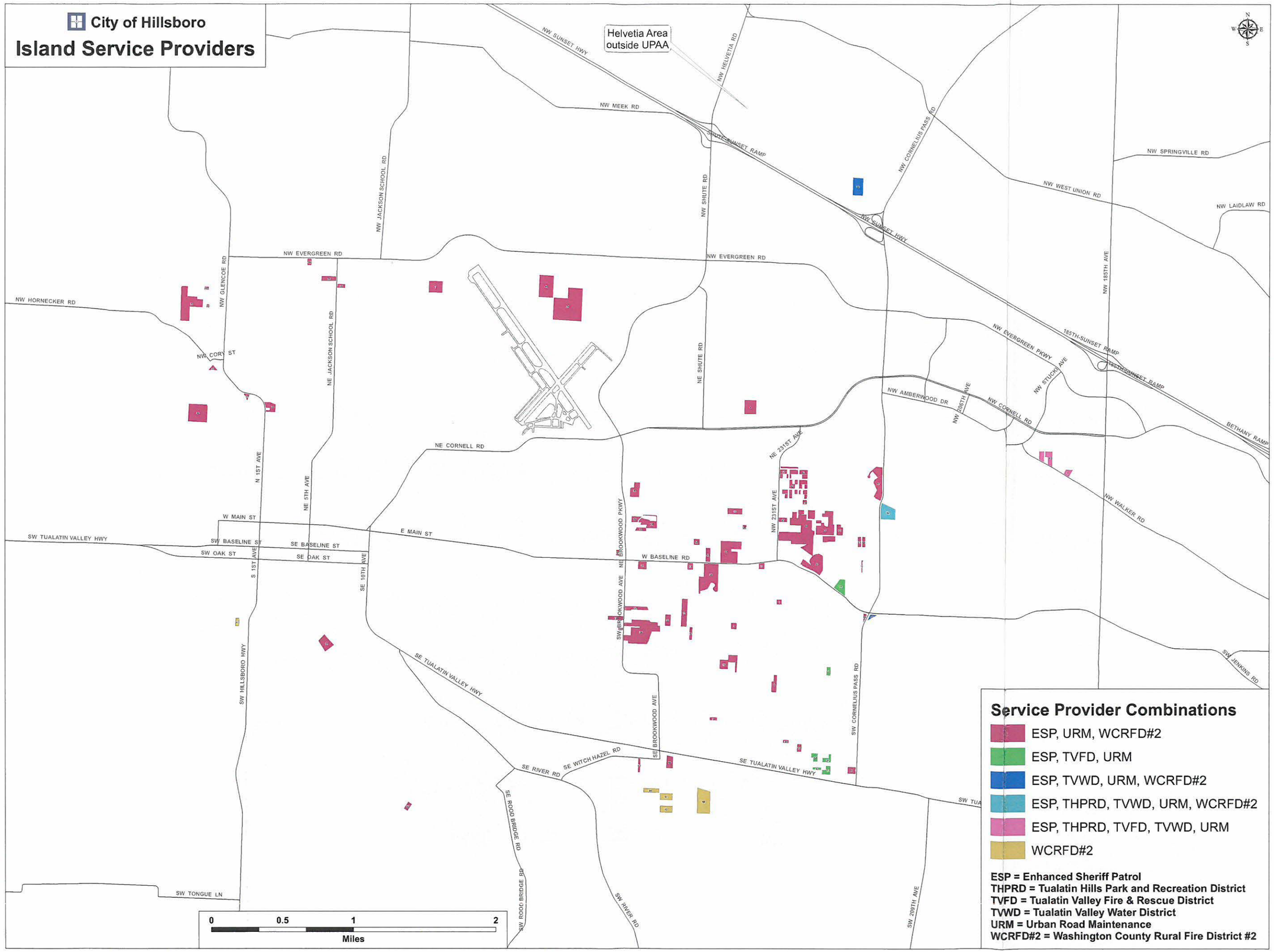
Code Enforcement: Another part of our operation requires us to enforce the Oregon Fire Code. Although this is easily accomplished inside the city under the Municipal Code, it is not the same for the "county islands". Because we are not the true authority having jurisdiction, we can not enforce our city adopted Fire Code. These areas would fall under Washington County District #2 authority which lacks funding and resources to manage a code enforcement program.

Open burning complaints, another area of code enforcement, causes issues when we respond. Because of our lack of authority and favorable rules for burning within the county, our response to the complaints often are not resolved and neighboring city properties are continually affected by individuals who know about the conflict

Lost Revenue: Over the past several years we have responded to calls for service in the "county islands" areas without compensation. Our data shows that we averaged 30 responses per year at a cost to the city of approximately $51,000. This is based on an average operational cost of $1700 per response.

8. Island Service Providers Map

City of Hillsboro
Island Service Providers



9. City Attorney's Memorandum :
"County Islands & Other Annexation Methods"

Beery Elsner & Hammond LLP

MEMORANDUM

TO: Honorable Mayor and Hillsboro City Council

FROM: Pamela J. Beery, City Attorney's Office

SUBJECT: Annexation of Islands: Legal Framework

DATE: September 25, 2008

SUMMARY OF ANALYSIS

The Council is considering whether to establish a policy addressing annexation of all islands within the City's corporate limits. An earlier memorandum from the Planning Department summarized the options for annexation of islands. This memorandum further discusses the legal issues associated with the available options, excluding the "Urban Service Agreement Annexation" option pursuant to ORS 195.205. That option requires development of an annexation plan and an updated urban service agreement with Washington County and affected service providers, and is not designed to implement the potential policy direction at issue here.

Annexation of islands triggers financial and political issues that extend well beyond the legal framework. Moreover, the Council's selection of an approach based on legal requirements and limitations in and of itself can set a political discussion in motion, as discussed more fully below.

The City currently has in place an Urban Planning Area Agreement with Washington County governing coordination of planning in identified areas, and development permitting prior to annexation. Not surprisingly, the islands in the City are identified as being within the City's active planning area. In those areas, the City and County have agreed that conversion to urban uses in the islands will not occur prior to annexation, and that the County will not approve a development proposal in the area that would "require urban services or would not facilitate redevelopment to an urban level of development upon annexation to the City." The City also has an ORS Chapter 195 agreement with Washington County and affected service providers (commonly known as "SB 122" agreements based on the law that enacted the requirement). All annexations must comply with these agreements in terms of service delivery. These issues are addressed more fully in the planning staff annexation issue paper accompanying this memorandum.

The City's annexation policy has historically been to await a request from the property owner prior to considering annexation. This policy has resulted in over 600 annexations comprising 7,500 acres of land to the City between 1984 and 2008. Nevertheless, many "islands" that are

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legally County territory now exist within the City limits, producing an irregular boundary from a service delivery standpoint. At last count, staff had identified 80 such islands comprised of over 200 tax lots.

The statutes do not require a uniform application of any of the available options to all county islands. The Council is free to select a policy that addresses some islands now and others at a later date, or divides them based on common service delivery issues that should be addressed, location, or other factors. The Council may also wish to consider first conducting an outreach campaign designed to elicit requests for annexation from willing property owners, and subsequently determining a course of action as to the remaining islands after the consent areas are annexed.

LEGAL FRAMEWORK

A. Statutory Context

The City Charter has no annexation provisions. Any method used by the City to annex some or all of the County islands is, thus, subject to Oregon statutory requirements and procedures pertinent to the selected method. Annexations are also subject to the procedural and substantive requirements of Metro; those are not analyzed here as they do not specifically impact the determination of whether the island annexation method should be selected, but rather address the delivery of urban services to the proposed annexation territory.

The two mechanisms for annexing islands pursuant to state statute may be distinguished based on whether property owner or elector consent (or vote) is required. The two mechanisms are:

1. Island Annexation under ORS 222.750 (consent not required); and
2. a. Annexation based on written consent under ORS 222.125 (100% of landowners plus 50% or more electors in the territory consent), ORS 222.170(2) (double majority consent) or ORS 222.170(1) (triple majority consent); or
   b. Annexation with election under ORS 222.120(4) (election in the affected territory).

Following is a more detailed overview of the legal requirements and issues associated with each of these statutory provisions.

B. Annexation Options

(1) Island Annexation (ORS 222.750)

(2) The fundamental legal requirement applicable to all annexations is that territory proposed for annexation must be contiguous to the city or separated only by a public right of way or a stream, bay, lake or other body of water. ORS 222.111(1). In the island annexation context, this principle has resulted in some interesting political and legal battles in recent years, because by definition island annexations do not require consent from the affected property owner(s).

Unincorporated territory surrounded by the city may be annexed under ORS 222.750. The authority to annex under ORS 222.750 also extends to territory bounded by city boundaries and a body of water such as a stream, bay or lake. However, in a recent decision from the Oregon Supreme Court, the island annexation statute has been interpreted to require annexation of the *entire* island, because to allow annexation of a portion of an island does not comply with the contiguity requirement. *Costco Wholesale, et al v. City of Beaverton*, 343 Or. 18, 161 P.3d 926 (June, 2007). This interpretation can make annexation of islands challenging when multiple lots and owners are within a single island, as Beaverton experienced in the *Costco* case.

(3) Legislative amendments to the island annexation statute

Legislative changes to the island annexation statute in 2007 also create special new limitations on annexation of islands, including:

- Limitation of the use of roadways as the factor creating contiguity to 25% of the perimeter of the territory;
- Requiring delay of a minimum of three years in the effective date of annexation of residential lands (except upon transfer of ownership of the property);
- Requiring that such annexations be by non-emergency ordinance, subject to referendum;
- Requiring a vote of *both* the city residents and the territory to be annexed if the city charter requires voter approval of annexation.[1]

(4) Annexation Consent and Election Requirements – excluding the island approach

As an alternative to the island annexation approach, state law provides a series of options to demonstrate support in the territory to be annexed and in the city before annexation can proceed.

[1] It is interesting to note - but not directly relevant for our purposes - that special provisions have also been enacted prohibiting annexation of properties owned byTektronix (1987) and Nike (2005) as islands without written consent from the property owner.

Put simply, the law requires a combination of signed petitions or consents to annexation; otherwise a vote is required. If the requisite number of consents to annexation is obtained under ORS 222.125 or 222.170, a city is not required to submit the issue of annexation to voters in the territory to be annexed, or to city voters unless required to do so by the city charter.[2] ORS 222.120. These annexation methods are summarized in Appendix A.

ORS 222.120(2) requires a public hearing when the city council does not call an election. If all owners and at least one-half of the electors in the territory proposed for annexation consent in writing to annexation prior to the public hearing, the city council may declare the territory annexed following the hearing. ORS 222.125. It is worth noting that a hearing may also be required to fulfill due process considerations for individual applications, to address withdrawal from special districts as discussed below, and to satisfy ORS 197.763 hearing requirements for decisions on land use applications. In any case, conducting a hearing constitutes sound public policy.

If all affected property owners do not consent to annexation, there are still two other mechanisms that allow the city to dispense with an election in the affected territory. Consents may consist of either a majority of the electors coupled with the owners of more than half the affected land area (ORS 222.170(2) – the "double majority" consent) or consent from one-half of the owners who own at least one-half of the area to be annexed and which area comprises at least one-half of the assessed value of the territory to be annexed (ORS 222.170(1) – the "triple majority" consent). Though the "triple majority" consent approach to annexation had been held unconstitutional in 1987, it has been revived by the Oregon Court of Appeals in a recent decision out of the City of Madras. *Morsman v. City of Madras*, 203 Or. App. 546, 126 P3d 6, *review denied*, 340 Or. 483 (2006). The earlier decision was Mid-County Future Alternatives v. Portland Metro. Area LGBC, 82 Or. App. 193, 199-201, 728 P.2d 63 (1986), *modified* 83 Or. App. 552, 733 P.2d 451 (1987), *review dismissed*, 304 Or. 89 (1987).

Annexation elections may be held at general or special elections in compliance with election law requirements as provided by ORS 222.130 through 222.160.

Where the results of an election in the territory favor annexation and the city council has not submitted the issue to city voters (but provided notice and a hearing), then a resolution or ordinance setting the final boundaries including a legal description must be included in the city's proclamation of annexation. ORS 222.150. Where both a city vote and a territory vote are required, they can occur at the same time or at different times within one year.

[2] For example, Banks, North Plains and Sherwood have charter requirements for a vote of city residents on annexations. As such, they cannot take advantage of consent annexations.

C. Delayed annexation and taxation

In both the island annexation context, and under other annexation options, a city can delay the effective date of an annexation for up to 10 years. ORS 222.180. An annexation proposal may provide for a special rate of taxation for up to ten years. ORS 222.111(3). The proposed special rate must be at a specified ratio of the highest rate of taxation for other property in the city (e.g. three-quarters or one-half of the highest rate of taxation) and may not exceed the highest rate of taxation for other property in the City. The rate may increase from year to year and is effective no earlier than the first fiscal year following the effective date of annexation. The assessed value of the annexed property may be included in revenues for the current fiscal year by a supplemental budget or incorporated into the tax revenues for the following fiscal year. The county assessor must provide the assessed value of the property within 20 days upon official request. Verification of proposed revenue by the Department of Revenue must be coordinated with the county assessor's office after annexation. ORS 222.030.

The same rules concerning taxation and effective date apply to island annexations. The city could complete an island annexation but delay its effective date to allow property owners an ability to develop the property or obtain lease provisions that reflect new tax rates when they take effect. However, as noted above, the effective date of island annexations of residential land are now *required* to be delayed a minimum of three and a maximum of ten years, unless the property is sold, in which case the annexation becomes effective immediately upon transfer of ownership. ORS 222.750(5).

D. Potential legal and political challenges

Because annexation of islands can be controversial, such annexations could encounter resistance from at least some property owners (due to property tax consequences, differences in regulations, and related factors). In addition to challenging the process used to annex particular properties, the constitutionality of such annexations may be challenged. A reviewing court would apply "rational basis scrutiny" to such challenges, which is a low threshold deferential to the Council's determination and which examines whether there are legitimate ends served by the annexation action. *Morsman v. City of Madras,* 203 Or. App. 546 (2006).

Reducing jurisdictional confusion and administrative and service inefficiencies created by "islands" of unincorporated territory surrounded by a city have been recognized as legitimate legislative ends pursued by the Oregon Legislature in its enactment of the island annexation law

in 1963. The statute thus survived a direct constitutional challenge in the case of *Kane v. City of Beaverton,* 202 Or. App. 431, 523-24 (2005).

As noted above, however, the recent Supreme Court decision in the *Costco v. Beaverton* case demonstrates that there is room for interpretation in the island annexation statutes. The 2007 Oregon Legislature narrowed the application of the law (in new legislation favoring property owners), but created ambiguities that are as yet unresolved. For example, the three to ten year delay in the effective date for island annexation of residential property is unclear in its application and is being debated in the urbanization forum steering committee meetings. The measurement of the 25% right of way limitation could create ambiguities depending on the configuration of the island in question. The 2007 law changes have not themselves been tested in court.

Finally, even if we have consent of "any owner of real property" within the island, we are required to enact an ordinance or resolution "subject to referendum" if we use the island annexation approach. If the political climate is such that the island annexation approach is disapproved of by city residents, even those not directly affected, we could face a referendum and election. Not only is an election costly and the outcome uncertain, but it has the potential to galvanize interested parties and could do potentially long term damage to the city's image and public support for a variety of programs and initiatives. In order to mount a referendum, an elector of the city would need to file a prospective petition with the City Recorder within 30 days of the effective date of the annexation decision (ORS 250.255 to 250.355), and then would need to gather the signatures of at least 10 percent of the qualified voters of the City (Oregon Constitution, Article IV, § 1(5)) in order to trigger an election.

E. Impact on Service Districts

The islands in Hillsboro are served by a myriad of service districts. These are identified in a spreadsheet developed by city staff. When as in this case the proposed territory for annexation includes less than the entire area of a particular service district, the proposal may provide that the part of the service district inside the territory to be annexed is withdrawn from the district. Unless the service district is a water supply, a water control or a sanitary district, the effective date of withdrawal is the effective date of annexation. ORS 222.111(4). The dates for formal withdrawal of domestic water supply districts, water control districts, or sanitary districts after annexation are determined under ORS 222.465.[3]

[3] In broad summary, the effective date will be July 1 of either the current or subsequent year, depending on the date of the annexation and withdrawal. This is intended to allow the affected district to adjust its budget and service delivery plans on a fiscal year basis.

ORS 222.520 provides the process to follow when annexing less than an entire district as defined by ORS 222.510. Those districts include rural fire districts, water districts and sanitary districts or authorities. The process requires that the City Council conduct a public hearing and make a determination as to whether the proposed withdrawal is "for the best interest of the city." Evaluation of the proposed withdrawal in conjunction with provisions in the applicable urban service agreement should also be undertaken in each case. The hearing on this issue is generally combined with the hearing on the annexation itself.

CONCLUSION AND RECOMMENDATIONS

The Council may lawfully use the island annexation statute to annex some or all of the existing county islands in the City. If sufficient consents can be obtained, use of the other statutory options can be pursued without an election in the affected territory. Conducting an election in the affected territory will be problematic due to the scattered location and multiple property ownerships that do not conform to a particular precinct. It might be possible to group some of the islands but the vote will still need to be tabulated based on electors in each island. Where no electors reside within an island, property owner consent alone can be used (100% of owners, or the triple majority formula of half the owners, who own half the land having at least half the assessed value of the area).

Council may wish to consider an outreach program designed both to inform the public of our plans and to determine whether consents can be obtained in the affected areas. This could reduce the number of areas requiring use of the island annexation method.

The islands in question should be analyzed in terms of how and whether they can meet the new statutory limitation affecting island annexations (less than 25% surrounded by right of way). The financial impact of the 3 to 10 year delay in the effective date for residential properties should also be assessed.

Following on Appendix A is an abbreviated summary of the consent and election requirements for the various annexation options.

Sincerely,

Pamela J. Beery

Pamela J. Beery

PJB:lmp

Appendix A
Statutory annexation methods

Oregon statutes provide a range of consent or election-based annexation methods. They are summarized below.

Annexation with Election in Affected Area only (ORS 222.120(4)):
- Area election and approval from a majority of voters in the territory required for annexation.
- Public hearing prior to election required.
- No vote of city electors required.
- Subject to referendum.

Landowner Consent Annexation (ORS 222.125):
- Written consent from all property owners and majority of electors in the territory required.
- **No** prior public hearing required.
- No election required.
- Subject to referendum.

Double Majority Annexation (ORS 222.170(2)):
- Written consent from majority of electors who also own a majority of the territory required.
- No election required.
- Subject to referendum.

Triple Majority Annexation (ORS 222.170(1))
- Written consent from majority of landowners who also own a majority of the properties representing a majority of the assessed value within the territory required.
- No election required.
- Subject to referendum

By contrast, the island annexation statute allows annexation without either consent *or* an election in the circumstances provided by statute:

Island Annexation (ORS 222.750):
- No consent required.
- Election, if required by City charter, must include both city electors and electors in the island
- Subject to referendum.

10. ORS 222.750

Oregon Revised Statutes Chapter 222

ANNEXATION OF CONTIGUOUS TERRITORY

222.110 [Repealed by 1957 c.613 §1 (222.111 enacted in lieu of 222.110)]

222.111 Authority and procedure for annexation. (1) When a proposal containing the terms of annexation is approved in the manner provided by the charter of the annexing city or by ORS 222.111 to 222.180 or 222.840 to 222.915, the boundaries of any city may be extended by the annexation of territory that is not within a city and that is contiguous to the city or separated from it only by a public right of way or a stream, bay, lake or other body of water. Such territory may lie either wholly or partially within or without the same county in which the city lies.

(2) A proposal for annexation of territory to a city may be initiated by the legislative body of the city, on its own motion, or by a petition to the legislative body of the city by owners of real property in the territory to be annexed.

(3) The proposal for annexation may provide that, during each of not more than 10 full fiscal years beginning with the first fiscal year after the annexation takes effect, the rate of taxation for city purposes on property in the annexed territory shall be at a specified ratio of the highest rate of taxation applicable that year for city purposes to other property in the city. The proposal may provide for the ratio to increase from fiscal year to fiscal year according to a schedule of increase specified in the proposal; but in no case shall the proposal provide for a rate of taxation for city purposes in the annexed territory which will exceed the highest rate of taxation applicable that year for city purposes to other property in the city. If the annexation takes place on the basis of a proposal providing for taxation at a ratio, the city may not tax property in the annexed territory at a rate other than the ratio which the proposal authorizes for that fiscal year.

(4) When the territory to be annexed includes a part less than the entire area of a district named in ORS 222.510, the proposal for annexation may provide that if annexation of the territory occurs the part of the district annexed into the city is withdrawn from the district as of the effective date of the annexation. However, if the affected district is a district named in ORS 222.465, the effective date of the withdrawal of territory shall be determined as provided in ORS 222.465.

(5) The legislative body of the city shall submit, except when not required under ORS 222.120, 222.170 and 222.840 to 222.915 to do so, the proposal for annexation to the electors of the territory proposed for annexation and, except when permitted under ORS 222.120 or 222.840 to 222.915 to dispense with submitting the proposal for annexation to the electors of the city, the legislative body of the city shall submit such proposal to the electors of the city. The proposal for annexation may be voted upon at a general election or at a special election to be held for that purpose.

(6) The proposal for annexation may be voted upon by the electors of the city and of the territory simultaneously or at different times not more than 12 months apart.

(7) Two or more proposals for annexation of territory may be voted upon simultaneously; however, in the city each proposal shall be stated separately on the ballot and voted on separately, and in the territory proposed for annexation no proposal for annexing other territory shall appear on the ballot. [1957 c.613 §2 (enacted in lieu of 222.110); 1959 c.415 §1; 1967 c.624 §13; 1985 c.702 §7]

222.115 Annexation contracts; recording; effect. A contract between a city and a landowner relating to extraterritorial provision of service and consent to eventual annexation of property of the landowner shall be recorded and, when recorded, shall be binding on all successors with an interest in that property. [1991 c.637 §4]

222.750 Annexation of unincorporated territory surrounded by city. (1) As used in this section:

(a) "Creek" means a natural course of water that is smaller than, and often tributary to, a river, but is not shallow or intermittent.

(b) "River" means a large, continuous and natural stream of water that is fed along its course by converging tributaries and empties into an ocean, lake or other body of water.

(2) When territory not within a city is surrounded by the corporate boundaries of the city, or by the corporate boundaries of the city and the ocean shore, a river, a creek, a bay, a lake or Interstate Highway 5, the city may annex the territory pursuant to this section after holding at least one public hearing on the subject for which notice has been mailed to each record owner of real property in the territory proposed to be annexed.

(3) This section does not apply when the territory not within a city:

(a) Is surrounded entirely by water; or

(b) Is surrounded as provided in subsection (2) of this section, but a portion of the corporate boundaries of the city that consists only of a public right of way, other than Interstate Highway 5, constitutes more than 25 percent of the perimeter of the territory. *[e.g., "cherry stem annexation"]*

(4) Unless otherwise required by its charter, annexation by a city under this section must be by ordinance or resolution subject to referendum, with or without the consent of any owner of real property within the territory or resident in the territory.

(5) For property that is zoned for, and in, residential use when annexation is initiated by the city under this section, the city shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the city proclaims the

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annexation approved. The city recorder or other officer performing the duties of the city recorder shall:

(a) Cause notice of the delayed annexation to be recorded by the county clerk of the county in which any part of the territory subject to delayed annexation is located within 60 days after the city proclaims the annexation approved; and

(b) Notify the county clerk of each county in which any part of the territory subject to delayed annexation is located not sooner than 120 days and not later than 90 days before the annexation takes effect.

(6) Notwithstanding subsection (5) of this section, property that is subject to delayed annexation becomes part of the city immediately upon transfer of ownership.

(7) This section does not limit provisions of a city charter, ordinance or resolution that are more restrictive than the provisions of this section for creating or annexing territory that is surrounded as described in subsection (2) of this section.

(8) If a city charter, ordinance or resolution requires the city to conduct an election in the city, the city shall allow electors, if any, in the territory proposed to be annexed to vote in the election on the question of annexation. If the governing body of the city finds that a majority of the votes cast in the city and the territory combined favor annexation, the governing body, by ordinance or resolution, shall proclaim the annexation approved. The proclamation shall contain a legal description of each territory annexed. [Amended by 1963 c.444 §1; 1985 c.702 §16; 2007 c.654 §1; 2007 c.706 §1]

Note: Section 2, chapter 654, Oregon Laws 2007, provides:

Sec. 2. (1) The amendments to ORS 222.750 by section 1 of this 2007 Act apply to an ordinance or resolution adopted on or after the effective date of this 2007 Act [June 27, 2007] that declares an annexation approved.

(2) ORS 222.750 (7) applies to a provision of a charter, ordinance or resolution enacted before, on or after the effective date of this 2007 Act. [2007 c.654 §2]

Note: Section 2, chapter 706, Oregon Laws 2007, provides:

Sec. 2. The amendments to ORS 222.750 by section 1 of this 2007 Act apply to an annexation under ORS 222.750 that takes effect on or after the effective date of this 2007 Act [January 1, 2008]. [2007 c.706 §2]

(Temporary provisions relating to annexation of certain industrial lands)

***Note:** Sections 3 and 10, chapter 737, Oregon Laws 1987, provide:*

Sec. 3. (1) Notwithstanding any other provision of law, when property:

(a) Is property on which no electors reside;

(b) Is zoned for industrial uses;

(c) Has sewer and water lines paid for and installed by the property owner; and

(d) Has an assessed valuation, including improvements, of more than $7 million

that property can only be annexed by or to a city after the city receives a petition requesting annexation from the owner of the property.

(2) Property described in subsection (1) of this section shall not be included with other territory as part of an annexation, or annexed under ORS 222.750, unless the owner of the property consents to the annexation in the form of a petition for annexation.

(3) This section applies to property that, on September 27, 1987, was within the jurisdiction of a local government boundary commission. [1987 c.737 §3; 1997 c.516 §14]

Sec. 10. Section 3, chapter 737, Oregon Laws 1987, is repealed on June 30, 2035. [1987 c.737 §10; 1989 c.226 §1; 1997 c.226 §1; 2005 c.844 §8]

***Note:** Sections 7, 8 and 11, chapter 539, Oregon Laws 2005, provide:*

Sec. 7. Section 8 of this 2005 Act is added to and made a part of ORS 222.111 to 222.180. [2005 c.539 §7]

Sec. 8. (1) A lot, parcel or tract may not be included in territory proposed to be annexed unless the owner of the lot, parcel or tract gives written consent to the annexation, if the lot, parcel or tract:

(a) Is zoned for industrial use or designated for industrial use zoning in an acknowledged comprehensive plan;

(b) Is land on which no electors reside, unless one or more electors living on-site are employed or engaged to provide security services for the industrial user of the land;

(c) Has an assessed value of more than $2 million, including improvements; and

(d) Is in unincorporated Jackson County, either:

(A) Within the urban unincorporated community of White City, west of Oregon Route 62; or

(B) Within the urban growth boundary of the City of Medford, west of Oregon Route 99.

(2) After annexation of a lot, parcel or tract described in subsection (1) of this section, the development rights that apply to the lot, parcel or tract under the industrial zoning classification applicable to the lot, parcel or tract when it is annexed are retained and run with the lot, parcel or tract.

(3) As used in this section, "urban unincorporated community" means an unincorporated community that:

(a) Includes at least 150 permanent residential dwelling units;

(b) Contains a mixture of land uses, including three or more public, commercial or industrial land uses;

(c) Includes areas served by a community sewer system; and

(d) Includes areas served by a community water system. [2005 c.539 §8]

Sec. 11. Sections 2, 4, 6, 8 and 10 of this 2005 Act are repealed June 30, 2016. [2005 c.539 §11]

Note: Sections 5, 6, 7, 9 (2) and 11, chapter 844, Oregon Laws 2005, provide:

Sec. 5. (1) Notwithstanding any provision of ORS 195.205 to 195.225, 199.410 to 199.534, 222.111 to 222.180, 222.750 and 222.840 to 222.915, property described in subsection (2) or (3) of this section may not be annexed by or to a city unless the city receives consent to the annexation from the owner of the property in the form of a petition for annexation.

(2) Property for which annexation is limited by subsection (1) of this section is property:

(a) That is composed of one or more lots, parcels or tracts that:

(A) Are owned by the same individual or entity, including an affiliate or subsidiary of the entity;

(B) Are contiguous or are separated from each other only by a public right of way, a stream, a bay, a lake or another body of water; and

(C) Together comprise at least 150 acres;

(b) On which no electors reside;

(c) That was zoned for industrial, employment or transit-oriented employment uses on December 31, 2004;

(d) That has private, on-premises security services; and

(e) That has an assessed valuation, including improvements, of more than $12 million.

(3) Subsection (1) of this section applies to a lot, parcel or tract that is owned by the same individual or entity, including an affiliate or a subsidiary of the entity, that owns the property described in subsection (2)(a) of this section if the lot, parcel or tract:

(a) Is within two miles of the property described in subsection (2)(a) of this section; and

(b) Contains 10 or more acres that are contiguous or separated from each other only by a public right of way, a stream, a bay, a lake or another body of water.

(4) A city may not obtain approval of an owner for annexation under this section by requiring or requesting that the owner waive remonstrance or agree to annexation in order to receive utility service or other city services located in the city right of way at the same price the city charges an owner of similar property that is within the city. [2005 c.844 §5]

Sec. 6. An area of land within the urban growth boundary of the metropolitan service district established in the Portland metropolitan area may not be annexed under ORS 222.750 if:

(1) The area of land is larger than seven acres and is zoned for industrial use;

(2) The land is owned by an Oregon-based business entity that has been in continuous operation, either directly or through a predecessor, for at least 60 years; and

(3) The business entity employs more than 500 individuals on the land. [2005 c.844 §6]

Sec. 7. An area of land within the urban growth boundary of the metropolitan service district established in the Portland metropolitan area may not be annexed under ORS 222.750 if:

(1) The area of land is larger than 14 acres and is zoned for industrial use;

(2) The land is owned by an Oregon-based business entity that has been in continuous operation on a portion of the land for at least 40 years; and

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(3) The business entity employs more than 300 individuals on the land. [2005 c.844 §7]

Sec. 9. (2) Sections 5, 6 and 7 of this 2005 Act apply to an annexation of territory approved on or after March 1, 2005, and to an annexation of territory proposed on or after the effective date of this 2005 Act. [2005 c.844 §9(2)]

Sec. 11. (1) Sections 5, 6 and 7 of this 2005 Act are repealed on June 30, 2035.

(2) Notwithstanding subsection (1) of this section, unless this section is amended, sections 5 and 6 of this 2005 Act are repealed five years after June 30, 2035. [2005 c.844 §11]

3

11. Island Annexation Ordinance (Sample Draft)

ORDINANCE NO. ____
CITY OF HILLSBORO

AN ORDINANCE ANNEXING TERRITORY INTO THE CITY OF HILLSBORO, OREGON AND WITHDRAWING THE TERRITORY FROM THE [INSERT APPLICABLE SPECIAL AND SERVICE DISTRICTS]

WHEREAS, under ORS 222.750, as amended by 2007 Oregon Laws Chapter 654, the City of Hillsboro initiated annexation of territory surrounded by the corporate boundaries of the City (File No._____); and

WHEREAS, the proposed annexation territory is all zoned and used as residential real property and consists of __ tax lots totaling ___ acres of land all surrounded by and adjacent to existing City boundaries; and

WHEREAS, the specific tax lots to be annexed include:

[insert affected tax lot numbers]; and

WHEREAS, the City provided notice that the City Council would consider the annexation petitions, consistent with the applicable notice requirements of (1) applicable provisions of Metro Code Chapter 3.09, (2) applicable provisions of the 2006 Washington County-Hillsboro Urban Planning Area Agreement, and (3) applicable provisions of ORS 222.111 and 222.120, and ORS 222.750; and

WHEREAS, the City Council considered the proposed annexation and held a public hearing at its regularly scheduled City Council meeting on_____(date); and

WHEREAS, the Council finds that the proposed annexation is consistent with the City's Urban Growth Management Agreement and does not require the consent of owners of the affected real properties.

Now, therefore, based on the foregoing,

THE CITY OF HILLSBORO ORDAINS AS FOLLOWS:

Section 1. The City Council declares the territory described in Exhibit B, and depicted in Exhibit A is annexed to Hillsboro effective_____.[1] If the ownership of any lot annexed is transferred prior to that date, the lot will be deemed annexed to the City immediately, pursuant to ORS 222.750(6).[2]

[1] Effective date must be at least three years and not more than 10 years from the date of this Ordinance for property zoned for and in use as residential (ORS 222.750(5)).
[2] This sentence would not be needed for non-residential annexations.

Section 2. The City Council adopts the Annexation Staff Report to the City Council dated _____, as its findings in support of this Ordinance.[3]

Section 3. The annexed territory is withdrawn from the [insert affected special and service districts] effective_____. If the ownership of any lot annexed is transferred prior to that date, the lot will be deemed immediately withdrawn from these Districts.[4]

Section 4. The City Recorder is directed to:

1. Provide the notice and file a copy of this Ordinance to annexation consistent with ORS 222.180 and ORS 222.750;

2. Mail a copy of this ordinance to Metro including the required fee consistent with Metro Code Chapter 3.09.030(e); and

3. Mail a copy of this Ordinance to Washington County and any other necessary parties consistent with Metro Code Chapter 3.09.030(e).[5]

Section 7. The Council declares that this ordinance takes effect 30 days from its adoption by the Council and that all territory is annexed to the City effective three years from this adoption date as provided by ORS 222.750(5).[6] If the ownership of any lot annexed is transferred prior to that date, the lot will be deemed immediately annexed to the City as provided by ORS 222.750(6).[7]

PASSED AND APPROVED THIS ___ day of _____, 2008.

CITY OF HILLSBORO

_____

Mayor Tom Hughes

ATTEST:

_____

Amber Ames, City Recorder

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[3] As with any land use decision, additional findings may need to be developed to respond to public hearing testimony.

[4] The last sentence would not be needed for a non-residential island annexation.

[5] This Metro Code section is included within the Notice Requirements heading. Although not specifically listed in the expedited annexation process, this notice should be sent to Metro following completion of all annexation decisions to assure accuracy in mapping.

[6] This phrase can be modified to state a sooner effective date if the affected property is not zoned for and in use as residential land.

[7] The last sentence would not be needed for a non-residential island annexation.

Agenda

- What's proposed
- Reasons for island annexation
- Annexation impacts / benefits
- Community outreach / public comment
- Policy issues
- Next steps

What are Islands? How Were They Created?

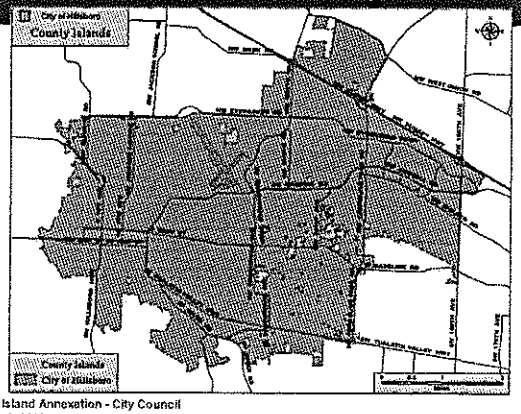
NW 264th, North of Airport Rd.

Ozark Lane, east of SW Brookwood

Baseline Rd., near SE 54th

Alder Street, east of NW 231st (Orenco)

Islands – Where Are They Located?



8B

County Islands – *Facts & Figures*

County Islands	Taxlots	Acres	Land Value	Building Value	Total Value	M-50 Assessed Value
76	189	285	$64,501,370	$17,867,440	$82,408,960	$29,169,270

* Source: Washington County Assessor, 2008

Issues: *Emergency Services*

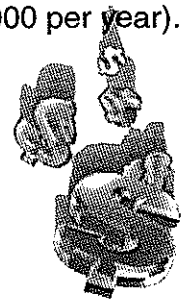
- Patchwork service areas delay dispatch instructions to responding units.
- Emergency responders come from greater distances to reach islands.
- Hillsboro Police not always notified of island-based calls.

Issues: *Other Services*

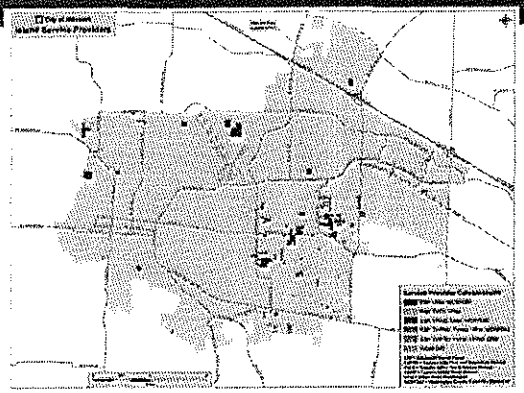
- Island parcels often lack public amenities.
- County/City nuisance ordinances inconsistent (abandoned vehicles, noise, etc.)
- Hillsboro sidewalks and bike paths disconnected.

Issues: *Financial*

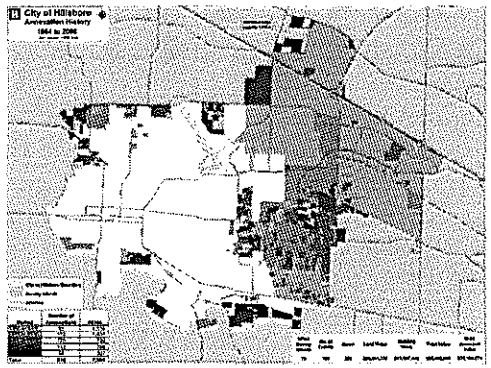
- Hillsboro Fire Department responds to 30 service calls / year at an unreimbursed cost of $1,700 per call ($51,000 per year).
- City forgoes $140,000 / year in property tax revenues.



Issues: *Service Inefficiencies*



Existing Policies Support Annexation



Hillsboro Comprehensive Plan

The Comprehensive Plan calls for…

"the eventual annexation of all urban unincorporated properties into the cities."

Urban Planning Area Agreements (UPAA) - 2006

"Ensure the timely, orderly, and efficient extension of public facilities and urban services through "the eventual annexation of all urban unincorporated properties into the cities."

"Negotiate with the service districts currently providing services and address service provision issues for annexation."

"The City will support proposed annexation of infill areas."

Washington County Urbanization Forum – 2008

"Complete communities can best be accomplished by full-service cities."

"Future growth and development will be directed to cities."

"Cities should demonstrate their policy commitment to govern all urban areas identified as their responsibility."

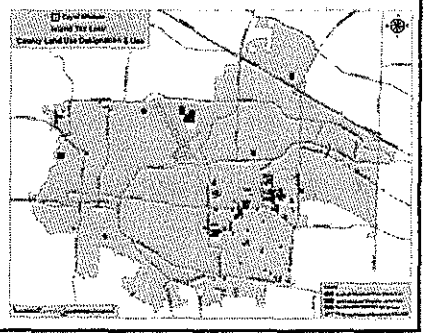
Island Annexation (ORS 222.750)

- No consent required
- Annexation of residential properties (zoned for / in residential use) **delayed three years** / or until parcel sold
- Subject to referendum

County Land Use Designation & Use

143 Residential properties eligible for three-year delay

46 Properties not subject to delay (City Council option)



Other Cities Use Island Annexation

Salem	Annexed 18 islands, 80 properties, 220 acres (2005-2008).
Prineville	Annexed 200 parcels, totaling $21 million in assessed value (2006).

Effect on Island Properties – *2008 Update*

- Property taxes on $160,000 AV home (*not market value*) in typical island:
  - $2,400 per year pre-annexation
  - $2,670 to $2,683 per year **(additional $278 to $344 per year)** post-annexation*
- Island properties will receive City zoning after annexation is final.
- Some island residents would pay lower fees: they now pay 50% premium for Hillsboro Parks & Recreation programs.

* If island property was annexed in 2008.

Revenue Impact on Service Providers – *2009*

Estimated Revenue Loss* (per year)

Enhanced Sheriff Patrol	$6,196
Urban Road Maintenance	$1,163
TVF&R	$601
THPRD	$1,529
Fire District #2	$7,663

* Estimate based on 2008-2009 operating budgets and property taxes

Revenue Impact on Service Providers – *2009-2012 Totals*

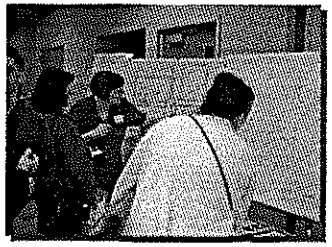
Estimated Revenue Loss* (per year) – *less than 0.1 percent of annual budget except for Fire District #2*

Enhanced Sheriff Patrol	$37,235
Urban Road Maintenance	$6,913
TVF&R	$4,304
THPRD	$2,412
Fire District #2	$45,520

* Estimate based on 2008-2009 operating budgets and property taxes

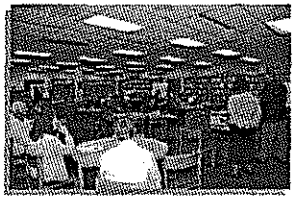
Community Outreach Underway

- Island property owners
  - Notified every property owner
  - Two-way communication with about half
- Service providers
- Hillsboro residents



Community Outreach

Annexation information, web page
Mayor's letter to island property owners
Letter to Hillsboro neighbors
Community meetings: Nov. 17, 19, 20
CPO9, Rotary
Hearing notice
Argus, *Oregonian* coverage
TVCTV
City Views newsletter
E-mail / telephone inquiries logged



Public Comment

Increased taxes are not the primary concern for most property owners.

Farm animals!! and farming practices

Sewer and water hookup required?

Road maintenance after annexation?

Delay annexation longer than three years

Service delivery during interim period?

Why now?

Annexation Benefits: Staff Recommendations

- Waiver of annexation fee
- Waiver of zone change fee
- Farm animals can stay – per current City policy
- Island residents pay no fee surcharge to use City services

No Annexation Filing Fees

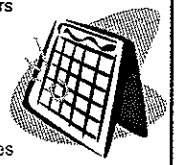
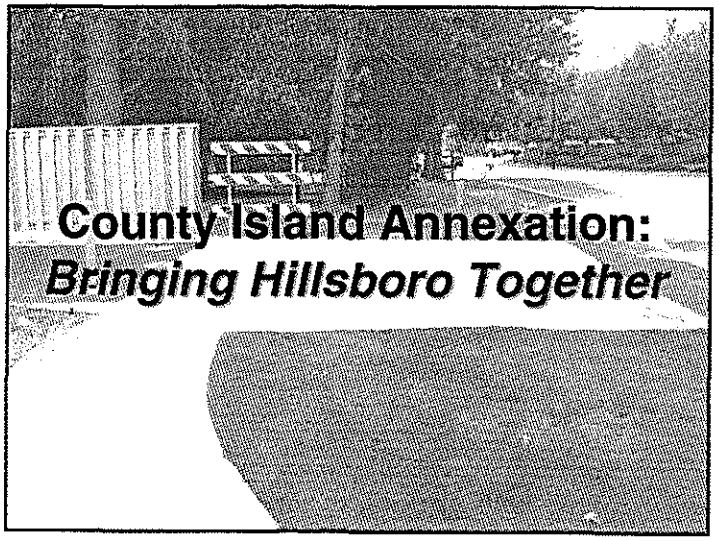
- The City of Hillsboro will pick up the cost of filing fees, saving island property owners $1,410 to $1,660.
- The City also does not charge annexed properties the $2,265 zone change fee.

Farm Animals Can Stay

Under current City policy, annexed island property owners may keep the same number and type of farm animals.

Policy Recommendations

- ✓ Delay annexation three years for residential properties in residential use (ORS 222.750).
- ✓ Pursue immediate annexation of non-residential islands and adjacent rights-of-way.
- ✓ Do not extend City services to island properties until they are annexed.
- ✓ Continue accepting applications for voluntary annexation of island properties.

Schedule: Annexation Process

Oct. 7	City Council authorizes staff to develop annexation / zone change ordinances
Oct – Dec	Develop ordinances Coordinate with service providers Planning Commission review
Oct – Jan	Community outreach
Nov. 26	Public notice
Dec. 16	City Council annexation hearing
Jan. 5, 19	City Council action on ordinances
Jan. 20	Communicate decision to island property owners
Jan – ongoing	Implementation