



City of Tualatin

TUALATIN CITY COUNCIL

Monday, MARCH 14, 2016

JUANITA POHL CENTER

8513 SW Tualatin Road

Tualatin, OR 97062

WORK SESSION begins at 6:15 p.m.

BUSINESS MEETING begins at 7:00 p.m.

Mayor Lou Ogden

Council President Monique Beikman

Councilor Wade Brooksby

Councilor Frank Bubenik

Councilor Joelle Davis

Councilor Nancy Grimes

Councilor Ed Truax

Welcome! By your presence in the City Council Chambers, you are participating in the process of representative government. To encourage that participation, the City Council has specified a time for your comments on its agenda, following Announcements, at which time citizens may address the Council concerning any item not on the agenda or to request to have an item removed from the consent agenda. If you wish to speak on a item already on the agenda, comment will be taken during that item. Please fill out a Speaker Request Form and submit it to the Recording Secretary. You will be called forward during the appropriate time; each speaker will be limited to three minutes, unless the time limit is extended by the Mayor with the consent of the Council.

Copies of staff reports or other written documentation relating to each item of business referred to on this agenda are available for review on the City website at www.tualatinoregon.gov/meetings, the Library located at 18878 SW Martinazzi Avenue, and on file in the Office of the City Manager for public inspection. Any person with a question concerning any agenda item may call Administration at 503.691.3011 to make an inquiry concerning the nature of the item described on the agenda.

In compliance with the Americans With Disabilities Act, if you need special assistance to participate in this meeting, you should contact Administration at 503.691.3011. Notification thirty-six (36) hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

Council meetings are televised *live* the day of the meeting through Washington County Cable Access Channel 28. The replay schedule for Council meetings can be found at www.tvctv.org. Council meetings can also be viewed by live *streaming video* on the day of the meeting at www.tualatinoregon.gov/meetings.

Your City government welcomes your interest and hopes you will attend the City of Tualatin Council meetings often.

PROCESS FOR LEGISLATIVE PUBLIC HEARINGS

A **legislative** public hearing is typically held on matters which affect the general welfare of the entire City rather than a specific piece of property.

1. Mayor opens the public hearing and identifies the subject.
2. A staff member presents the staff report.
3. Public testimony is taken.
4. Council then asks questions of staff, the applicant, or any member of the public who testified.
5. When the Council has finished questions, the Mayor closes the public hearing.
6. When the public hearing is closed, Council will then deliberate to a decision and a motion will be made to either *approve*, *deny*, or *continue* the public hearing.

PROCESS FOR QUASI-JUDICIAL PUBLIC HEARINGS

A **quasi-judicial** public hearing is typically held for annexations, planning district changes, conditional use permits, comprehensive plan changes, and appeals from subdivisions, partitions and architectural review.

1. Mayor opens the public hearing and identifies the case to be considered.
2. A staff member presents the staff report.
3. Public testimony is taken:
 - a) In support of the application
 - b) In opposition or neutral
4. Council then asks questions of staff, the applicant, or any member of the public who testified.
5. When Council has finished its questions, the Mayor closes the public hearing.
6. When the public hearing is closed, Council will then deliberate to a decision and a motion will be made to either *approve*, *approve with conditions*, or *deny the application*, or *continue* the public hearing.

TIME LIMITS FOR PUBLIC HEARINGS

The purpose of time limits on public hearing testimony is to provide all interested persons with an adequate opportunity to present and respond to testimony. All persons providing testimony **shall be limited to 3 minutes**, subject to the right of the Mayor to amend or waive the time limits.

EXECUTIVE SESSION INFORMATION

An Executive Session is a meeting of the City Council that is closed to the public to allow the City Council to discuss certain confidential matters. An Executive Session may be conducted as a separate meeting or as a portion of the regular Council meeting. No final decisions or actions may be made in Executive Session. In many, but not all, circumstances, members of the news media may attend an Executive Session.

The City Council may go into Executive Session for certain reasons specified by Oregon law. These reasons include, but are not limited to: ORS 192.660(2)(a) employment of personnel; ORS 192.660(2)(b) dismissal or discipline of personnel; ORS 192.660(2)(d) labor relations; ORS 192.660(2)(e) real property transactions; ORS 192.660(2)(f) information or records exempt by law from public inspection; ORS 192.660(2)(h) current litigation or litigation likely to be filed; and ORS 192.660(2)(i) employee performance of chief executive officer.



OFFICIAL AGENDA OF THE TUALATIN CITY COUNCIL MEETING FOR MARCH 14, 2016

A. CALL TO ORDER

Pledge of Allegiance

B. ANNOUNCEMENTS

1. Update on the Tualatin Youth Advisory Council's Activities for March 2016
2. Tualatin Library Foundation Vine2Wine 2016
3. New Employee Introduction- Police Officer Jorge Solache
4. New Employee Introduction- Utility Technician I Matthew Lindsey
5. Recognition of Police Captain Larry Braaksma

C. CITIZEN COMMENTS

This section of the agenda allows anyone to address the Council regarding any issue not on the agenda, or to request to have an item removed from the consent agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

D. CONSENT AGENDA

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda. The matters removed from the Consent Agenda will be considered individually at the end of this Agenda under, Items Removed from the Consent Agenda. The entire Consent Agenda, with the exception of items removed from the Consent Agenda to be discussed, is then voted upon by roll call under one motion.

1. Consideration of Approval of the Minutes for the City Council Work Session of February 22, 2016

E. PUBLIC HEARINGS – Quasi-Judicial

1. Consideration of a Petition Requesting Annexation of Property at 18600 SW Pacific Highway (Tax Map 2S1 21A, Tax Lot 1100) (ANN-15-0002)

F. GENERAL BUSINESS

If you wish to speak on a general business item please fill out a Speaker Request Form and you will be called forward during the appropriate item. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

1. Consider Adopting **Ordinance No. 1388-16** Amending Tualatin Municipal Code Chapter 6-9 To Prohibit The Use Of Tobacco Products and Inhalant Delivery Systems on City Property and Renumbering Certain Provisions

G. ITEMS REMOVED FROM CONSENT AGENDA

Items removed from the Consent Agenda will be discussed individually at this time. The Mayor may impose a time limit on speakers addressing these issues.

H. COMMUNICATIONS FROM COUNCILORS

I. ADJOURNMENT

City Council Meeting


Meeting Date: 03/14/2016

ANNOUNCEMENTS: Update on the Tualatin Youth
Advisory Council's Activities for
March 2016

ANNOUNCEMENTS

Update on the Tualatin Youth Advisory Council's Activities for March 2016

A. YAC Update



March 14, 2016

TUALATIN YOUTH ADVISORY COUNCIL

National League of Cities Congressional City Conference

- March 5-9
- Washington, DC
- Recap of conference will be presented at April 11, 2016 meeting

2016 CONGRESSIONAL
CITY CONFERENCE



NATIONAL
LEAGUE
of CITIES 

WASHINGTON, D.C | MARCH 5-9, 2016

Tualatin YAC – Youth Participating in Governance

Project F.R.I.E.N.D.S

- Day long anti-bullying workshop for Tualatin 5th graders
- Bridgeport, Byrom, and Tualatin Elementary
- Curriculum is revised and updated
- May 20, 2016



Other Activities

- Youth Summit
 - Roundtable discussion with other youth councils/clubs
 - April 14, 2016
- Coffeehouse
 - First event Feb. 27, 30 people attended
 - Fondue Night - TBD



Tualatin YAC – Youth Participating in Governance

City Council Meeting

Meeting Date: 03/14/2016

ANNOUNCEMENTS: Tualatin Library Foundation
Vine2Wine 2016

ANNOUNCEMENTS

Tualatin Library Foundation Vine2Wine 2016

2016V2W

TUALATIN LIBRARY FOUNDATION

SAVE THE DATE

Vine 2 Wine

APRIL 16, 2016, 7-9:30 PM

AT THE TUALATIN LIBRARY

MORE 

10 Wineries ♦ Unlimited Tastings
Catered Buffet ♦ Drawings & Prizes
Music by Aaron Meyer, Rock Violinist
Free Riedel Wine Glass
Tickets @ \$45 per person
Order online at:
www.tualatinlibraryfoundation.org
or available at the Door



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder

DATE: 03/14/2016

SUBJECT: Consideration of Approval of the Minutes for the City Council Work Session of February 22, 2016

ISSUE BEFORE THE COUNCIL:

The issue before the Council is to approve the minutes for the City Council Work Session of February 22, 2016.

RECOMMENDATION:

Staff respectfully recommends that the Council adopt the attached minutes.

Attachments: City Council Work Session Minutes of February 22, 2016



Present: Mayor Lou Ogden; Council President Monique Beikman; Councilor Wade Brooksby; Councilor Frank Bubenik; Councilor Joelle Davis; Councilor Nancy Grimes; Councilor Ed Truax

Staff Present: City Manager Sherilyn Lombos; City Attorney Sean Brady; Police Chief Kent Barker; Community Services Director Paul Hennon; Finance Director Don Hudson; Deputy City Recorder Nicole Morris; Assistant to the City Manager Tanya Williams; Assistant City Manager Alice Cannon; Parks and Recreation Manager Rich Mueller; Management Analyst II Zoe Monahan; City Engineer Jeff Fuchs; Accounting Supervisor Matthew Warner

CALL TO ORDER

Mayor Ogden called the meeting to order at 6:03 p.m.

1. ***Financial Audit Report for Fiscal Year Ending June 30, 2015.***

Finance Director Don Hudson introduced Kammy Austin, partner with Merina and Company. Ms. Austin presented the Council with the findings for fiscal year ending June 30, 2015. She explained the audit procedures and ensured the Council of the City's financial position. Merina and Company issued a overall clean opinion.

2. ***Southwest Corridor Project Update.***

Assistant City Manager Alice Canon and Management Analyst Zoe Monahan presented an update on the Southwest Corridor Plan. Analyst Monahan stated the steering committee met in January and removed Downtown Tualatin as a terminus alternative. Bridgeport Village is the new preferred terminus option. The steering committee has two big decisions to make still including mode options and transit access to Portland Community College (PCC) - Sylvania. The committee updated their decision schedule and now plans to continue public outreach through the spring and make a decision on mode and PCC late spring.

Mayor Ogden spoke to funding of each mode stating bus rapid transit is not viable from a cost stand point. He speculated light rail would be the mode decision. Mayor Ogden emphasized that he will only vote in favor of a viable project based on ridership numbers, investment, and cost.

Councilor Grimes asked if TriMet had looked to other outside projects for inspiration. Manager Canon stated TriMet had evaluated other options but due to the constraints of this project they have narrowed the modes to the two presented.

Councilor Bubenik would like to see updated public polling on the project as

numbers are now two years old and the project has changed from the initial study.

Councilor Davis asked if there would be dedicated right of ways for the project. Mayor Ogden stated the plan is to have dedicated new right of ways for whichever mode is chosen.

3. *Tualatin River Greenway Trail Update.*

Community Services Director Paul Hennon provided the Council with an update on the Tualatin River Greenway Trail. He stated the trail will open tomorrow, February 23, with an official grand opening and ribbon cutting set for April 9. The full scope of the project has been completed with exception to the crossing and the RV Site of Portland. He noted there is a temporary crossing and an official trail crossing will be built when the site is redeveloped in the near future.

4. *Council Meeting Agenda Review, Communications & Roundtable.*

Council President Monique Beikman asked why the Community Development Week Proclamation was being done a month early. City Manager Lombos explained they need the proclamation for lobbying work.

ADJOURNMENT

The work session adjourned at 6:43 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Lou Ogden, Mayor



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Aquilla Hurd-Ravich, Planning Manager
Alice Cannon, Assistant City Manager

DATE: 03/14/2016

SUBJECT: Consideration of a Petition Requesting Annexation of Property at 18600 SW Pacific Highway (Tax Map 2S1 21A, Tax Lot 1100) (ANN-15-0002)

ISSUE BEFORE THE COUNCIL:

Consideration of a petition for annexation of a property located at 18600 SW Pacific Highway and identified as Tax Lot 1100 on Washington County Assessor's Map 2S1 21A and withdrawing the territory from the Washington County Enhanced Sheriff Patrol District and the County Urban Road Maintenance District.

RECOMMENDATION:

Staff recommends that the City Council consider the staff report and direct staff to prepare an ordinance that reflects Council direction.

EXECUTIVE SUMMARY:

This matter is a quasi-judicial public hearing, and it is a petition for an expedited annexation.

The applicant is Dave Kimmel, President, PDG Planning Design Group, representing Stein Woodburn LLC, owners of the 2.05-acre Tax Lot 1100 (Map 2S1 21A) with the address of 18600 SW Pacific Highway. The subject property is located in the western portion of the City and is bordered Pacific Highway 99W on the eastern boundary, Pacific Drive on the western boundary, Cipole Road on the southern boundary and a development lot in the General Commercial Planning District on the northern boundary. A vicinity map and existing conditions map are included as Attachment 101 and 102. The property is currently located in unincorporated Washington County in the FD-10 Planning District (Future Development 10-Acre Section 309). The application materials are included as Attachment 103.

The applicant conducted a neighborhood/developer meeting on September 10, 2015, to explain the proposal to neighboring property owners and to receive comments. Besides the applicant and one City staff member, 37 residents of nearby residential areas attended and marked the sign-in sheets. Questions regarding development plans for the property were answered. Concerns were targeted at the applicant's potential proposal to develop the site for a gas station

and convenience store if this Annexation application is approved and if the subsequent Architectural Review application is approved. Concerns ranged from traffic congestion, health and safety impacts, environmental impacts, aesthetic risks, and diminishing property values. An excerpt from the application materials contains comments received at the neighborhood developer meeting held on September 10, 2015 (Attachment 104) and all comments received to date are included in the Comment Log (Attachment 105).

There are no existing structures or improvements on the property (Attachment 102).

The site is already in the General Commercial Planning District in the City's Development Plan. A selection of the Tualatin Development Code (TDC) chapters that will apply to existing structures, signs, uses, access, and facilities on the subject property upon annexation are not limited to but are as follows:

- General Provisions
- Subdividing, Partitioning and Property Line Adjustment
- Sign Regulations
- General Commercial Planning District (CG)
- Community Design Standards
- Public Improvement Requirements
- Access Management

The purpose of the General Commercial Planning District “is to provide areas of the city that are suitable for a full range of commercial uses... [it] is particularly suitable for businesses needing direct automobile access to the freeway and the arterial streets leading to the freeway. Such uses are motels, drive-in restaurants, automobile service stations and carwashes.” (Tualatin Development Code Chapter 54 Section 54.010.) If this annexation application is approved, any of the permitted uses or conditionally permitted uses could locate on the subject property.

The applicant has prepared application materials that address the annexation approval criteria (Attachment 103). The submitted application contains all the necessary signatures to qualify for the expedited annexation hearing as described in Metro Code 3.09.045. Staff has reviewed the application material and addressed all annexation criteria in the Analysis and Findings section of this report (Attachment 106). Notice of public hearing was mailed to all surrounding properties for this March 14, 2016 hearing in accordance with TDC [31.064\(1\)](#).

The Analysis and Findings attachment compares in detail the application to each criteria and the section below is a brief summary describing the criteria for consideration. The City Council must find that the annexation conforms to Tualatin Development Code (TDC) Objectives 4.050(20) and (21), and the applicable criteria in Metro Code 3.09 and Oregon Revised Statutes (ORS; TDC 31.067[6]). The annexation approval criteria are listed below:

A. Metro Code, 3.09.050(d) states that an approving entity’s final decision on a boundary change shall include findings and conclusions addressing the following criteria:

1) Consistency with directly applicable provisions in an urban service provider agreement or annexation plan adopted pursuant to ORS 195.065. This Oregon Revised Statute governs urban service agreements between local jurisdictions and special districts. Two special districts that serve this property and will continue to serve the property are Clean Water Services providing sanitation and Tualatin Valley Fire and

Rescue providing fire protection service.

2) Consistency with directly applicable provisions of urban planning or other agreements, other than agreements adopted pursuant to ORS 195.065, between the affected entity and a necessary party. Washington County and the City of Tualatin have an Urban Planning Area Agreement that identifies this property as being part of Tualatin's Planning Area.

3) Consistency with specific directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facility plans. Tualatin Development Code has the following standards in our comprehensive plan.

4.050(20) Initiate annexation of property within the Urban Growth Boundary planned for residential development only when petitioned to do so by owners of the affected property, including cases involving unincorporated "islands" of property surrounded by land annexed previously. The subject property is not assigned a residential Planning District. It is assigned a General Commercial Planning District and the property owners have petitioned for annexation.

4.050(21) Territories to be annexed shall be in the Metro Urban Growth Boundary. The subject property is currently within the Metro Urban Growth Boundary.

4) Consistency with specific directly applicable standards or criteria for boundary changes contained in the Regional Framework Plan or any functional plan. This section addresses Metro adopted plans. Annexation of the subject property is consistent with these regional plans and explained in more detail in the full Analysis and Findings section.

5) Whether the proposed change will promote or not interfere with the timely, orderly, and economic provisions of public facilities and services. Staff examined the availability of public utilities such as water, sanitary sewer service, and storm water to the property in SW Pacific Drive and Cipole Road. Transportation including pedestrian, bicycle and vehicle access were also examined as part of this criteria and are available via SW Pacific Drive, SW Cipole Road and SW Pacific Highway. All urban services would be available to this site upon development.

6) If the proposed boundary change is for annexation of territory to Metro, a determination by the Metro Council that the territory should be included in the Urban Growth Boundary shall be the primary criterion for approval. The subject property is currently within the Urban Growth Boundary.

7) Consistency with other applicable criteria for the boundary change in question under state and local law. The applicant prepared a response to the Oregon Administrative Rule Titled Transportation Planning Rule. Staff finds the proposal consistent with the State's Transportation Planning Rule. There are two other items in Oregon Revised Statutes from Chapter 222 City Boundary Changes; Mergers; Consolidations; Withdrawals. The first item ORS 222.111(1) allows Cities to extend their boundaries to properties not in another city and that are contiguous to the city. The second item ORS 222.520(1) allows for property to be withdrawn from a district such as the Washington County Enhanced Sheriff's Patrol.

B. Metro 3.09.050(g) states that, “Only territory already within the defined Metro Urban Growth Boundary at the time a petition is complete may be annexed to the city or included in territory proposed for incorporation into a new city.” The subject property was part of the Metro Urban Growth Boundary when the annexation application was submitted on September 21, 2015 and deemed complete on December 16th, 2015.

The territory will concurrently be withdrawn from the Washington County Enhanced Sheriff Patrol District and the Urban Road Maintenance District. The property is within the service district boundary of Clean Water Services (CWS), the Washington County stormwater management and sewage treatment agency, and does not need to be annexed into the CWS District upon annexation into the City.

Before granting the proposed annexation, the City Council must find that the annexation conforms to TDC Objectives 4.050(20) and (21), the applicable criteria in Metro Code 3.09 and Oregon Revised Statutes (TDC 31.067[6]). The Analysis and Findings (Attachment 106) examines the application in respect to the requirements for granting an annexation. Staff finds that the annexation meets the applicable criteria.

OUTCOMES OF DECISION:

Granting the Annexation petition will result in the following:

1. The property is annexed to the City of Tualatin and designated in the General Commercial (CG) Planning District.
2. The territory is concurrently withdrawn from the Washington County Enhanced Sheriff Patrol District and the Urban Road Maintenance District.
3. The City Council directs staff to bring back an ordinance for the annexation.

Denial of the Annexation petition will result in the following:

- The property remains outside the city limits and within unincorporated Washington County.

ALTERNATIVES TO RECOMMENDATION:

The alternatives to the staff recommendation for the Council are:

1. Continue the discussion of the annexation and return to the matter at a later date.

FINANCIAL IMPLICATIONS:

If this application is approved, the City will provide services to the property and the property owner will begin paying City property taxes for those services. The applicant paid the required application fee of \$1,530.00.

Attachments: Attachment 101 - Vicinity Maps
 Attachment 102- Existing Conditions
 Attachment 103- Application Materials

Attachment 104 - Comments Received at Neighborhood Meeting

Attachment 105- Comment Log as of March 7, 2016

Attachment 106 - Analysis and Findings

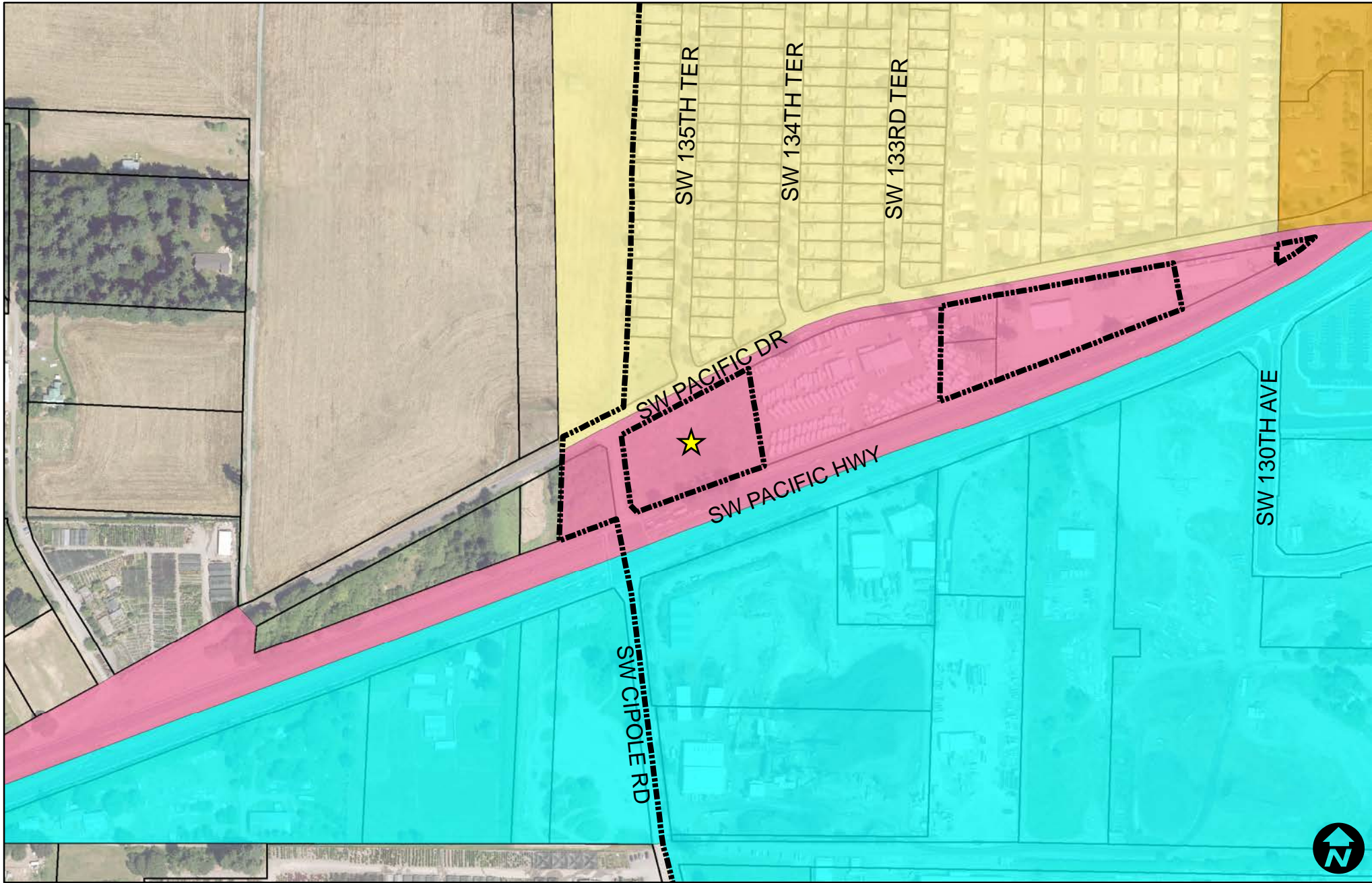
Attachment 107 - Presentation

Attachment 108- Petition Submitted on February 22, 2016

Attachment 109- Second Petition

Attachment 110- Comment Log as of March 11, 2016

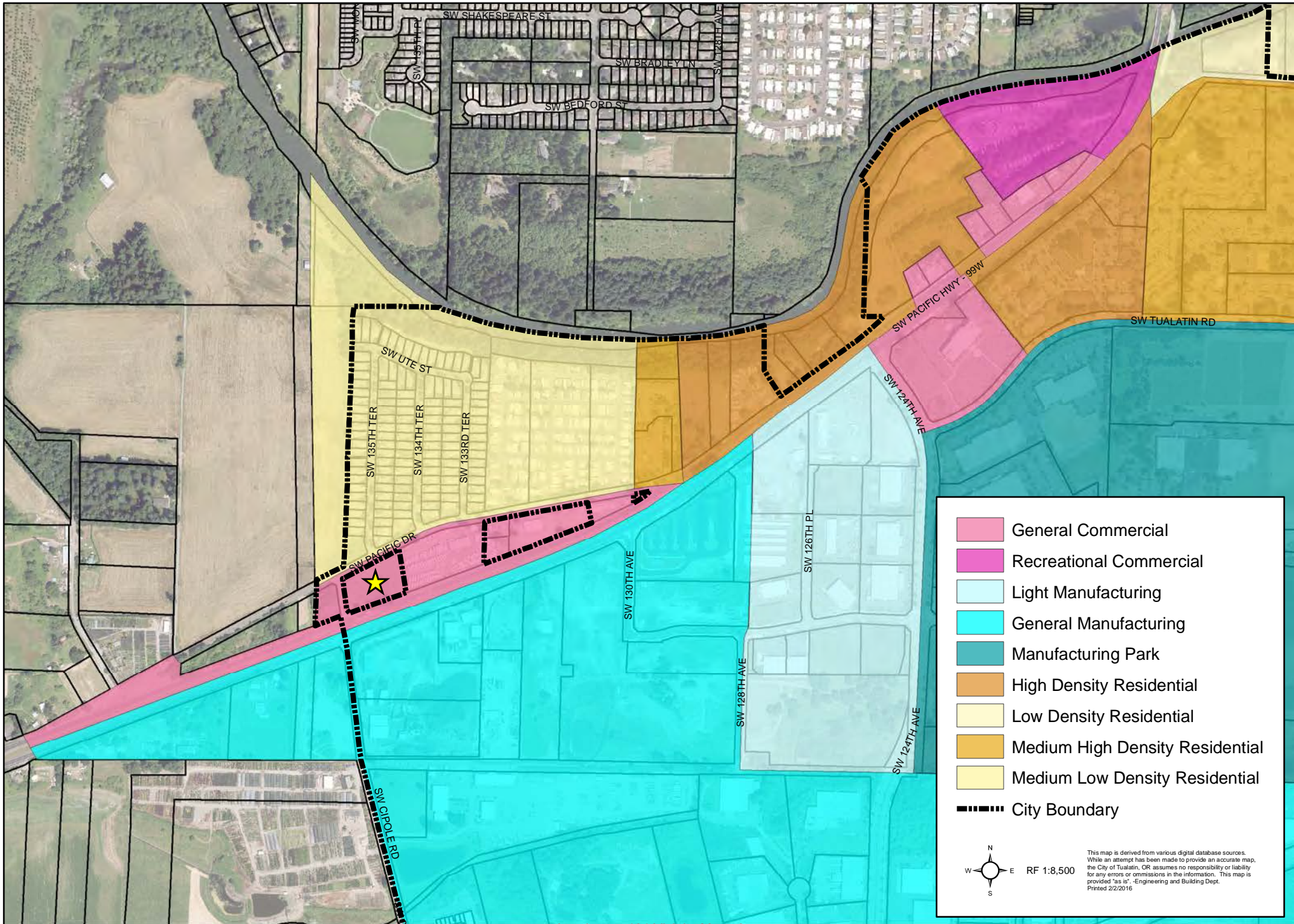
Attachment 111- Comment Log as of March 14, 2016



- General Commercial
- Medium High Density Residential
- City Boundary
- General Manufacturing
- Medium Low Density Residential



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Engineering and Building Dept. Printed 2/29/2016



	General Commercial
	Recreational Commercial
	Light Manufacturing
	General Manufacturing
	Manufacturing Park
	High Density Residential
	Low Density Residential
	Medium High Density Residential
	Medium Low Density Residential
	City Boundary

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This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR, assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept. Printed 2/2/2016



**"NECESSARY PARTIES"
MARKED BELOW**

NOTICE OF APPLICATION SUBMITTAL

- ANNEXATION CONDITIONAL USE PERMIT PLAN TEXT AMENDMENT
 ARCHITECTURAL REVIEW PLAN MAP AMENDMENT OTHER:

CASE/FILE: ANN15-0002 (Community Development Dept.: Planning Division)

PROPOSAL	To annex 2.05 acres of land designated General Commercial (CG) and located at 18600 SW Pacific Hwy to the City of Tualatin. The applicant plans to develop a gas station, convenience store and card lock fueling facility on the property.
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PROPERTY	Name of Application	STEIN OIL COMPANY				
	<input type="checkbox"/> n/a	Street Address	18600 SW Pacific Hwy			
		Tax Map and Lot No(s).	2S1 21A 001100			
		Planning District	General Commercial (CG)	Overlays <input type="checkbox"/>	NRPO <input type="checkbox"/>	Flood Plain <input type="checkbox"/>
		Previous Applications		Additional Applications:	CIO CCIO; RIVERPK	

DATES	Receipt of application	09/21/2015	Deemed Complete	12/16/15	CONTACT	Name: Clare Fuchs
	Notice of application submittal			12/16/2015		Title: Senior Planner
	Project Status / Development Review meeting			02/04/2016		E-mail: cfuchs@ci.tualatin.or.us
	Comments due for staff report			1/29/2016		Phone: 503-691-3027
	Public meeting: <input type="checkbox"/> ARB <input type="checkbox"/> TPC <input checked="" type="checkbox"/> n/a					Notes: You may view the application materials through this City web page: www.tualatinoregon.gov/projects
	City Council (CC)		<input type="checkbox"/> n/a	3/14/2016		

- | | | |
|--|---|---|
| <p>City Staff</p> <input checked="" type="checkbox"/> City Manager
<input checked="" type="checkbox"/> Building Official
<input checked="" type="checkbox"/> Chief of Police
<input checked="" type="checkbox"/> City Attorney
<input checked="" type="checkbox"/> City Engineer
<input checked="" type="checkbox"/> Community Dev. Director
<input checked="" type="checkbox"/> Community Services Director
<input checked="" type="checkbox"/> Economic Dev. liaison
<input checked="" type="checkbox"/> Engineering Associate*
<input checked="" type="checkbox"/> Finance Director
<input checked="" type="checkbox"/> GIS technician(s)
<input checked="" type="checkbox"/> IS Manager
<input checked="" type="checkbox"/> Operations Director*
<input checked="" type="checkbox"/> Parks and Recreation Coordinator
<input checked="" type="checkbox"/> Planning Manager
<input checked="" type="checkbox"/> Street/Sewer Supervisor
<input checked="" type="checkbox"/> Water Supervisor | <p><input type="checkbox"/> Tigard Community Dev. Dept.
 <input type="checkbox"/> Wilsonville Planning Div.</p> <p>*Paper Copies</p> <p>Counties</p> <input type="checkbox"/> Clackamas County Dept. of Transportation and Dev.
<input checked="" type="checkbox"/> Washington County Dept. of Land Use and Transportation (AR's)
<input checked="" type="checkbox"/> Washington County LRP (Annexations) <p>Regional Government</p> <input checked="" type="checkbox"/> Metro <p>School Districts</p> <input type="checkbox"/> Lake Oswego School Dist. 7J
<input checked="" type="checkbox"/> Sherwood SD 88J
<input checked="" type="checkbox"/> Tigard-Tualatin SD 23J (TTSD)
<input type="checkbox"/> West Linn-Wilsonville SD 3J <p>State Agencies</p> <input type="checkbox"/> Oregon Dept. of Aviation
<input type="checkbox"/> Oregon Dept. of Land Conservation and Development (DLCD) (via proprietary notice)
<input type="checkbox"/> Oregon Dept. of State Lands: | <p>Wetlands Program
 <input checked="" type="checkbox"/> Oregon Dept. of Transportation (ODOT) Region 1
 <input checked="" type="checkbox"/> ODOT Maintenance Dist. 2A
 <input type="checkbox"/> ODOT Rail Div.
 <input checked="" type="checkbox"/> OR Dept. of Revenue</p> <p>Utilities</p> <input checked="" type="checkbox"/> Republic Services
<input checked="" type="checkbox"/> Clean Water Services (CWS)
<input checked="" type="checkbox"/> Comcast [cable]*
<input checked="" type="checkbox"/> Frontier Communications [phone]
<input checked="" type="checkbox"/> Northwest Natural [gas]
<input checked="" type="checkbox"/> Portland General Electric (PGE)
<input checked="" type="checkbox"/> TriMet
<input checked="" type="checkbox"/> Tualatin Valley Fire & Rescue (TVF&R)
<input checked="" type="checkbox"/> United States Postal Service (USPS) (Washington; 18850 SW Teton Ave)
<input type="checkbox"/> USPS (Clackamas)
<input checked="" type="checkbox"/> Washington County Consolidated Communications Agency (WCCCA) |
|--|---|---|

- Neighboring Cities**
-
- Durham
-
-
- King City Planning Commission
-
-
- Lake Oswego
-
-
- Rivergrove PC
-
-
- Sherwood Planning Dept.

Additional Parties

- Tualatin Citizen Involvement Organization (CIO)
- Commercial CIO
- Riverpark CIO

1.032: Burden of Proof

31.071 Architectural Review Procedure

31.074 Architectural Review Application Review Process

31.077 Quasi-Judicial Evidentiary Hearing Procedures

Metro Code 3.09.045 Annexation Review Criteria

32.030 Criteria for Review of Conditional Uses

33.020 Conditions for Granting a Variance that is not a Sign or a Wireless Communication Facility

33.022 Criteria for Granting a Sign Variance

33.024 Criteria for Granting a Minor Variance

33.025 Criteria for Granting a Variance

34.200 Tree Cutting on Private Property without Architectural Review, Subdivision or Partition Approval, or Tree Removal Permit Prohibited

34.210 Application for Architectural Review, Subdivision or Partition Review, or Permit

34.230 Criteria (tree removal)

35.060 Conditions for Granting Reinstatement of Nonconforming Use

36.160 Subdivision Plan Approval

36.230 Review Process (partitioning)

36.330 Review Process (property line adjustment)

37.030 Criteria for Review (IMP)

40.030 Conditional Uses Permitted (RL)

40.060 Lot Size for Conditional Uses (RL)

40.080 Setback Requirements for Conditional Uses (RL)

41.030 Conditional Uses Permitted (RML)

41.050 Lot Size for Conditional Uses (RML)

41.070 Setback Requirements for Conditional Uses (RML)

42.030 Conditional Uses Permitted (RMH)

42.050 Lot Size for Conditional Uses (RMH)

42.070 Setback Requirements for Conditional Uses (RMH)

43.030 Conditional Uses Permitted (RH)

43.060 Lot Size for Conditional Uses (RH)

43.090 Setback Requirements for Conditional Uses (RH)

44.030 Conditional Uses Permitted (RH-HR)

44.050 Lot Size for Conditional Uses (RH-HR)

44.070 Setback Requirements for Conditional Uses (RH-HR)

49.030 Conditional Uses (IN)

49.040 Lot Size for Permitted and Conditional Uses (IN)

49.060 Setback Requirements for Conditional Uses (IN)

50.020 Permitted Uses (CO)

50.030 Central Urban Renewal Plan – Additional Permitted Uses and Conditional Uses (CO)

50.040 Conditional Uses (CO)

52.030 Conditional Uses (CR)

53.050 Conditional Uses (CC)

53.055 Central Urban Renewal Area – Conditional Uses (CC)

54.030 Conditional Uses (CG)

56.030 Conditional Uses (MC)

56.045 Lot Size for Conditional Uses (MC)

57.030 Conditional Uses (MUCOD)

60.040 Conditional Uses (ML)

60.041 Restrictions on Conditional Uses (ML)

61.030 Conditional Uses (MG)

61.031 Restrictions on Conditional Uses (MG)

62.030 Conditional Uses (MP)

62.031 Restrictions on Conditional Uses (MP)

64.030 Conditional Uses (MBP)

64.050 Lot Size for Permitted and Conditional Uses (MBP)

64.065 Setback Requirements for Conditional Uses (MBP)

68.030 Criteria for Designation of a Landmark

68.060 Demolition Criteria

68.070 Relocation Criteria

68.100 Alteration and New Construction Criteria

68.110 Alteration and New Construction Approval Process

73.130 Standards

73.160 Standards

73.190 Standards – Single-Family and Multi-Family Uses

73.220 Standards

73.227 Standards

73.230 Landscaping Standards

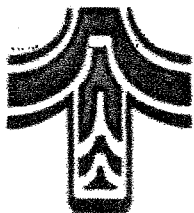
73.300 Landscape Standards – Multi-Family Uses

73.310 Landscape Standards – Commercial, Industrial, Public and Semi-Public Uses

73.320 Off-Street Parking Lot
Landscaping Standards

73.470 Standards

73.500 Standards



City of Tualatin

www.tualatinoregon.gov

CITY OF TUALATIN
RECEIVED

SEP 21 2015

COMMUNITY DEVELOPMENT
PLANNING DIVISION

APPLICATION FOR ANNEXATION

Applicant			
Name: <u>DAVE Kimmel</u>	Company Name: <u>PDG</u>		
Address: <u>1335 SW 66TH Ave, 201</u>			
City: <u>Portland</u>	State: <u>OR</u>	ZIP Code: <u>97225</u>	
Phone: <u>503-329-5399</u>	Fax:	Email: <u>pdgplanning@comcast.net</u>	
Applicant is: Owner <input type="checkbox"/> Contract Purchaser <input type="checkbox"/> Developer <input type="checkbox"/>		Agent <input checked="" type="checkbox"/> Other <input type="checkbox"/>	
Applicant's Signature: <u>Dave Kimmel</u>		Date: <u>9-18-15</u>	

Property Owner			
Name: <u>Stein Woodburn LLC</u>			
Address: <u>13001 Clackamas River Dr</u>			
City: <u>Oregon City</u>	State: <u>OR</u>	ZIP Code: <u>97045</u>	
Phone: <u>503-656-0375</u>	Fax: <u>503-655-5707</u>	Email: <u>INFO@STEINOIL.COM</u>	
Property Owner's Signature: <u>Stein Woodburn LLC member</u>		Date: <u>9/21/15</u>	
(Note: Letter of authorization is required if not signed by owner) <u>John Stein System</u>			

Assessor Information	
Assessor's Map #: <u>25121A</u>	Tax Lot #: <u>001100</u>
Assessor's Map #:	Tax Lot #:
Assessor's Map #:	Tax Lot #:
Address of property: <u>18600 SW Pacific</u>	Lot area (acres): <u>2.05</u>
Current County Zone: <u>FD-10</u>	Proposed City Planning District: <u>CG</u>
Current Use: <u>Vacant</u>	Proposed Use: <u>GAS Station, C-Store, Card Lock</u>
Right-of-Way to be included:	

AS THE PERSON RESPONSIBLE FOR THIS APPLICATION, I HEREBY ACKNOWLEDGE THAT I HAVE READ THE ABOVE APPLICATION AND ITS ATTACHMENTS, UNDERSTAND THE REQUIREMENTS DESCRIBED HEREIN, AND STATE THAT THE INFORMATION SUPPLIED IS AS COMPLETE AND DETAILED AS IS CURRENTLY POSSIBLE, TO THE BEST OF MY KNOWLEDGE.

Applicant's Signature: <u>Dave Kimmel</u>	Date: <u>9-18-15</u>
---	----------------------

Office Use		
Case No: <u>ANN-15-0002</u>	Date Received: <u>9/21/15</u>	Received by: <u>Lofu</u>
Fee: Complete Review: <u>\$1530.00</u>	Receipt No:	
City Filing Fee:	Date complete:	

Received 5/14/15

PDG Planning Design Group
1335 SW 66th Ave. #201
Portland, Oregon 97225
PH: 503-329-5399
Fax: 503-327-8456
Email: pdgplanning@comcast.net

**Annexation:
18600 Pacific Dr.**

II. CRITERIA FOR APPROVAL OF BOUNDARY CHANGES

The following are the criteria used in making a decision to annex property to the City of Tualatin. Please address each of these in narrative form. Be as thorough and complete with your answers as possible. Please see the attached "Criteria Guidelines" sheet for further clarification of the criteria. If you have any questions or need assistance, please contact the City of Tualatin, Planning Division at 503-691-3026.

A. Metro Code 3.09.050(d) states that a boundary change proposal shall address the following minimum criteria:

1. Consistency with directly applicable provisions in an urban service provider agreement or annexation plan adopted pursuant to ORS 195.065;

Response: At this time, there are no agreements, pursuant to ORS 195.065, in place between Tualatin and any service provider. This provision is not applicable.

2. Consistency with directly applicable provisions in an urban planning or other agreements, other than agreements adopted pursuant to ORS 195.065, between the affected entity and a necessary party;

Response: The subject property is within the portion of Washington County that is inside the acknowledged Tualatin Urban Boundary. Annexations within the established Urban Boundary are consistent with Tualatin's Urban Planning Area Agreement with Washington County.

3. Consistency with specific directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facility plans;

Response: Because the area to be annexed is within the City's Planning Area Boundary and the Metro Urban Growth Boundary, services can be provided at the property owner's expense. This is consistent with Tualatin's Community Plan (Comprehensive Plan).

4. Consistency with specific directly applicable standards or criteria for boundary changes contained in the Regional Framework Plan or any functional plan;

Response: The Regional Framework Plan and Functional Plan have no provisions directly related to annexation. Because services and transportation facilities are available in the area and all property within the Urban Growth Boundary and Urban Planning Area Boundary were included in calculations for facility capacity, housing and employment, annexation is consistent with the Framework and Functional Plans.

5. Whether the proposed change will promote or not interfere with the timely, orderly and economic provisions of public facilities and services;

Response: All needed urban services are available as a result of previous development surrounding the subject property.

6. If the proposed boundary change is for annexation of territory to Metro, a determination by the Metro Council that the territory should be included in the Urban Growth Boundary shall be the primary criterion for approval;

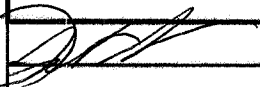
Response: Not applicable because the subject property is already within the Metro jurisdictional boundary.

7. Consistency with other applicable criteria for the boundary change in question under state and local law.

Response: No other criteria have been determined to be applicable

To the Council of the City of Tualatin, Oregon:

We, the undersigned Owner(s) of the property described below and/or elector(s) residing at the referenced location, hereby petition for, and give consent to, annexation of said property to the City of Tualatin. We understand that the City will review this request in accordance with ORS Chapter 222 and applicable regional and local policies prior to approving or denying the request for annexation.

Signature	Printed Name	I am a			Address	Property Description				Date
		PO	RV	OV		T/S	Map	Tax Lot	Precinct #	
	SL Stein	X			13001 Clackamas River Dr Oregon City OR 97045	251	21A	001100		9-18-15

PO: Property Owner
RV: Registered Voter

OV: Property Owner & Registered Voter
T/S: Township & Section

Legal Description for annexation to the City of Tualatin

A parcel of land located in in the Northeast quarter of Section 21, Township 2 South, Range 1 West, Willamette Meridian described as follows:

Beginning at the Northwest corner of that land described in Washington County document 2011-81668, Thence North $60^{\circ} 11'$ East 368.7' m/l to the Northeast corner of said document, thence South $11^{\circ} 35'$ East 255.4' m/l to the North Right of way line of SW Pacific Highway, thence along the North line of SW Pacific Highway South $67^{\circ} 30'$ West 368.6' 207' m/l to a point, thence North $8^{\circ} 31'$ West 208.1' m/l to the point of beginning.

ANNEXATION CERTIFIED

BY 

AUG 06 2015

WASHINGTON COUNTY A & T
CARTOGRAPHY



City of Tualatin

www.ci.tualatin.or.us

CERTIFICATION OF LEGAL DESCRIPTION AND MAP

I certify that the description of the property included within the attached petition (located on Assessor's Map 2S121A) has been checked by me and it is a true and exact description of the property under consideration, and the description corresponds to the attached map indicating the property under consideration.

NAME TED FOSTER

TITLE GIS TECH

DEPARTMENT CARTOGRAPHY

COUNTY OF WASHINGTON

DATE 8/6/15

ANNEXATION CERTIFIED

BY TF

AUG 06 2015

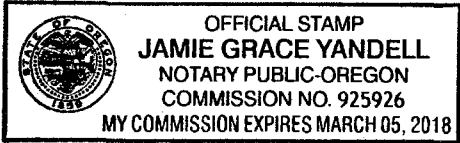
WASHINGTON COUNTY A & T
CARTOGRAPHY

State of Oregon)
County of Clackamas)

On this 21st day of September, 2015, before me the undersigned Notary Public,
personally appeared Susan L Stein,

- personally known to me
- proved to me on the basis of satisfactory evidence

To be the person who executed the within instrument as City Manager or on behalf of the entity therein named, pursuant to authority, and acknowledged to me the execution hereof.

WITNESS my hand and official seal Do not write outside of the box	Place Notary Seal Below (Do not place seal over any portion of text or signature)
Notary Signature <u>Jamie Yandell</u> Notary name (legible): <u>Jamie Yandell</u>	

Name of Document For Recording: Waiver Of Rights And Remedies Grantor: (Petitioner(s)) Grantee: City of Tualatin Consideration: None. Tax Statement to be mailed to: No change. <u>After Recording, Return To:</u> City of Tualatin, Attn: City Recorder, 18880 SW Martinazzi, Tualatin, OR 97062	(For County Recording Use Only)
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Measure 37 Waiver Of Rights And Remedies

S.L. Stein

Whereas, *Stein Woodburn LLC* (“Petitioner”, including collectively all petitioners) has petitioned to the City of Tualatin (“City”) to commence certain proceedings, i.e., annexation, planning district change, and/or plan text amendment for the following described real property,

See attached legal description

Whereas, under Ballot Measure 37 (effective December 2, 2004), a property owner may seek just compensation or waiver of certain land use regulations if a public entity enacts or enforces the land use regulations after the property owner acquired the property; and

Whereas, Oregon electors or the Oregon Legislature may, in the future, enact further statutory or constitutional amendments relating to compensation for the impact of local regulations upon real property, under certain circumstances; and

Whereas, City does not wish to approve the Petitioner’s requested proceedings if such approval could result in the owner or the owner’s successors or assigns filing a claim for compensation for the land use regulations in effect upon the effective date of the proceedings or a claim seeking to require the City to waive its land use regulations, which are being newly imposed upon the property as a result of the Petitioner’s requested proceedings; and

Whereas, Petitioner wishes to obtain the City’s approval of Petitioner’s requested proceedings and therefore agrees to eliminate the potential of claim for compensation or the right to seek waiver from the City’s land use regulations existing as of the effective date of the proceedings.

Now, therefore, Petitioner warrants that the Petitioner executing this Waiver Agreement holds the full and complete present ownership or any interest therein in the property, and agrees as follows:

1. As inducement to the City to proceed with the following proceeding(s) affecting the subject real property: Annexation, planning district change, and/or plan text amendment which may include designation of the property as subject to additional applicable overlay zones and districts, e.g., Mixed Use Commercial


Overlay District, Industrial Business Park Overlay District, Flood Plain District, Wetlands Protection District, Greenway Protection Overlay District and Natural Areas, and/or design districts (“proceedings”), the undersigned Petitioner, on behalf of Petitioner, Petitioner’s heirs, devisees, executors, administrators, successors and assigns, agrees and covenants to the City of Tualatin, its officers, agents, employees and assigns that the Petitioner hereby waives, releases and forever discharges, and agrees that Petitioner shall be estopped from asserting any rights and remedies, actions, causes of action, suits, claims, liabilities, demands, and rights to waivers arising under or granted by any statutory or constitutional regulatory compensation or waiver provisions, including but not limited to Ballot Measure 37 (2004) or otherwise enacted after the date of this proceeding which would create a right of claim for compensation or waiver from city land use regulations that exist upon the effective date of the proceeding and which, by the approval of the proceeding, are then applicable to the property.

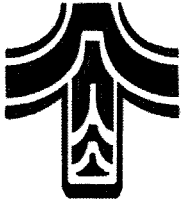
2. This Waiver and release shall bind the undersigned’s heirs, devisees, executors and administrators, successors in interests, and assigns. This waiver, release and discharge shall run with the land, and this instrument or a memorandum of it may be recorded in the official records of the County in which the subject real property is located. This instrument may be terminated upon the filing of a Notice of Termination of Waiver filed by the City of Tualatin.

3. If this instrument is given contemporaneous with a consent to future proceedings to be initiated by the City, Petitioner acknowledges that the proceedings may be initiated by the City of Tualatin at any time in the discretion of the City and that this waiver and release is applicable to any ordinances adopted prior to the effective date of the proceeding.

4. This document is executed of my own free will and without duress. I/we respectively acknowledge that I/we have been advised to obtain legal advice prior to the execution of this document, and that either I, or each of us respectively, have either obtained legal advice or have independently elected not to seek legal advice prior to the execution of this document, recognizing that this document may affect our legal rights and remedies.

DATED this 21 day of September, 2015

 <div style="text-align: center;"><i>member of Stem Woodburn LLC</i></div> <div style="text-align: center;">(signature)</div> <hr/> Petitioner Name: <u>Stem Woodburn LLC.</u> <hr/> Date Signed: <u>9/21/15</u> <hr/>	<div style="text-align: center;">(signature)</div> <hr/> Petitioner Name: <hr/> Date Signed: <hr/>
---	--



City of Tualatin

www.ci.tualatin.or.us

CERTIFICATION OF PROPERTY OWNERSHIP

I certify that the attached petition for annexation of the described territory to the City of Tualatin contains the names of the owners* of a majority of the land area of the territory to be annexed, as shown on the last available complete assessment roll.

NAME	<u>TED FOSTER</u>	ANNEXATION CERTIFIED
TITLE	<u>GIS TECH</u>	BY <u>TF</u>
DEPARTMENT	<u>CARTOGRAPHY</u>	AUG 06 2015
COUNTY OF	<u>WASHINGTON</u>	WASHINGTON COUNTY A & T
DATE	<u>8/6/15</u>	CARTOGRAPHY

*Owner means the owner of the title to real property or the contract purchaser of the real property.

CERTIFICATION OF REGISTERED VOTERS

I certify that the attached petition for annexation of described territory to the City of Tualatin contains the names of at least a majority of the electors registered in the territory to be annexed.

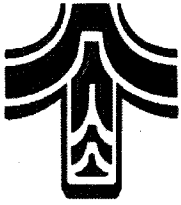
NAME _____

TITLE _____

DEPARTMENT _____

COUNTY OF _____

DATE _____



City of Tualatin

www.ci.tualatin.or.us

PROPERTY OWNER INFORMATION SHEET

(This form is NOT the petition)

ALL OWNERS OF PROPERTY AND/OR REGISTERED VOTERS INCLUDED IN BOUNDARY CHANGE PROPOSAL AREA SHOULD SIGN

To be completed IF the proposal contains 10 or fewer land owners and/or registered voters. Please indicate the name and address of all owners and/or voters regardless of whether they signed an annexation petition or not. This is not for notification purposes. A signature on this form does not indicate support or opposition to the request.

NAME OF OWNER/VOTER	ADDRESS	PROPERTY DESIGNATION (Indicate tax lot, section number, Township & Range)
<i>SL Stein member</i>		<i>25121A 001100</i>
(1) <i>Stein Woodburn LLC</i>	<i>13001 Clackamas River Dr Oregon City, OR 97045</i>	
(2)		
(3)		
(4)		
(5)		
(6)		

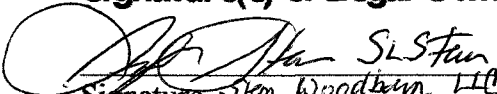
PETITION TO ANNEX TO THE CITY OF TUALATIN

To the Council of the City of Tualatin, Oregon

We, the undersigned owner(s) of the property described below and/or elector(s) residing at the location below described, hereby petition for and give consent to, annexation of said property to the City of Tualatin.

The consent for annexation is for the following described property:	
<u>18600 SW Pacific</u>	
Street Address of Property (If address has been assigned)	
Subdivision Name, Lot Number(s), Block Number(s)	
Map & Tax Lot Number(s) <u>25121A001100</u>	County <u>WA</u>

Signature(s) of Legal Owner(s) and/or Registered Voter(s)

	<u>SL</u>	<u>SL</u>	<u>9/21/15</u>
Signature <u>Steve Woodburn III member</u>	Owner initial	Voter initial	Date

Signature	Owner initial	Voter initial	Date
-----------	---------------	---------------	------

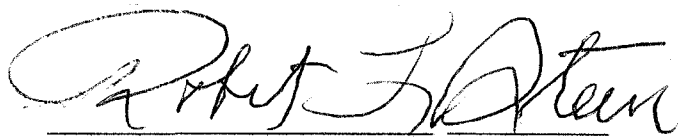
Owner Authorized Signature	Owner initial	Voter initial	Date
----------------------------	---------------	---------------	------

<u>13001 Clackamas River Dr. Oregon City, OR</u>	<u>503-656-0375</u>
Street Address <u>97045</u>	Phone Alt Phone

<u>Same</u>	
Mailing Address	City, State, Zip

We, the owner(s) of the property described above and/or elector(s) residing on said property understand the annexation process can take more than one year. Therefore, we agree to waive the one-year time limitation on this consent established by ORS 222.173, and further agree that this contract shall be effective indefinitely until _____.

Office Use Only	
Date Received	_____
Ownership Checked	_____
By	_____


Signature

Date <u>11/23/15</u>

Signature	Date
-----------	------

If you have questions, call 503-691-3026.



City of Tualatin

www.ci.tualatin.or.us

ANNEXATION PROPERTY INFORMATION SHEET

I. EXISTING CONDITIONS IN AREA TO BE ANNEXED

A. Land Area: Acres 2.05 AC

B. General description of territory. (Include topographic features such as slopes, vegetation, drainage basins, floodplain areas, which are pertinent to this proposal).

Site is above grade of 99W & slopes from Pacific
Drive towards Pacific Hwy (99W)

C. Describe land uses on surrounding parcels. Use tax lots as reference points.

North: Funtime RV Sales

South: Vacant

East: Grimms Fuel

West: Residential

D. EXISTING LAND USE:

No. of single-family units 0 No. of multi-family units 0

No. of commercial structures 0 No. of industrial structures 0

Public facilities or other uses 0

What is the current use of the land proposed to be annexed: Vacant

E. Total current year Assessed Valuation – Land \$ 696,680 Structures \$ 0

F. Total existing population 0

G. Is the territory contiguous to the City Limits? yes

H. Is the subject territory inside or outside of the Metro Regional Urban Growth Boundary? Inside

II. CRITERIA FOR APPROVAL OF BOUNDARY CHANGES

The following are the criteria used in making a decision to annex property to the City of Tualatin. **Please address each of these in narrative form.** Be as thorough and complete with your answers as possible. Please see the attached "Criteria Guidelines" sheet for further clarification of the criteria. If you have any questions or need assistance, please contact the City of Tualatin, Planning Division at 503-691-3026.

A. Metro Code 3.09.050(d) states that a boundary change proposal shall address the following minimum criteria:

1. Consistency with directly applicable provisions in an urban service provider agreement or annexation plan adopted pursuant to ORS 195.065;
2. Consistency with directly applicable provisions in an urban planning or other agreements, other than agreements adopted pursuant to ORS 195.065, between the affected entity and a necessary party;
3. Consistency with specific directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facility plans;

4. Consistency with specific directly applicable standards or criteria for boundary changes contained in the Regional Framework Plan or any functional plan;
 5. Whether the proposed change will promote or not interfere with the timely, orderly and economic provisions of public facilities and services;
 6. If the proposed boundary change is for annexation of territory to Metro, a determination by the Metro Council that the territory should be included in the Urban Growth Boundary shall be the primary criterion for approval;
 7. Consistency with other applicable criteria for the boundary change in question under state and local law.
- B. If the territory described in the proposal is presently included within the boundaries of any of the following types of governmental units, please so indicate by stating the name or names of the governmental units involved.

City NA

County Washington

Highway Lighting District _____

Rural Fire District TUER

Sanitary District CWS

Water District City of Tualatin

Grade School District Sherwood

High School District Sherwood

Library District Washington County Cooperative

Drainage District CWS

Parks & Recreation District NA

Other _____

- C. If any of the above units are presently servicing the territory (for instance, are residents in the territory hooked up to a public sewer or water system), please describe.

APPLICANT'S NAME Bob Stein, Stein Oil Co., Inc.
MAILING ADDRESS 13001 Clackamas River Drive,
OREGON CITY, OR 97045 Suite 200
WORK TELEPHONE (503) 656-0375
HOME TELEPHONE _____
REPRESENTING Stein Oil Co., Inc.
* DATE 7/29/15



City of Tualatin

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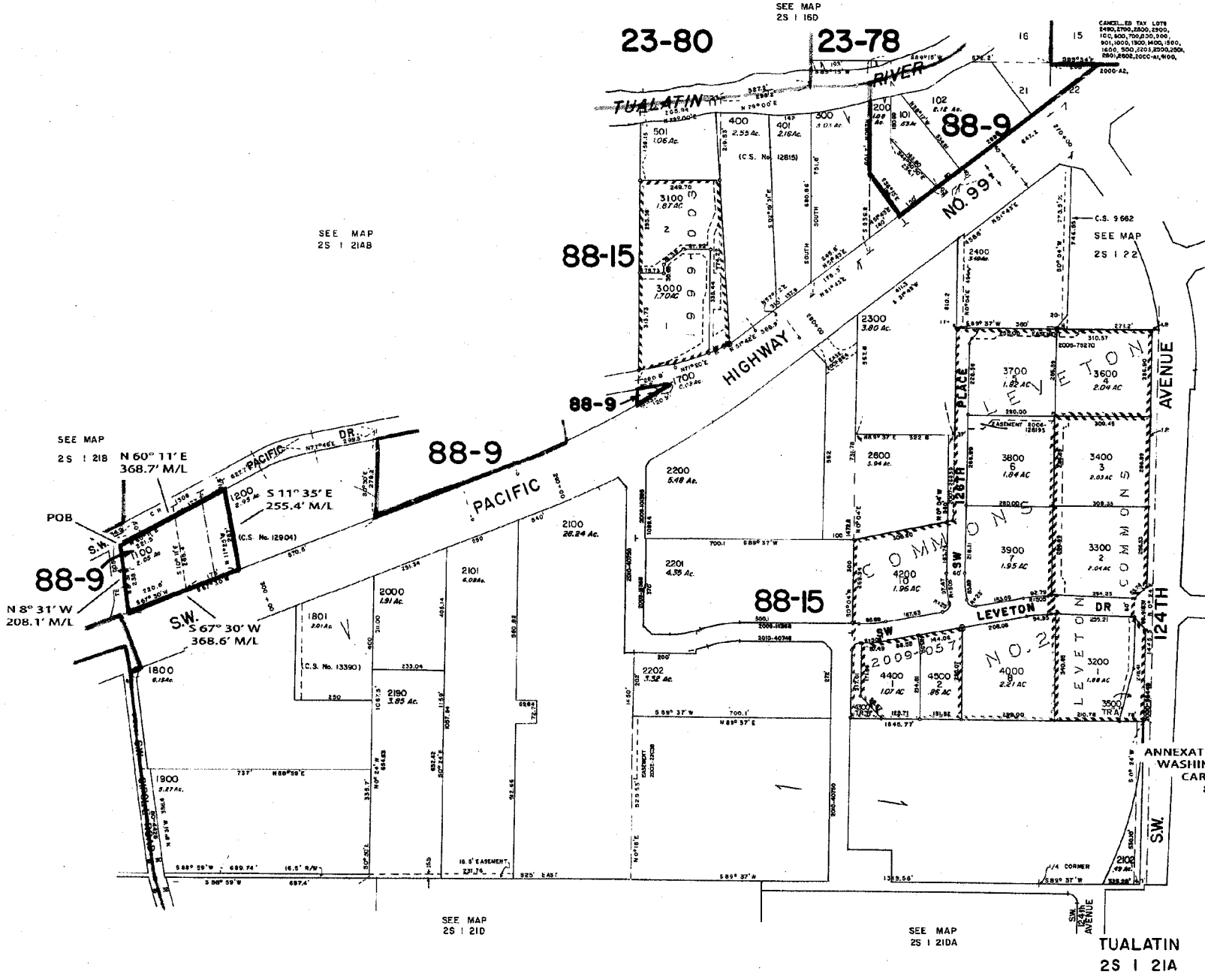
REQUEST FOR EXPEDITED PROCEDURE FOR ANNEXATION TO THE CITY OF TUALATIN

I (We), the undersigned Principle Petitioners, request this Annexation Proposal be approved in an expedited fashion. This request is made pursuant to ORS 222.125 and Metro Code 3.09.045.

This request is made in addition to and supplements all other requirements for filing an annexation petition.

Signature of Principal Petitioners	Address	Map and Tax Lot Number
1. <i>JL Stern</i> <i>member</i> <i>Stem Woodburn LLC</i>	<i>18600 Pacific Dr</i> <i>1300</i>	<i>251214 06100</i>
2.		
3.		
4.		
5.		
6.		
7.		

This form is NOT a petition for annexation. It is only a request to expedite the process. This form must be accompanied by a regular petition and the other forms normally submitted to initiate a proposal.



SEE MAP
2S | 21AB

SEE MAP
2S | 16D

SEE MAP
2S | 22

SEE MAP
2S | 21B

SEE MAP
2S | 21D

SEE MAP
2S | 21DA

ANNEXATION CERTIFIED BY
WASHINGTON COUNTY
CARTOGRAPHY
8/06/15

TUALATIN
2S | 21A

Stein Oil Annexation, Proposed new Chevron Station, convenience store and card lock facility at 18600 S.W. Pacific Drive and Cipole Road, Tualatin, OR

My concern is regarding the traffic situation on Pacific Drive. Currently on Pacific Drive beginning at the far east end of the street there are the following:

1. Riverwood Assisted Living, a 60 apartment community that employs 30 staff members, some drive and a few use public transportation. There are an average of 20 visitors and service providers that visit this facility daily. This is approx. **45** vehicle round trips per day using Pacific Drive.
2. Cedar Crest a 56 resident Alzheimer's Special Care Center which employs a staff of 50. Some of these drive and a few use public transportation. This is approx. **45** vehicle round trips per day using Pacific Drive
3. Angel Haven Mfg. Home Community, a 55+ senior community with 125 homes, 184 residents and approx. 163 vehicles. At least 1/3 of these vehicles drive in and out daily, and approx. 20 visitors and service vehicles drive in and out daily. This is **75** vehicle round trips per day using Pacific Drive.

*** Riverwood, Cedar Crest and Angel Haven all have an unusually high number of fire trucks, paramedic vehicles and ambulances arriving and leaving by way of Pacific Drive. Tri-met lift buses also use Pacific Drive to access these communities.****

4. Directly across the street from Angel Haven on Pacific Drive is Diamond Auto Sales and Tualatin Computer Repair. These businesses face Pacific Highway, but are also accessed on Pacific Drive. The traffic from these two businesses is minimal, probably **15** vehicles per day using Pacific Drive.
5. Also across the street from Angel Haven is Willamette Landscape Co. The Company has approx. 25 vehicles and there are approx. 30 employee vehicles. The employees arrive early in the morning and then they leave with the company vehicles. In the late afternoon the company vehicles return and the employees leave. This is approx. **55** vehicle round trips per day on Pacific Drive.
6. Next to Angel Haven going west is Pony Ridge Housing Development that has about 120 homes and each home has an average of two vehicles. This is a mixed neighborhood with families with children, single people and couples. The residents are very mobile and have a high number of working people. Approx. **140** vehicle round trips daily on Pacific Drive.
7. Directly across the street from Pony Ridge is Funtime RV which has a parts department and service department in addition to their large sales lot. This business has a traffic load of approx. **25** vehicles daily on Pacific Drive.

This totals potentially 455 vehicle round trips per day currently on Pacific Drive. Pacific Drive currently has a high traffic load and it is not in condition to handle a higher traffic load. If this facility were to be approved, Pacific Drive would have to be brought up to the standards of a Minor Collector street which it currently does not meet.

The City of Tualatin TSP, February 2013 has classified Pacific Drive as a “Minor Collector” street. They define Minor Collector as: “Primary function is to connect neighborhoods with major collector streets to facilitate movement of local traffic; serves as primary routes into residential neighborhoods; has slower speeds to ensure community livability and safety for pedestrians and bicyclists; on street pedestrian and bicycle facilities are required, bicycle facilities may be exclusive or where street parking is prevalent, shared roadways depending on traffic volumes, speeds and extent of bicycle travel; may be used by public transit.”

The Street Design Standards for Minor Collector indicates a **minimum** of 62 ft. from inside of sidewalk on the left to the inside of the sidewalk on the right. This 62 feet is broken up into two sidewalks, two planter strips, two bike lanes and two traffic lanes of eleven ft. each. Pacific drive currently has (where there are side walks) a seven foot sidewalk on the north side only of Pacific Drive, a “planter/parking strip” of 12 feet, 21 feet of street and 13 feet of grass on the south side of the street. I measured this at one location outside of Angel Haven and across to Williamette Landscape’s property fence. These figures definitely add up to **53** feet which is **9 feet short of the 62 ft.** required as a minimum for a Minor Collector Street.

I would like to address the traffic problems that exist on Pacific Drive:

- (1) The east entrance to Pacific Drive from Pacific Hwy is a very strange difficult "fishhook" with a right hand turn into Riverwood and Cedar Crest. The stop sign from Pacific Drive at Pacific Highway is hidden behind a bank with trees on the top of it by Diamond Auto Sales. There is also a Tri-met bus stop at the same spot. If the planned facility is approved, this whole area should be reworked, the bus stop moved and a "stop ahead" sign installed before the curve on Pacific Drive.
- (2) The intersection of Cipole and Pacific Drive should be a three-way stop instead of the confusing and potentially dangerous current situation. Also the bushes and trees on the west side of Cipole Rd. need to be removed and that area kept clear so that traffic moving west to east on Pacific Drive can see the traffic on Cipole without having to pull into the middle of the intersection.
- (3) The west end of Pacific Drive in front of Loen's Nursery Garden Center needs to be reworked and repaired if there is to be an increase in traffic on Pacific Drive.
- (4) Pacific Drive is hardly wide enough to handle two cars as they pass one another. There is a sidewalk only on portions of Pacific Drive and the rest of the street has grass and weeds along the street. There are residents from Riverwood and Angel Haven who use electric scooters on Pacific Drive. This is a real hazard for them.
- (5) Even with the amount of traffic that currently uses Pacific Drive to access Pacific Highway at Cipole Rd., there have been some very bad accidents at the Cipole Rd./Pacific Hwy. traffic signal.

If this facility is approved, would the exit from the facility onto Pacific Drive be a "left hand only" exit in order that the traffic could be routed back to Cipole Rd. or the west end of Pacific Drive?

Currently there are usually 12 to 20 cars that park on Pacific Drive, if this facility is approved, would Pacific Drive be a "no parking" street?

What does Tualatin and/or Washington County plan to do to correct existing problems and bring Pacific Drive up to standards of safety and livability for the over 500 people who currently live on or adjacent to Pacific Drive?

Will the school bus stops be moved from their current locations?

Will there be "local traffic only" signs installed to keep traffic from the Chevron/convenience store from entering 133rd, 134th and 135th Terraces?

Barbara Ouellette
18485 S.W. Pacific Dr., #21
Tualatin, OR 97062
bcohome@gmail.com

Kristin Lanning
18404 SW 135th Terrace
Tualatin, OR 97062

September 10, 2015

Attention:
Stein Oil
Residents of Pony Ridge
City of Tualatin Planning Division
Citizen Advisory Committee: Tualatin Planning Commission

I am writing to express a list of concerns I have related to the proposal to annex and develop the property located at 18600 SW Pacific with a Chevron Gas Station, Red Barn Convenience Store, and a card lock facility.

My primary concerns involve the health and safety of the residents of my neighborhood, the environmental impact, and (to a much lesser degree) the aesthetic impact on our community.

The Pony Ridge neighborhood is a quiet group of about 100 houses and 250 residents. These homes are exclusively 2-3 bedrooms, and tend to attract young families and empty nesters in particular. The proposed development will have a significant impact on our small community and will pose a threat to the parts of our community that are unique and highly valued by the residents here.

Health Risks

According to the American Cancer Society, which reviewed a number of studies related to this issue, children living near gas stations have a quadrupled risk of developing leukemia. Adults also have an increased of two types of leukemia and other blood-related cancers. This risk is related to high levels of exposure to the chemical benzene, which is found in high concentrations near gas stations for a variety of reasons that are not manageable by gas station companies. The use of a card lock system, and consequently unmonitored refueling, increases this risk further.

The risks of benzene are well documented by other agencies as well, including The International Agency for Research on Cancer (IARC), which is part of the World Health Organization (WHO). Based on a review of the evidence, the IARC determined that benzene is linked to severe illnesses including three types of leukemia, multiple myeloma (a blood cancer) and non-Hodgkin lymphoma.

The National Toxicology Program (NTP), which is a joint venture with the National Institutes of Health, Centers for Disease Control, and the Food and Drug Administration,

classifies benzene as a carcinogen—that is, a chemical known to cause cancer, as does US Environmental Protection Agency.

Locating a gas station near a residential area exposes families to benzene on a daily, long-term basis, and the health risks of benzene are known to increase with the length of exposure. Due to these risks to human health, studies recommend that gas stations be located at least 100 meters from residential areas, particularly in areas with vulnerable people such as children and older adults. By my calculation, the location of the proposed development will be located within 100 meters of about 15 houses.

Leukemia is the most common form of childhood cancer, and occurs most often in children ages 2 to 4. For children in this age range, the cancer survival rate is only about 50%. As one of the eighteen families potentially affected by this risk, particularly as I am currently pregnant with our first child, these statistics are both alarming and heartbreaking.

It is precisely these statistics and risk factors that have led to many communities restricting gas stations from being located near residential areas. In fact, a preliminary search of Tualatin's gas stations shows this to be an unprecedented move in this city, as other gas stations are located in business and industrial parks over 500 feet from residences.

There is no shortage of available lots in our area for which developing a gas station would be a safe and responsible option. Next door to a neighborhood is a very poor choice for our community, and seriously jeopardizes the health and safety of both children and adults. I strongly believe that the business and commercial advantages are simply not worth the risk to our community and its most vulnerable residents.

Environmental Risks

Our community adjoins a small, beautiful walking trail that overlooks the Tualatin River. The Tualatin River National Wildlife Refuge is about 7/10 of a mile from the lot of the proposed development.

Research suggests that small amounts of spilled gasoline over long periods of time has a significant effect on the surrounding environment. According to an article published by Johns Hopkins in 2014, researchers estimate that, conservatively, about 1,500 liters of gasoline are spilled each decade at a typical gas station. Again, I imagine this amount to be even higher given an unmonitored card-lock system with 24-hour access.

The Johns Hopkins article states that the environmental impact of gas stations has been poorly studied and understood thus far. This is particularly concerning considering the proximity of this lot to both the Tualatin River and the Wildlife Refuge, as rain water and natural seepage into groundwater will undoubtedly expose these areas to benzene and other harmful chemicals.

In addition to the inevitable risks of daily, small spills, there is also a risk of leaking in the underground storage tank used by the gas station. According to a report from the Sierra Club on underground storage tanks (UST), "one gallon of petroleum can contaminate one million gallons of water. One pin-prick sized hole in an UST can leak 400 gallons of fuel a year."

These leaks are not uncommon and are both difficult and costly to address. According to a report from the United States Environmental Protection Agency from May of 2015, over 525,000 leaks have been confirmed since the program's creation, with 40 states spending 1 billion dollars annually to clean up leaking underground storage tanks. Although cleanup from an underground storage leak is undoubtedly always impactful to the environment, a leak in such close proximity to both a river and a wildlife preserve would undoubtedly have a profound impact on sensitive nature and wildlife.

Aesthetic risks

Although the health and environmental impact of a gas station are my primary concerns, I will also briefly mention how the proposed development affects the aesthetics of our little community.

One of the things that drew my husband and me to this neighborhood is the sense of peace and safety that was clear in our neighborhood. Despite the proximity of 99W, I am continually amazed at how removed our street feels from the bustle of even the small cities of Tigard and Sherwood. Our street is traveled exclusively by residents and visitors, and at night the streets are quiet and the stars are bright. Often my husband and I will go for walks on Pacific, enjoying the fresh air of the green belt and the field, and listening to crickets and frogs.

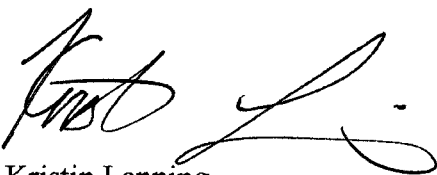
The proposed development will expose our neighborhood to light, smell, and sound pollution at all hours of the day and night, in addition to 24-hour traffic, and some of the invaluable aesthetic qualities of our community will be lost. This concern would be nonexistent if this development was located in a part of our city that is not primarily residential in nature.

Summary

The proposed development poses a threat to the health of my community and its surrounding environment. Locating this type of business in a residential area is a short-sighted and irresponsible choice that will have a significant impact on my family and the families around me. I cannot overstate that the health and environment of this development need to be researched and weighed by involved parties, as these impacts are irreversible once in place.

Thank you for your time and consideration.

Sincerely,



Kristin Lanning

References:

EPA website: Underground Storage Tank Program: <http://www.epa.gov/oust/aboutust.htm>

American Cancer Society: Benzene: www.cancer.org

Center for Disease Control and Prevention: Facts about Benzene:
<http://www.bt.cdc.gov/agent/benzene/basics/facts.asp>

Study published in Epimideology Journal (2003): “Leukemia risk associated with low-level benzene exposure.” <http://www.ncbi.nlm.nih.gov/pubmed/14501272>

Study published in Published by Occupational Environmental Medicine (2009): “Acute childhood leukaemia and residence next to petrol stations and automotive repair garages: the ESCALE study (SFCE).” <http://www.ncbi.nlm.nih.gov/pubmed/19213757>

Article published by Johns Hopkins University (2014): “Small Spills at Gas Stations Could Cause Significant Public Health Risks Over Time” <http://www.jhsph.edu/news/news-releases/2014/small-spills-at-gas-stations-could-cause-significant-public-health-risks-over-time.html>)

Sierra Club report (2004): “Leaking Underground Storage Tanks: A Threat to Public Health & Environment” <http://www.csu.edu/cerc/documents/LUSTThreattoPublicHealth.pdf>

Article published by Front Porch (2015): “Risks of Benzene Emissions from Gas Stations” <http://frontporchstapleton.com/article/risks-benzene-emissions-gas-stations/>

Article published by Scientific American (2009): “Is it safe to live near a gas station?” <http://www.scientificamerican.com/article/is-it-safe-to-live-near-gas-station/>

Article published by Discovery News (2011): “Gas stations are toxic neighbors” <http://news.discovery.com/earth/gas-stations-are-toxic-neighbors.htm>

Article published by ScienceDaily (2011): “Gas stations pollute their immediate surroundings, Spanish study finds” <http://www.sciencedaily.com/releases/2011/02/110204130315.htm>

I ask the city of Tualatin planning staff to personally come and visit the proposed location before more work is done on the proposed gas station development submitted by Stein Oil. You may contact me to arrange for this on-site visit.

Next, I would like to propose that the City planning staff, and at least two of the Pony Ridge and Angel Haven community members meet to discuss a "master plan" for the commercial area along 99w and Pacific Drive adjoining our communities. I suggest this meeting occur BEFORE any more work is done by staff on the Stein Oil development proposal. Two topics that we would like to discuss with the City Planning staff are:

- First, we would like to discuss that an "over lay" be added to this specific commercial area which allows general commercial, but the over-lay limits the commercial to lighter uses which are more compatible with the residential communities located along Pacific Drive. Such allowed uses in an over-lay might be low rise offices for medical, dental, small use retail for dog groomers, etc. An overlay such as this would provide a needed buffer between the residential areas and the commercial development. Tualatin, very often, provides a buffer between residential areas and commercial and industrial zones. Most recently, Councilor Beikman in the last City Council work session gave her concern that there needs to be more of a buffer between the residential areas and the proposed commercial and industrial areas in Basalt Creek planning area. The same consideration should be given this heavily residential area with its many children and aged populations.
- Second, we are concerned about the width of Pacific Drive and needed improvements to accommodate future commercial growth.

In summary, we would like to work with City planning staff to prepare an over-all design for this area which all can agree with and which gives proper consideration to the existing residential area and, also, allows for "light" commercial businesses to be successful.

And last, I am also asking the City Planning staff and our City Councilors to consider the negative impacts of the Stein Oil development proposal prior to annexation and approval of the plan.

In the interest of time, I will simply summarize some the adverse affects:

1. Traffic to and from a 24 hour/ 7 days a week gas station will create a large volume of traffic
2. Safety- the high population of elderly and children are unnecessarily put at risk with this type of commercial use
3. Property Value- the presence of a gas station will de-value our owner-occupied properties due to the 24/7 traffic, lights, etc. of a gas station in such close proximity to the residential areas.

Thank You,

Ata (Ted) Saedi

atasaedi@hotmail.com 503-925-9625

Sept 10, 20015

Attachment 103 Application Materials- Page 29

Letterhead (if available)

(Date)

(Name)

(Address)

(City, State Zip)

RE: (Project name, description, location)

Dear Property Owner:

You are cordially invited to attend a meeting on (this date) at (this time) and at (this location). This meeting shall be held to discuss a proposed project located at (address of property, cross streets). The proposal is to (describe proposal here).

The purpose of this meeting is to provide a means for the applicant and surrounding property owners to meet and discuss this proposal and identify any issues regarding this proposal.

Regards,

(Your name)

(Company name)

(Contact phone number and email)

As the applicant for the Stein Woodbarn LLC
project, I hereby certify that on this day, August 28, 2015 notice of the
Neighborhood / Developer meeting was mailed in accordance with the requirements of the
Tualatin Development Code and the Community Development Department - Planning
Division.

Applicant's Name: Dave Kimmel
(PLEASE PRINT)

Applicant's Signature: Dave Kimmel

Date: 8-29-15

PDG Planning Design Group
1335 SW 66th Ave. #201
Portland, Oregon 97225
PH: 503-329-5399
Email: pdgplanning@comcast.net

August 26, 2015

RE: Stein Oil Annexation with Gas Station, Convenience Store and Card Lock

Dear Property Owner:

You are cordially invited to attend a meeting on September 10, 2015 at 6:00 PM and at 18878 SW Martinazzi (Tualatin Library Community Room). This meeting shall be held to discuss a proposed project located at 18600 Pacific at the intersection of Highway 99W and Cipole. The proposal is to annex the property and then develop a Gas Station, Convenience Store and Card Lock fueling facility.

The purpose of this meeting is to provide a means for the applicant and surrounding property owners to meet and discuss this proposal and identify any issues regarding this proposal.

Regards:

David P. Kimmel
PDG Planning Design Group
1335 SW 66th Ave., Suite 201
Portland, OR 97225
503-329-5399
pdgplanning@comcast.net

PDG Planning Design Group
1335 SW 66th Ave. #201
Portland, Oregon 97225
PH: 503-329-5399
Fax: 503-327-8456
Email: pdgplanning@comcast.net

September 14, 2015

Neighborhood Development/Annexation Meeting
Meeting Date: 9/10/15
Time: 6:00 PM
Location: Tualatin Public Library

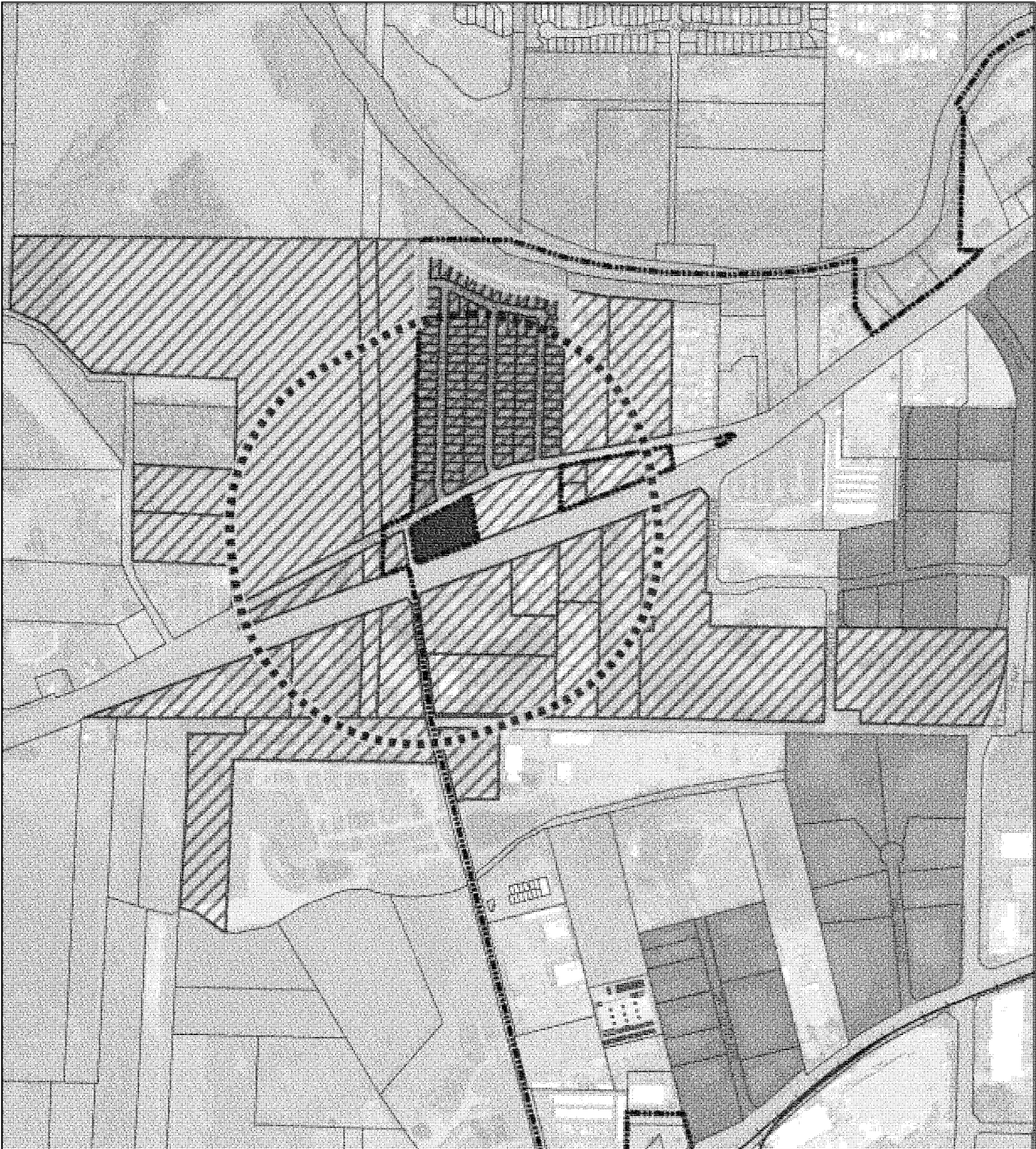
Dave Kimmel, Planning Design Group, introduced himself, welcomed the attendees and began the presentation shortly after 6:00 PM. (See three attached Sign In sheets for list of attendees). He also introduced Bob Stein, Sue Stein and Ann Stein as the new property owners.

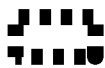
The following notes summarize his presentation to the group and responses from the group including letters submitted by neighbors.


The proposed project is to annex the existing parcel into the City of Tualatin and develop a Chevron Gas Station with a 4,000 square foot convenience store with coffee drive-thru and a card lock facility for commercial vehicles. Mr. Kimmel expressed that this plan is the concept and includes all the items that the developer would like to construct, but that not all would be constructed initially. The card lock facility would initially consist of a single island, with the possibility of future expansion to add a second fueling island.


Land use approval for the proposed project will involve two steps: first, annexation into the City of Tualatin; and second, architectural review and approval by the City of Tualatin. This meeting is intended to cover both aspects of the proposed development plan. Mr. Kimmel attempted to explain the annexation procedures, and was assisted by Cindy Hahn from the City who was also in attendance.

The property is in the City of Tualatin's General Commercial Plan District which allows the gas station, convenience store and the card lock facility. Access is proposed to be from both Highway 99W and also a single driveway on Pacific Drive. The developer will be providing additional property dedication along all three frontages as well as installing needed public improvements including sidewalks, bike lanes and landscape buffers as required by the City Engineering department.



 1000' Buffer

 1000' Buffer with Subdivisions

 Selected Taxlots



**NEIGHBORHOOD/DEVELOPER MEETING
AFFIDAVIT OF MAILING**

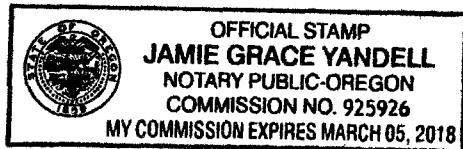
STATE OF OREGON)
) SS
COUNTY OF WASHINGTON)

I, Dave Kimmel, being first duly sworn, depose and say:

That on the 28th day of September, 2015, I served upon the persons shown on Exhibit "A," attached hereto and by this reference incorporated herein, a copy of the Notice of Neighborhood/Developer meeting marked Exhibit "B," attached hereto and by this reference incorporated herein, by mailing to them a true and correct copy of the original hereof. I further certify that the addresses shown on said Exhibit "A" are their regular addresses as determined from the books and records of the Washington County and/or Clackamas County Departments of Assessment and Taxation Tax Rolls, and that said envelopes were placed in the United States Mail with postage fully prepared thereon.

Dave Kimmel
Signature

SUBSCRIBED AND SWORN to before me this 21st day of September, 2015.



Jamie Yandell
Notary Public for Oregon
My commission expires: March 05, 2018

RE: _____

ANNEXATION CERTIFICATION OF SIGN POSTING



The applicant shall provide and post a sign pursuant to Tualatin Development Code (TDC) 31.064(2). Additionally, the 18" x 24" sign must contain the application number, and the block around the word "NOTICE" must remain **medium purple** composed of the **RGB color values Red 112, Green 48, and Blue 160**. Additionally, the potential applicant must provide a flier (or flyer) box on or near the sign and fill the box with brochures reiterating the meeting info and summarizing info about the potential project, including mention of anticipated land use application(s). Staff has a Microsoft PowerPoint 2007 template of this sign design available through the Planning Division homepage at <http://www.ci.tualatin.or.us/departments/communitydevelopment/planning>.

NOTE: For larger areas, the Community Development Department may require the posting of additional signs in conspicuous locations.

As the applicant for the Stem Woodburn LLC project, I hereby certify that on this day, 3 sign(s) was/were posted on the subject property in accordance with the requirements of the Tualatin Development Code and the Community Development Department - Planning Division.

Applicant's Name: DAVE Kimmel
(PLEASE PRINT)

Applicant's Signature: Dave Kimmel

Date: 9-25-15

**NEIGHBORHOOD / DEVELOPER MEETING
CERTIFICATION OF SIGN POSTING**

<p>NOTICE</p> <p>NEIGHBORHOOD / DEVELOPER MEETING</p> <p>9/10/2015⁵ 6:00 P.M.</p> <p><u>18878 SW Martinazzi Ave</u></p> <p>503-329-5399</p>	18"
24"	

In addition to the requirements of TDC 31.064(2) quoted earlier in the packet, the 18" x 24" sign that the applicant provides must display the meeting date, time, and address and a contact phone number. The block around the word "NOTICE" must remain orange composed of the RGB color values Red 254, Green 127, and Blue 0. Additionally, the potential applicant must provide a flier (or flyer) box on or near the sign and fill the box with brochures reiterating the meeting info and summarizing info about the potential project, including mention of anticipated land use application(s). Staff has a Microsoft PowerPoint 2007 template of this sign design available through the Planning Division homepage at < www.tualatinoregon.gov/planning/land-use-application-sign-templates >.

As the applicant for the

Stein Oil Annexation at 18600 SW Pacific project, I

hereby certify that on this day, August 27, 2015 sign(s) was/were posted on the subject property in accordance with the requirements of the Tualatin Development Code and the Community Development Department - Planning Division.

Applicant's Name: DAVID P. Kimmel
(PLEASE PRINT)

Applicant's Signature: David P. Kimmel

Date: 8/27/15

ANN-15-0002

To lessen the bulk of the notice of application and to address privacy concerns, this sheet substitutes for the photocopy of the mailing labels. A copy is available upon request.

Discussions / Questions and Answers

The majority of all questions were related to the gas station facility. Most neighbors had comments and concerns about this particular type of development within their neighborhood.

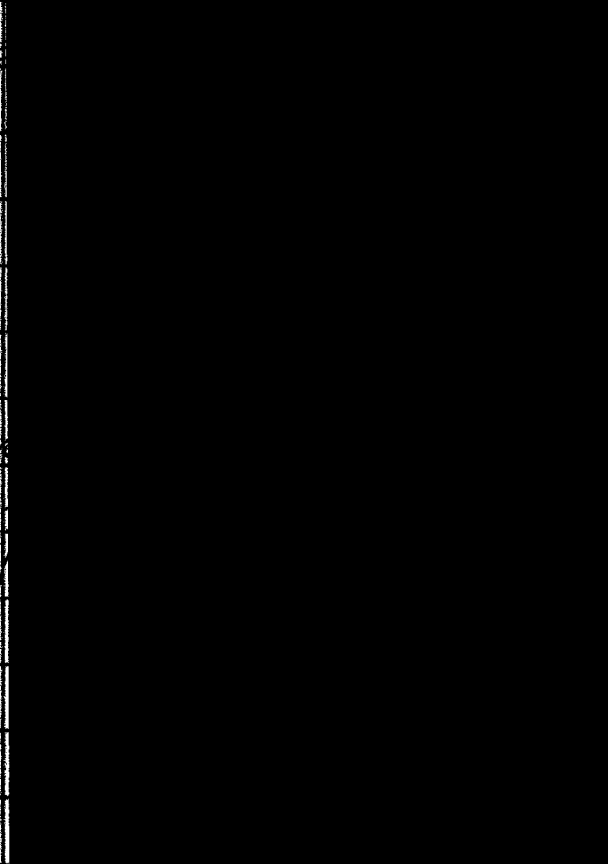
Many stated health concerns. Letters submitted by the attendees are included with the submittal.

Traffic was an additional question. Mr. Kimmel responded that the applicant has hired a traffic engineer to determine the required design for access from Highway 99W and that the applicant and their engineer would be working with ODOT, Washington County and the City to ensure a safe design. This could include a deceleration lane or other improvements that have not been studied at this point.


Pacific Drive is primarily used by local residents and the developer does not anticipate the customers would utilize this street for other than access back to Highway 99W as it does not connect to any other through streets. There could be some additional traffic on the street should residents choose to utilize the development.

Each participant that wanted to speak was provided an opportunity to express their opinions, concerns or ask questions. Once everyone had the opportunity to speak Mr. Kimmel thanked all for attending and concluded the meeting at approximately 7:45 p.m.

NAME	ADDRESS	PHONE #
Sue Stein		75
JENNIFER THOMAS		33
GERRY MCGUIRE		65
Kathie Cook		
Donald + Sharon Wente		
Clara J. +		
Susan Stein		75
Bob Stein		
Kristy Moore		
Martha Acebo		
Jack Acebo		
John Maher		
Kathy Maher		
TED SAEDI		
Andy Stirling		
Pamela Gilchrist		
KATHY GANNETT		
Patrick McGuire		
Kelly McDonald		
Ryan McDonald		
Janine Wilson		
Andy Wilson		

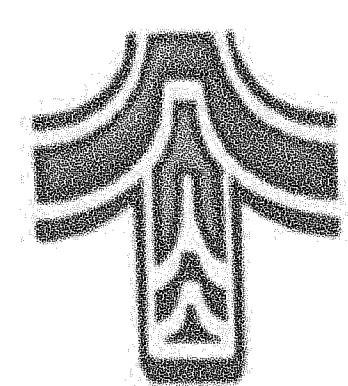
September 10, 2015	18600 Pacific Dr.	Neighbor Mt
NAME	ADDRESS	PHONE #
Barbara Ouellette		35
NORMAN SCHULTZ		
Virginia Neen		
COKO		
Emily Gonzalez		
Kristine Konek		0
BRIAN & ALISON CRAIG		
DEWY + LADAW L		8
ARTHUR DOUGHTY		4
Mike Drik		0
DAN HARDY		
Gaeli Saeedi		
Robin Stephenson	37	

September 10, 2015	18600 Pacific Dr.	Neighbor Mt
NAME	ADDRESS	PHONE #
Jan G. ...	[REDACTED]	
Stephen Lanning		
David Reed		
	W/H	

 **NOTICE**
ANNEXATION
ANN-15-0052
For more information call
505-461-3126 or visit
www.usblatincorp.com



NOTICE
NEIGHBORHOOD /
DEVELOPER MEETING
9/10/2015 6:00 p.m.
16678 SW Marinazzi Ave
503-329-5390



NOTICE

ANNEXATION ANN-15-0002

For more information call
503-691-3026 or visit
www.tualatinoregon.gov

NOTICE

**NEIGHBORHOOD /
DEVELOPER MEETING**

9/10/2015 6:00 p.m.
18878 SW Martinazzi Ave
503-329-5399

 **NOTICE**
ANNEXATION
ANN-15-0002
For more information call
503-691-3026 or visit
www.tualatinoregon.gov

NOTICE
NEIGHBORHOOD /
DEVELOPER MEETING
9/10/2015 6:00 p.m.
18876 SW Martinazzi Ave
503-329-5399

Pacific Drive Gas Station Annexation

Transportation Impact Study
Tualatin, Oregon

DATE:

November 17, 2015

PREPARED FOR:

Dave Kimmel
PDG Planning Design Group

PREPARED BY:

Daniel Stumpf, EI
Michael Ard, PE



EXPIRES: 12/31/15



LANCASTER
ENGINEERING

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Executive Summary

1. The proposed development will consist of a gas station with 20 vehicle fueling positions, a 4,005 square foot convenience store, and a coffee shop facility with a drive-through window as part of the convenience store. The project site is located directly north of SW Pacific Highway (OR-99W), directly south of SW Pacific Drive, and directly east of SW Cipole Road in Tualatin, Oregon.
2. The trip generation calculations show that the proposed development is projected to generate a net new total of 102 trips during the morning peak hour and 146 trips during the evening peak hour.
3. Based on the operational analysis, the study area intersections are projected to operate within ODOT, Washington County, and City of Tualatin performance standards through year 2017 with or without full build-out of the proposed development. At the year 2035 planning horizon, the unsignalized intersections are projected to continue to operate acceptably either with or without the addition of site trips from the proposed zone change. The signalized intersection of SW Pacific Highway at SW Cipole Road is projected to operate with volumes exceeding capacity during the peak hours.
4. Based on the queuing analysis, the projected 95th percentile queues at the study area intersections are provided adequate vehicle storage space and queues are not projected to back up to adjacent intersections. Therefore, no queuing-related mitigations are recommended.
5. Left-turn lane warrants are not projected to be met for any of the study area intersections along SW Pacific Drive under any of the year 2017 analysis scenarios. Right-turn lane warrants are projected to be met for the proposed right-in site access along SW Pacific Highway under 2017 build-out conditions. Due to insufficient main and side-street traffic volumes, traffic signal warrants will not be met for any of the unsignalized study area intersections under any of the year 2017 analysis scenarios.
6. Based on detailed analysis, adequate sight distance is projected to be available for the proposed site access along SW Pacific Drive. No sight distance mitigations are necessary or recommended.
7. Based on the most recent five years of crash data at the study area intersections crash rates are relatively low, crash severity was relatively low, and no significant crash patterns are evident. The crash data does not appear to be indicative of any significant safety hazards. Accordingly, no safety mitigations are recommended.
8. Based on the analysis, the proposed zone change is in conformance with the City of Tualatin's Comprehensive Plan, and the levels of development allowable under the proposed CG zoning were already included in the City's planning model and the Transportation System Plan. Accordingly, the City of Tualatin may find that the proposed zone change does not significantly affect an existing or planned transportation facility, and the Transportation Planning Rule is satisfied.

Project Description

Introduction

The proposed development will consist of a gas station with 20 vehicle fueling positions, a 4,005 square foot convenience store, and a coffee shop facility with a drive-through window as part of the convenience store. The project site is located directly north of SW Pacific Highway (OR-99W), directly south of SW Pacific Drive, and directly east of SW Cipole Road in Tualatin, Oregon.

This report addresses the impacts of the proposed development on the nearby street system. The report includes safety and capacity / level-of-service analyses at the following five intersections:

1. SW Pacific Highway at SW Cipole Road
2. SW Pacific Drive at SW Cipole Road
3. SW Pacific Drive at SW 135th Terrace
4. SW Pacific Drive at SW 134th Terrace
5. SW Pacific Drive at SW 133rd Terrace

The purpose of the study is to determine whether the transportation system in the vicinity of the site is capable of safely and efficiently supporting the existing and proposed land uses, and to determine any mitigation that might be necessary to do so.

Location Description

The project site is located directly north of SW Pacific Highway (OR-99W), directly south of SW Pacific Drive, and directly east of SW Cipole Road in Tualatin, Oregon.

The subject site is located near the City of Tualatin's urban growth boundary, with predominately agricultural/vacant land to the west, single family residential homes to the north, general commercial uses to the east, and with general manufacturing and other industrial uses to the south.

Vicinity Streets

SW Pacific Highway (OR-99W) is classified as a Major Arterial by the City of Tualatin and as a Statewide Highway by the Oregon Department of Transportation (ODOT). In the vicinity of the subject site, the roadway has two through lanes in each direction separated by a grass median and has a posted speed of 55 mph. Bicycle lanes are provided along both sides of the roadway.

SW Pacific Drive is classified as a Minor Collector by the City of Tualatin. The roadway has a two-lane cross-section without centerline striping delineating directional travel lanes and has a posted speed of 25 mph. Curbs and sidewalks are provided along the north side of the roadway east of SW Cipole Road.

SW Cipole Road is classified as a Major Collector by the City of Tualatin. The roadway has a two-lane cross-section and has a posted speed of 45 mph. Some on-street parking is available on both sides of the roadway where sufficient shoulder width is provided. Curbs, sidewalks, and bicycle lanes are not provided along this roadway within the site vicinity.

SW 135th, 134th, and 133rd Terrace are classified as Local Streets by the City of Tualatin. These roadways have two-lane cross-sections without centerline striping delineating directional travel lanes and each has a posted speed of 25 mph. On-street parking is permitted along both sides of these roadways. Curbs and sidewalks are provided along both sides of these roadways.

Study Area Intersections

The intersection of SW Pacific Highway at SW Cipole Road is a four-legged intersection that is controlled by a traffic signal. The north- and southbound approaches of SW Cipole Road have one shared left-turn/through/right-turn lane. The eastbound approach has one left-turn lane served by protected phasing, two through lanes, and one shared right-turn/bicycle lane. The westbound approach has one left-turn lane served by protected phasing, one through lane, one shared through/right-turn lane, and one bicycle lane to the right of the outermost standard travel lane. Crosswalks are marked across the northern, southern, and western intersection legs. The crosswalk across the eastern intersection leg is closed.

The intersection of SW Pacific Drive at SW Cipole Road is a three-legged intersection that is stop-controlled for the eastbound SW Pacific Drive approach and the northbound approach of SW Cipole Road. Northbound right-turns are permitted without stopping. The northbound approach has one shared left-turn/right-turn lane. The eastbound approach has one shared through/right-turn lane. The westbound approach has one shared left-turn/through lane. All intersection crosswalks are unmarked.

The remaining three study intersections of SW 135th Terrace, SW 134th Terrace, and SW 133rd Terrace at SW Pacific Drive are three-legged intersections that are stop-controlled for their southbound approaches. The southbound approaches each have one shared left-turn/right-turn lane. The eastbound approaches each have one shared left-turn/through lane. The westbound approaches each have one shared through/right-turn lane. All intersection crosswalks are unmarked.

A vicinity map displaying the project site, vicinity streets, and the study area intersections with their associated lane configurations is shown in Figure 1 on page 7.

Traffic Volumes

Traffic counts were conducted at study area intersections on Thursday, September 17th, 2015 and Wednesday, September 16th, 2015 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, respectively. Data used from the morning and evening peak hours reflect each intersection peak hour.

Figure 2 on page 8 shows the existing morning and evening peak hour traffic volumes for the study area intersections.

Transit


Two transit lines serve the immediate site vicinity, both of which operate along SW Pacific Highway. The nearest bus stops to the subject site are located at the intersection of SW Pacific Highway at SW Cipole Road where the westbound bus stop is located at the northwest corner of the intersection while the eastbound bus stop is located at the southwest corner. The westbound and eastbound bus stops are located within 300 feet walking distance from the subject site.

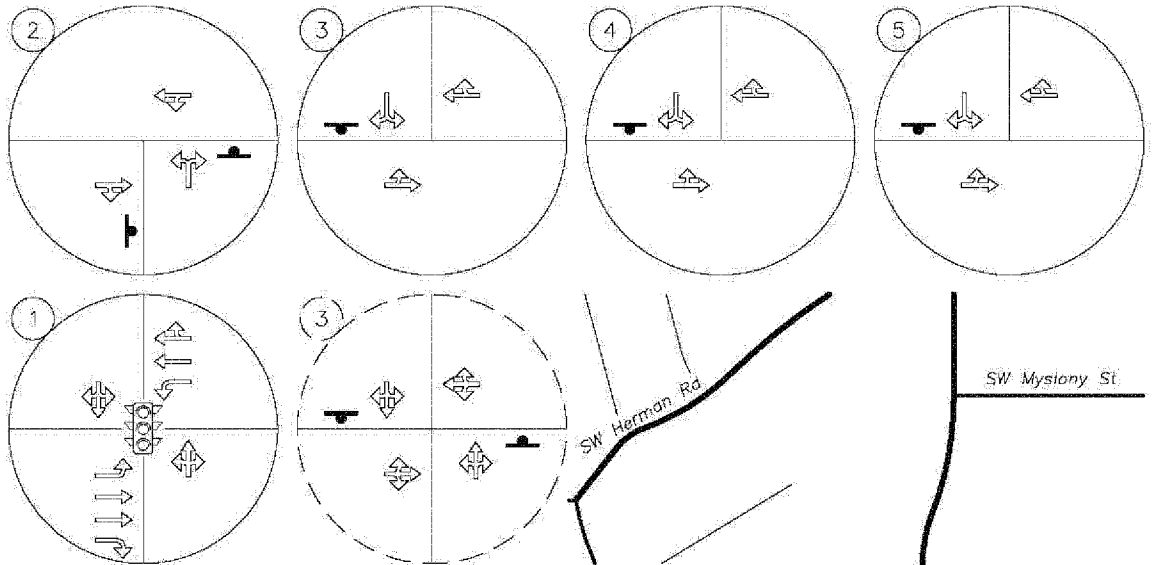
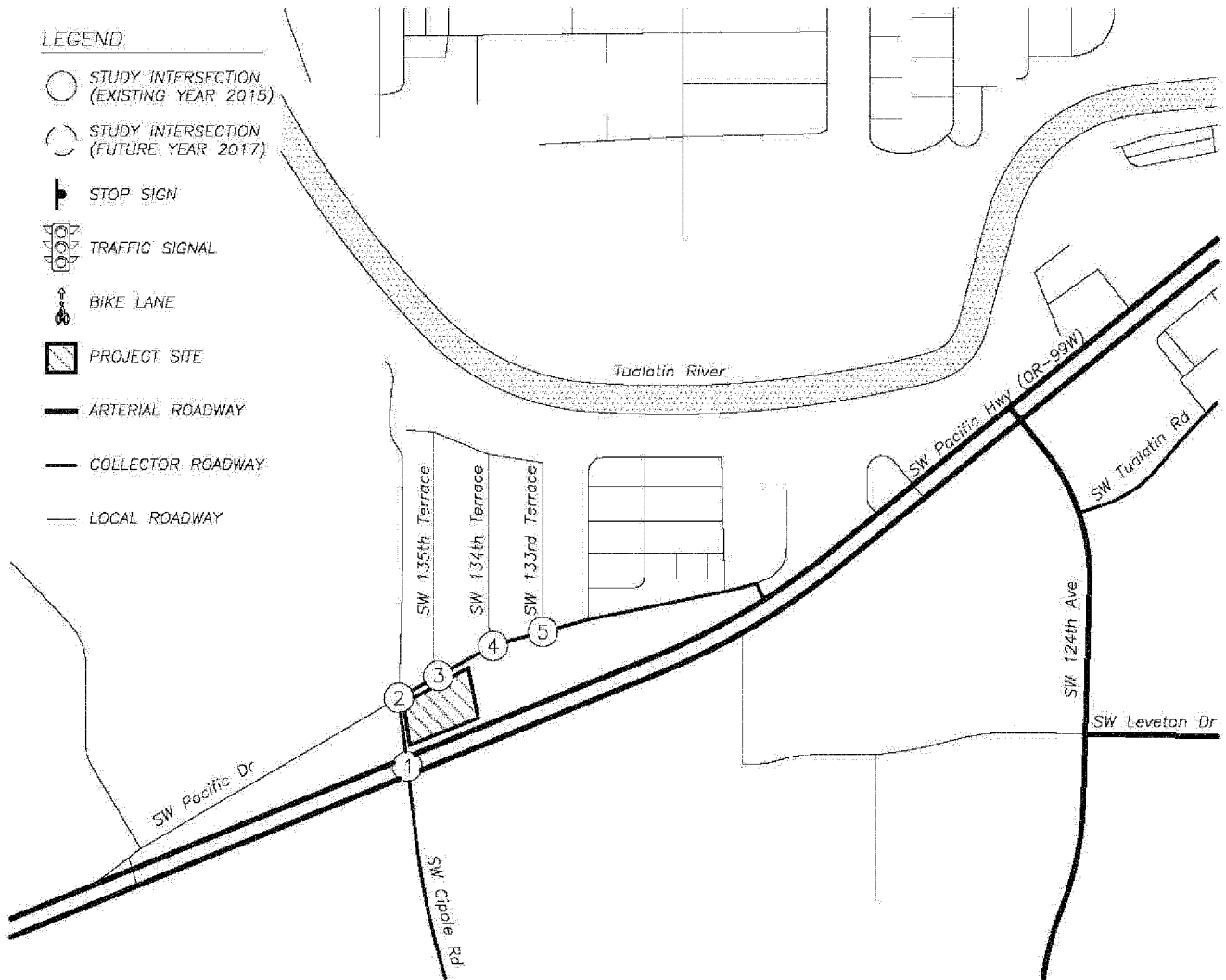
#93: TriMet bus line #93 – *Tigard/Sherwood* provides service between the Tigard Transit Center and Sherwood, specifically at the intersection of SW Washington Street at SW Railroad Street. Weekday service is scheduled from about 4:30 AM to 1:15 AM and has headways of approximately 30 to 45 minutes. Saturday service is scheduled from about 4:30 AM to 1:15 AM and has headways of approximately 30 to 40 minutes. Sunday service is scheduled from about 4:30 AM to 1:15 AM and has headways of approximately 20 to 60 minutes.

#94: TriMet bus line #37 – *Pacific Hwy/Sherwood* provides service between the Portland City Center, specifically at the intersection of SW 5th Avenue at SW Morrison Street, and Sherwood, specifically at the intersection of SW Washington Street at SW Railroad Street. Weekday service is scheduled from about 5:45 AM to 8:30 PM and has headways of approximately 10 to 50 minutes.

Detailed bus schedules are provided in the appendix.

LEGEND

-  STUDY INTERSECTION (EXISTING YEAR 2015)
-  STUDY INTERSECTION (FUTURE YEAR 2017)
-  STOP SIGN
-  TRAFFIC SIGNAL
-  BIKE LANE
-  PROJECT SITE
-  ARTERIAL ROADWAY
-  COLLECTOR ROADWAY
-  LOCAL ROADWAY

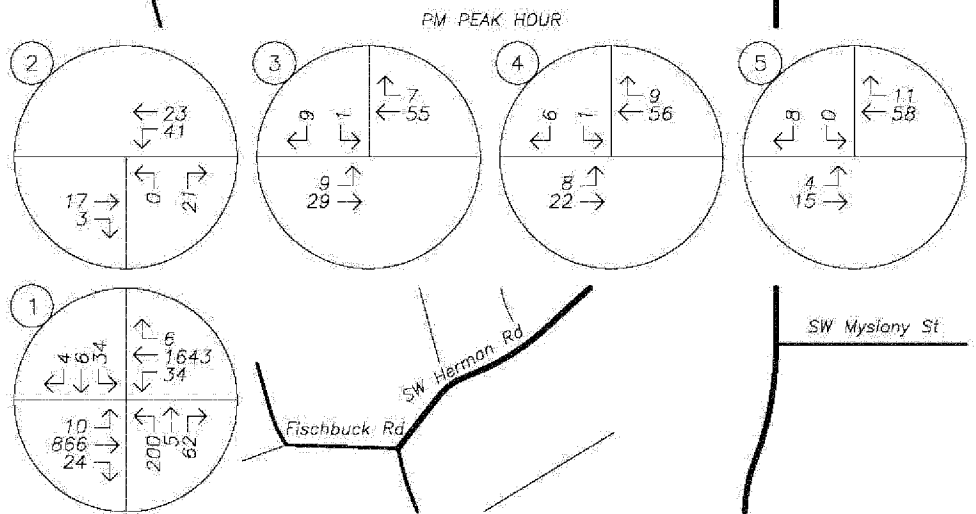
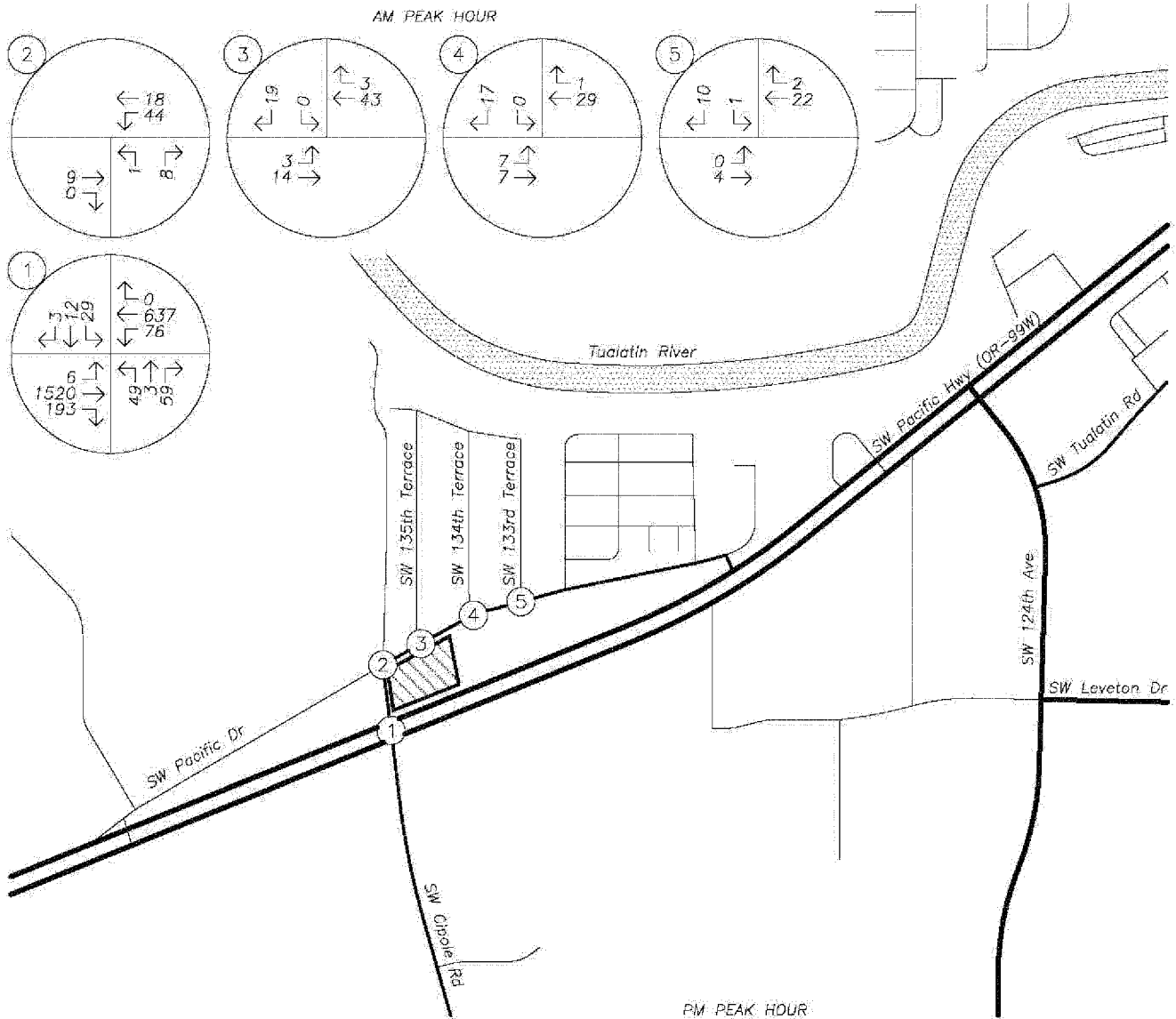


VICINITY MAP



FIGURE 1

PAGE 7



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours



Site Trips

Trip Generation

The proposed development will construct 10 fuel pumps, for a total of 20 vehicle fueling positions, a 4,005 square foot convenience store, and a coffee facility with a drive-through window as part of the convenience store. Due to the unique nature of the facility the following trip generation methodology was reviewed by the Oregon Department of Transportation (ODOT) and the City of Tualatin and used to estimate trip generation of the proposed development.

To estimate the number of trips that will be generated by the proposed development, trip rates from the *TRIP GENERATION MANUAL*¹ were used. Data from land-use code 945, *Gasoline/Service Station with Convenience Market*, were used to estimate the proposed developments trip generation based on the number of vehicle fueling positions and square footage of gross floor area of the convenience store. Estimated trips generated between rates based on the number of vehicle fueling positions and square footage of gross floor area of the convenience store were averaged to determine the total trips generated by the gas station and convenience store. Data from land-use code 945 was used instead of data from land-use code 853, *Convenience Market with Gasoline Pumps*, since the proposed development is expected to utilize the convenience market as an ancillary use to the fuel pumps. In addition, by using the trip generation methodology stated above land-use code 945 estimates a higher trip generation than land-use code 853 and accordingly projects a worst case scenario.

In addition to the fueling facility and convenience market, the proposed development will include a coffee shop facility with a drive-through window. Because the coffee shop will occupy a portion of the convenience market, an assumed 100 square feet of the convenience market space will be allotted to the coffee shop facility. The assumed 100 square feet is the typical size of a coffee kiosk. Data from land-use code 938, *Coffee/Donut Shop with Drive-Through Window and No Indoor Seating*, were used to estimate the proposed coffee shop facility's trip generation based on the square footage of gross floor area. Data from land-use code 945, *Gasoline/Service Station with Convenience Market*, were used to estimate the reduction in square footage of gross floor area within the convenience market that will be allocated to the coffee shop facility.

The proposed development is expected to attract pass-by and diverted trips to the site. Pass-by trips are trips that leave an adjacent roadway to patronize a land use and then continue in their original direction of travel. Diverted trips are trips that divert from a nearby roadway not adjacent to the site to patronize a land use before continuing to their original destination. Pass-by trips do not add additional trips to the transportation system but do add additional turning movements at site access intersections. For this study, diverted trips were treated as primary trips while pass-by trips will be accounted for as 62 percent of trips generated during the morning peak hour and 56 percent of trips generated during the evening

¹ Institute of Transportation Engineers (ITE), *TRIP GENERATION MANUAL*, 9th Edition, 2012.

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peak hour for the *Gasoline/Service Station with Convenience Market* land-use. For the *Coffee/Donut Shop with Drive-Through Window and No Indoor Seating* pass-by trips will be accounted for as 89 percent of trips generated during both the morning and evening peak hours.

The trip generation calculations show that the proposed development is projected to generate a net new total of 102 trips during the morning peak hour and 146 trips during the evening peak hour. The trip generation estimates are summarized in Table 1 and detailed trip generation calculations are included in the technical appendix to this report.

Table 1 - Trip Generation Summary								
	ITE Code	Size	Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total
Gas/Service Station with Convenience Market								
Gas Pumps - Vehicle Fueling Positions	945	20 v/p	102	101	203	135	135	270
Convenience Market - Gross Floor Area		4,005 sq. ft.	164	165	329	195	195	390
Average Total Trip Generation			133	133	266	165	165	330
<i>Pass-by Trips (AM: 62%, PM: 56%)</i>	945		82	82	164	92	92	184
Net New Trips			51	51	102	73	73	146
Coffee Shop with Drive-Through Window and No Indoor Seating								
Coffee Facility Total Trips	938	100 sq. ft.	15	15	30	4	4	8
<i>Coffee Facility Pass-by Trips</i>			13	13	26	4	4	8
Convenience Market Total Trips	945	100 sq. ft.	4	4	8	5	5	10
<i>Convenience Market Pass-by Trips</i>			2	2	4	3	3	6
Net Total Trips			11	11	22	<u>0</u>	<u>0</u>	<u>0</u>
<i>Net Pass-by Trips</i>			11	11	22	<u>1</u>	<u>1</u>	<u>2</u>
Net New Trips			0	0	0	<u>0</u>	<u>0</u>	<u>0</u>
Total Site Trips			144	144	288	164	164	328
Net New Primary Trips			51	51	102	73	73	146

* Underlined values are negative trips generated rounded up.

Trip Distribution

The directional distribution of site trips to/from the proposed development was estimated based on locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study area intersections.

It is expected that trips to/from the site will utilize the following trip distribution:

- Approximately 55 percent of the site trips will travel to/from the east along SW Pacific Highway.
- Approximately 35 percent of the site trips will travel to/from the west along SW Pacific Highway.
- Approximately 10 percent of the site trips will travel to/from the south along SW Cipole Road.

Trips to and from the proposed development are anticipated to utilize two site accesses. Based on the site layout and traffic controls/lane configurations of the two accesses, site trips are anticipated to utilize site accesses accordingly.

- All exiting site trips will utilize the full-movement site access at SW Pacific Drive.
- Approximately 80 percent of entering site trips that travel westbound along SW Pacific Highway will utilize the right-in site access at SW Pacific Highway.
- All remaining entering site trips will utilize the full-movement site access at SW Pacific Drive.

The trip assignments for the site trips generated by the proposed development during the morning and evening peak hours are shown in Figure 3 on page 13, Figure 4 on page 14, and Figure 5 on page 15 for primary trips, pass-by trips, and total site trips, respectively.

Zone Change Trip Generation

The proposed development requires annexation of the subject property into the City of Tualatin. The property is currently zoned by Washington County as FD-10, Future Development, with a 10-acre minimum lot size. Under the existing FD-10 zoning, the reasonable worst case development scenario would include the construction of a 9,000 square foot day-care facility and a 13,300 square foot public library. To estimate the number of trips that could be generated under the existing zoning, trip rates from the *TRIP GENERATION MANUAL*¹ were used. Data from land-use code 565, *Day Care Center*, and land-use code 590, *Library*, were used to estimate the trip generation based on the square footage of gross floor area.

The trip generation calculations show that the subject property could generate up to 124 trips during the morning peak hour and 208 trips during the evening peak hour under the existing zoning. The trip generation estimates are summarized in Table 2 and detailed trip generation calculations are included in the technical appendix to this report.

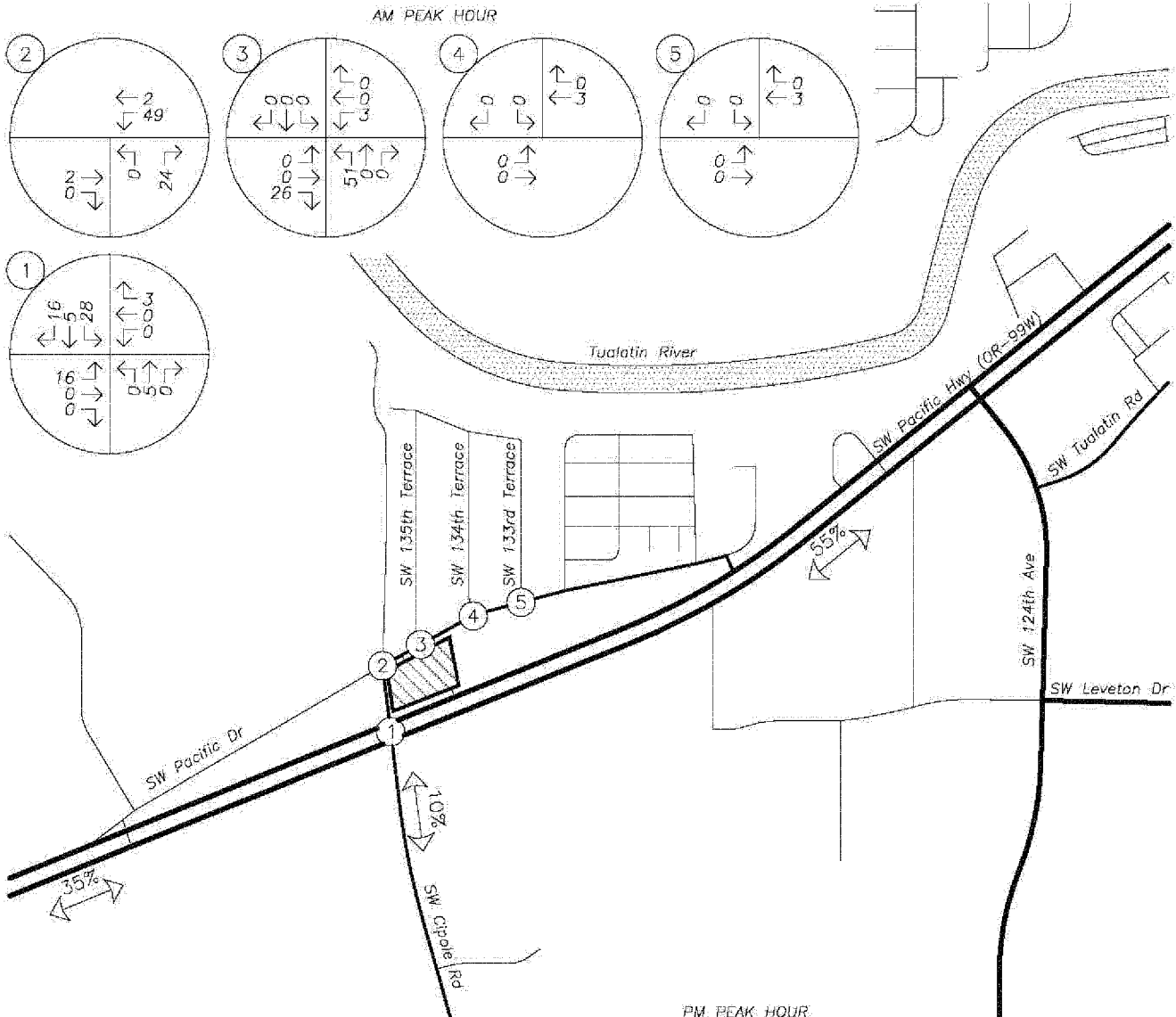
Under the proposed City of Tualatin CG zoning, the proposed development represents the reasonable worst case development scenario, since fuel stations and convenience markets have very high trip

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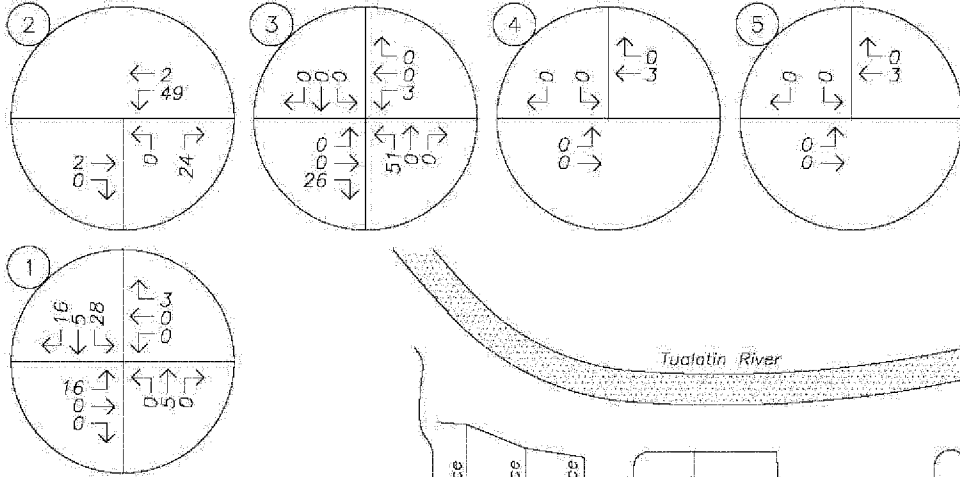
generation rates. Accordingly, the proposed development was used to analyze the potential change in trips associated with the annexation of the subject property into the City of Tualatin.

Table 2 - Zone Change Trip Generation Summary								
	ITE Code	Size	Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Zoning (CG)			144	144	288	164	164	328
Existing Zoning (FD10)								
	Day Care Center	565 9,000 sq.ft.	58	52	110	52	59	111
	Library	590 13,300 sq.ft.	10	4	14	47	50	97
Total Trips			68	56	124	99	109	208
Net Change in Trips from Zone Change			76	88	164	65	55	120

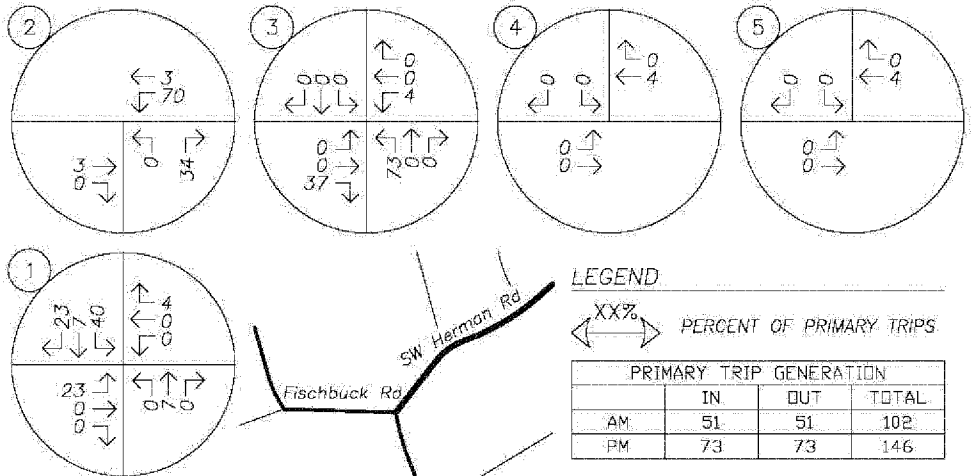
For consistency, the zone change analysis was prepared using the same trip distribution as the proposed development. The trip assignments for the site trips generated during the morning and evening peak hours under the existing zoning scenario are shown in Figure 10, which is included in the technical appendix to this report.



AM PEAK HOUR



PM PEAK HOUR



LEGEND

XX% PERCENT OF PRIMARY TRIPS

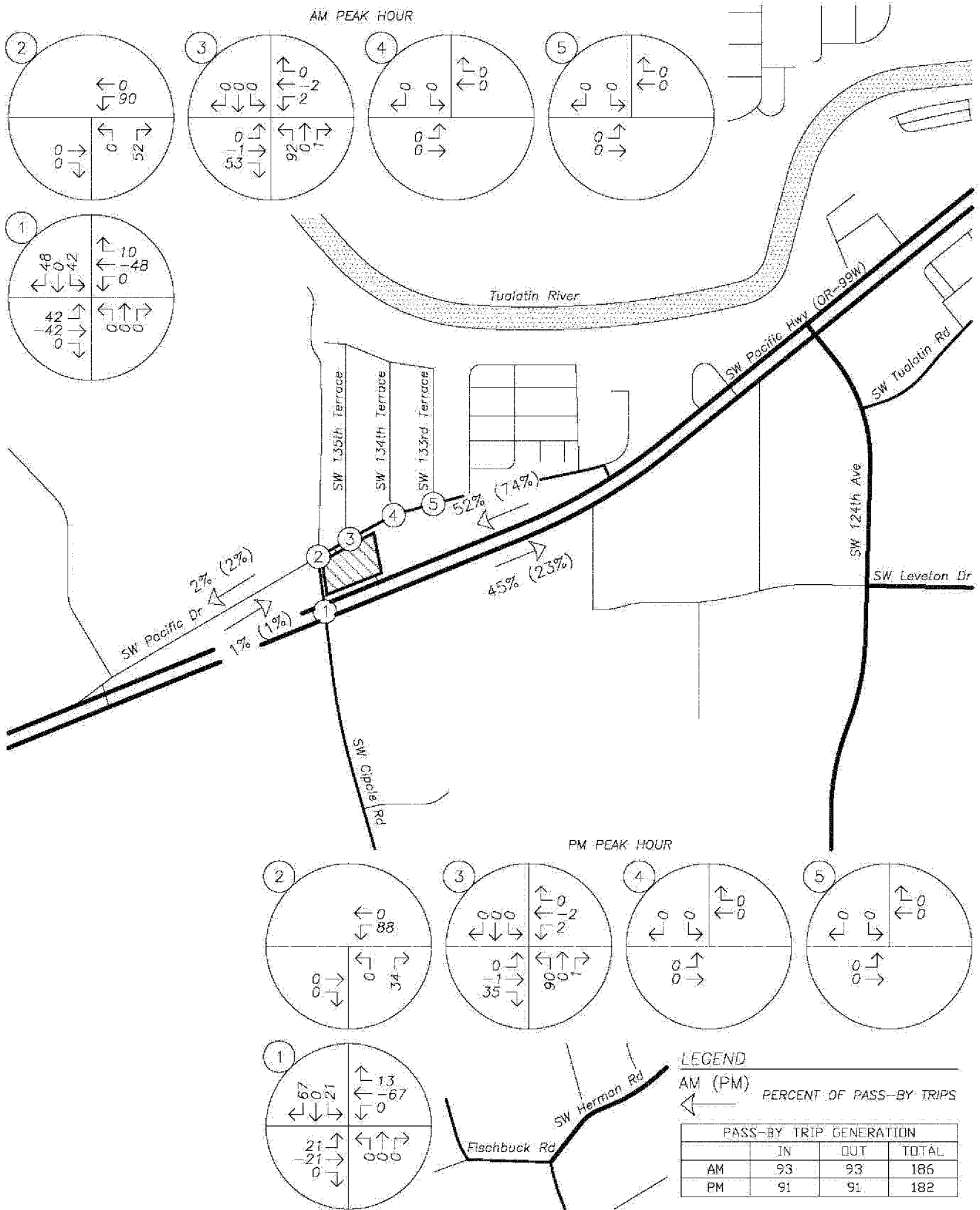
	PRIMARY TRIP GENERATION		
	IN	OUT	TOTAL
AM	51	51	102
PM	73	73	146



SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan – Primary Site Trips
AM & PM Peak Hours



FIGURE
3
PAGE
13

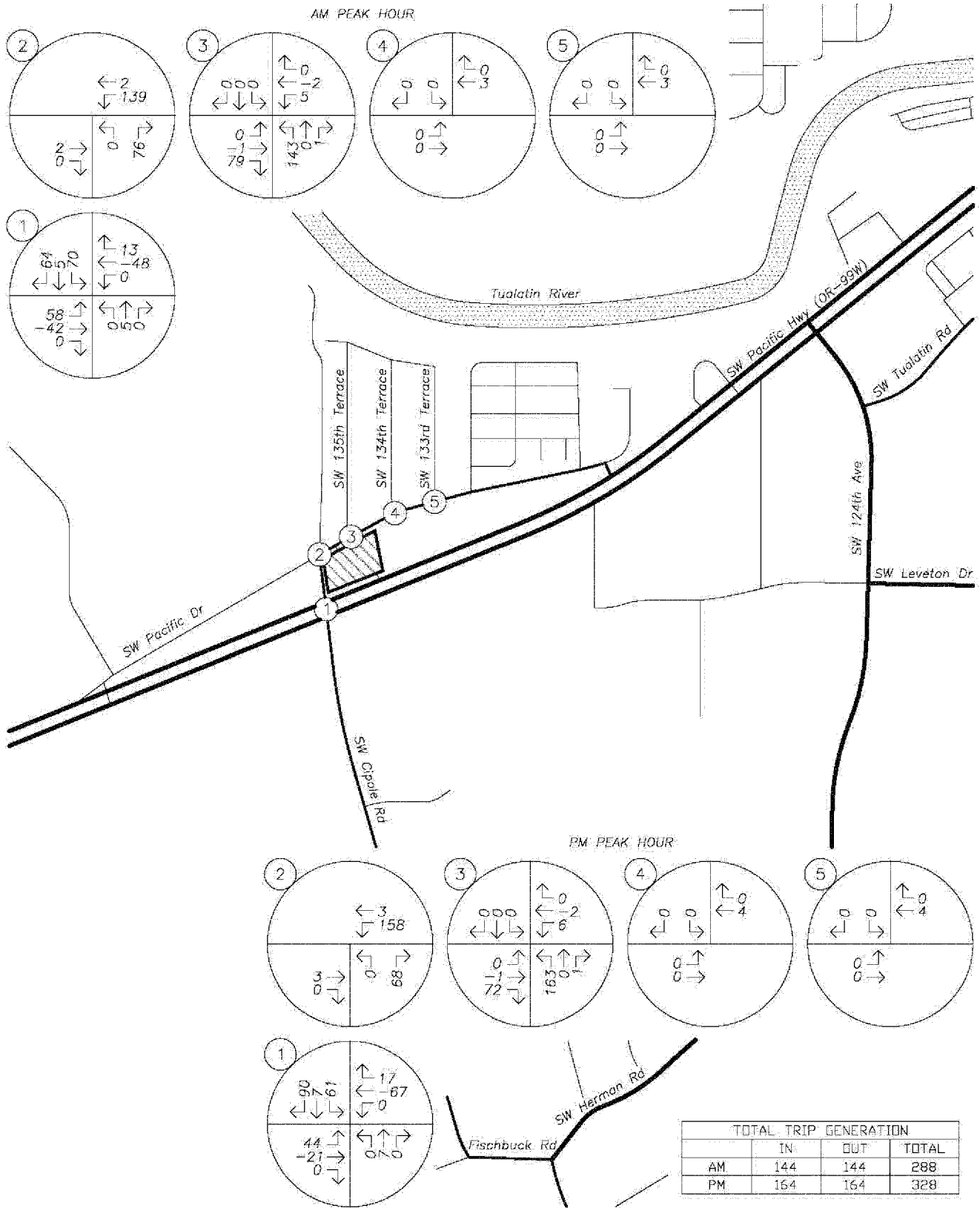


SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan - Pass-by Site Trips
AM & PM Peak Hours



FIGURE 4

PAGE 14



SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan – Total Site Trips
AM & PM Peak Hours



Operational Analysis

Background Volume

To provide analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. In order to calculate the future traffic volumes for the intersection of SW Pacific Highway at SW Cipole Road, a linear growth rate of 2.1 percent per year was calculated using ODOT's 2033 Future Volume Tables. This growth rate was applied over a two-year period to determine year 2017 background traffic volumes for all through traffic volumes along SW Pacific Highway. For all other study area intersections and turning movements at the intersection of SW Pacific Highway at SW Cipole Road a compounded growth rate of two percent per year for an assumed build-out condition of two years was applied to the measured existing traffic volumes to approximate year 2017 background conditions.

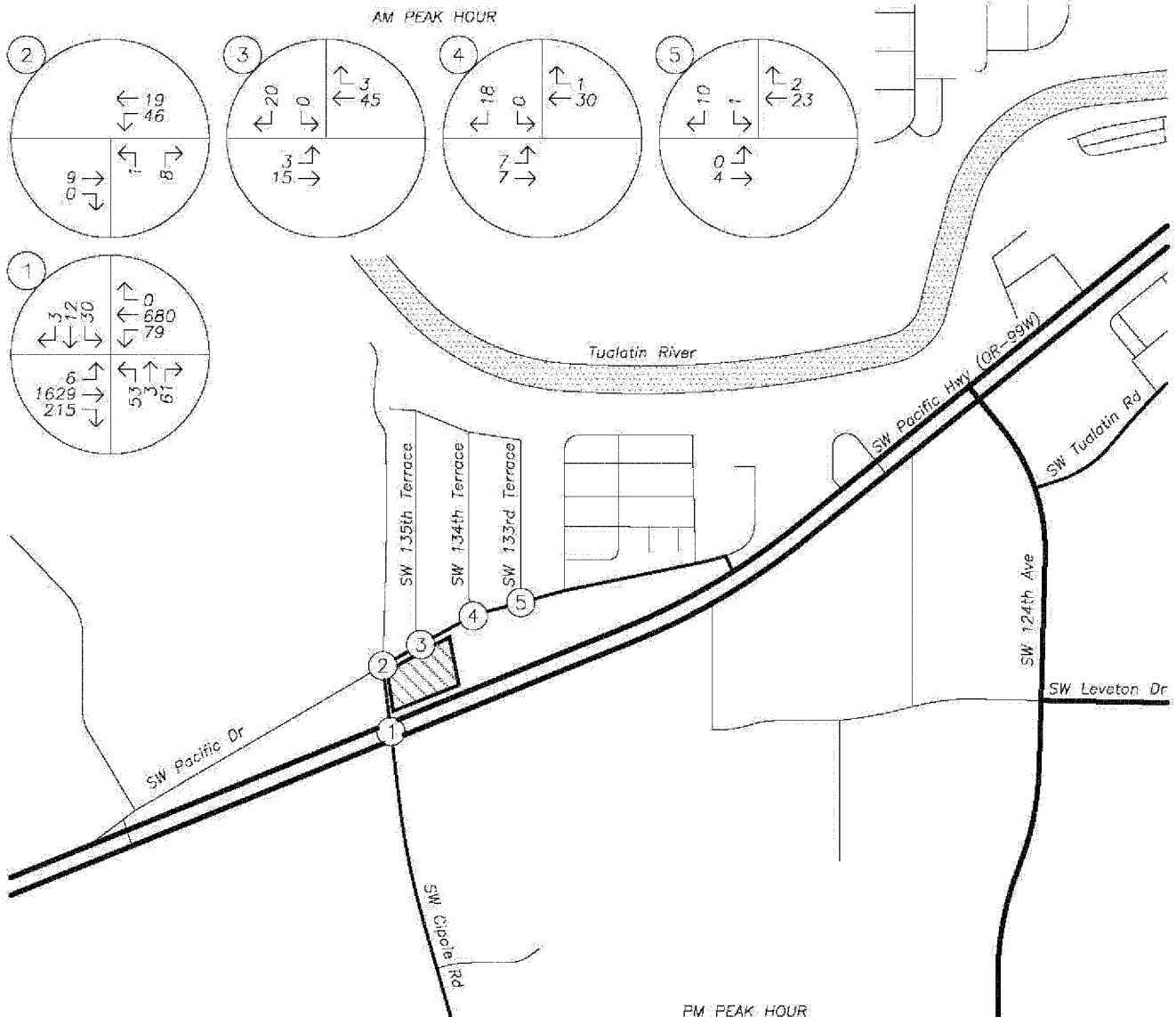
In addition to the traffic volume growth described above, there are two in-process developments near the proposed project vicinity that are currently not contributing trips to the transportation system but are anticipated to by the 2017 build-out year of the proposed development. The Southwest Industrial Park proposes the construction of four industrial buildings totaling 302,000 square feet, and the River Ridge Apartments which proposes the construction of 180 multi-family apartment units. Based on the transportation impact studies prepared for these developments, additional in-process trips are included at study area intersections.

Figure 6 on page 17 shows the projected year 2017 background traffic volumes for the morning and evening peak hour traffic volumes at the study area intersections.

Background Volume plus Site Trips

Peak hour trips calculated to be generated from the proposed development, as described earlier within the Trip Generation section, were added to the projected year 2017 background traffic volumes to obtain the expected 2017 background plus site trips.

Figure 7 on page 18 shows the projected year 2017 peak hour background traffic volumes plus proposed development site trips at the study area intersections. Figure 8 on page 19 shows the planning year 2035 peak hour background traffic volumes plus proposed development site trips at the study area intersections. Figure 9 on page 20 shows the planning year 2035 peak hour traffic volumes plus the existing zoning site trips at the study area intersections



ODOT FACILITY GROWTH RATE: 2.1 PERCENT PER YEAR LINEAR
 LOCAL FACILITY GROWTH RATE: 2.0 PERCENT PER YEAR COMPOUNDED

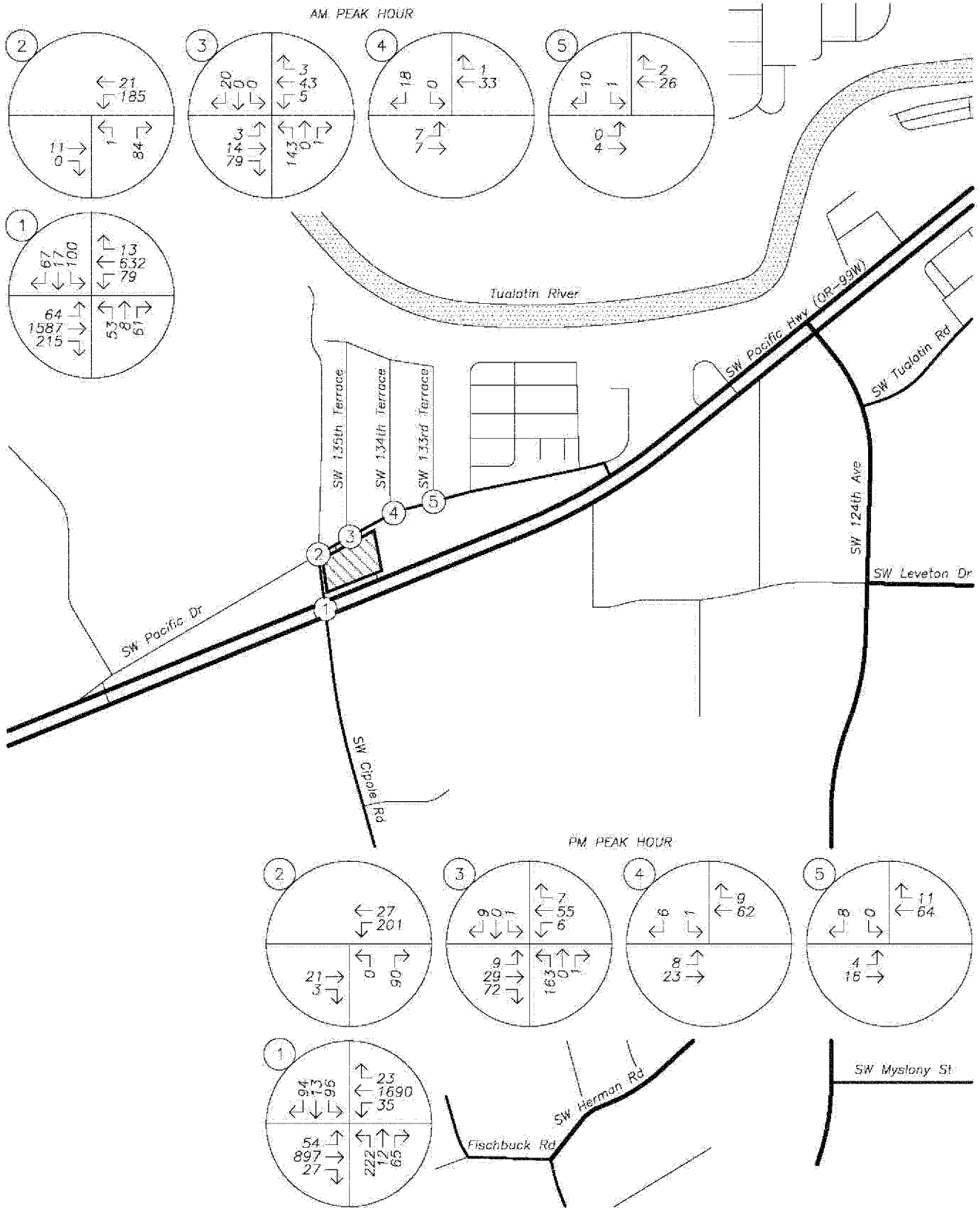


TRAFFIC VOLUMES
 Year 2017 Background Conditions
 AM & PM Peak Hours



FIGURE
6

PAGE
17

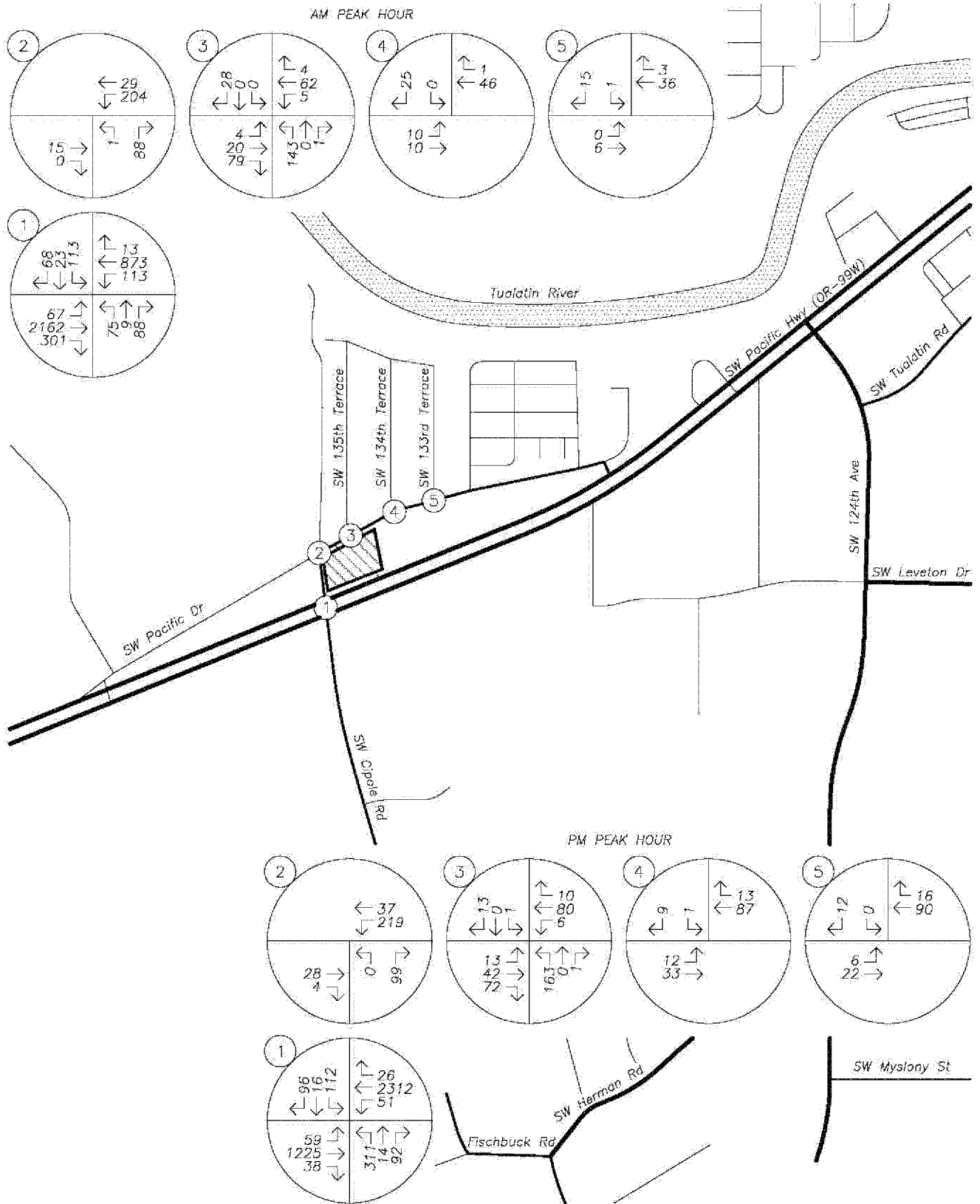


TRAFFIC VOLUMES
 Year 2017 Background plus Site Trips
 AM & PM Peak Hours



FIGURE 7

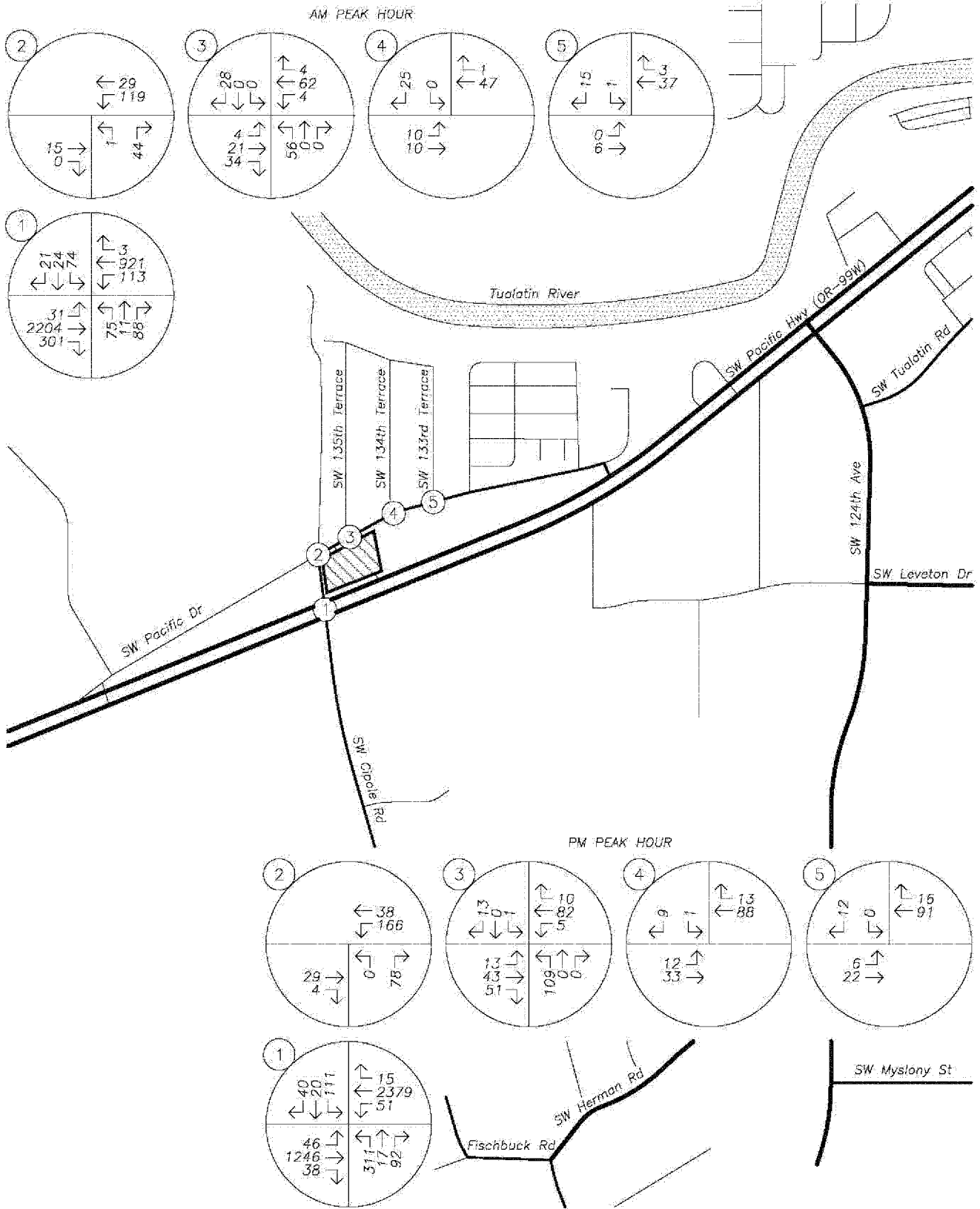
PAGE 18



TRAFFIC VOLUMES
 Year 2035 Background plus Site Trips
 AM & PM Peak Hour



FIGURE
 8
PAGE
 19



TRAFFIC VOLUMES
 Year 2035 Background plus Site Trips
 AM & PM Peak Hour



FIGURE 9

PAGE 20

Intersection Capacity and Level-of-Service Analysis

To determine the capacity and level-of-service (LOS) at the study area intersections, a capacity analysis was conducted. The analysis was conducted using the signalized and unsignalized intersection analysis methodologies in the *HIGHWAY CAPACITY MANUAL (HCM)* published by the Transportation Research Board. The v/c ratio is a measure that compares the traffic volume (demand) against the available capacity of an intersection. Washington County and ODOT standards require a v/c ratio of 0.99 or less while the City of Tualatin standards require a minimum LOS E or better. For both LOS and delay related to the analysis of unsignalized intersections, the reported result applies to the worst movement.

The intersection of SW Pacific Highway at SW Cipole Road currently operates at LOS B with v/c ratios of 0.68 and 0.78 during the morning and evening peak hours, respectively. Under year 2017 background conditions, the intersection is projected to operate at LOS B with v/c ratios of 0.73 and 0.84 during the morning and evening peak hours, respectively. Upon completion of the proposed development in 2017, the intersection is projected to operate at LOS B with a v/c ratio of 0.79 during the morning peak hour and at LOS C with a v/c ratio of 0.95 during the evening peak hour. . Under year 2035 background conditions with the existing zoning, the intersection is projected to operate at LOS D with a v/c ratio of 0.96 during the morning peak hour and at LOS F with a v/c ratio of 1.19 during the evening peak hour. Under the year 2035 build-out conditions, the intersection is projected to operate at LOS D with a v/c ratio of 1.00 during the morning peak hour and at LOS F with a v/c ratio of 1.21 during the evening peak hour.

The intersection of SW Pacific Drive at SW Cipole Road currently operates at LOS A with v/c ratios of 0.05 and 0.04 during the morning and evening peak hours, respectively. Under year 2017 background conditions, the intersection is projected to operate at LOS A with a v/c ratio of 0.05 during both the morning and evening peak hours. Upon completion of the proposed development in 2017, the intersection is projected to operate at LOS B with v/c ratios of 0.15 and 0.16 during the morning and evening peak hours, respectively. . Under year 2035 background conditions with the existing zoning, the intersection is projected to operate at LOS A with v/c ratios of 0.11 and 0.14 during the morning and evening peak hours, respectively. Under the year 2035 build-out conditions, the intersection is projected to operate at LOS B with v/c ratios of 0.17 and 0.18 during the morning and evening peak hours, respectively.

The intersection of SW Pacific Drive at SW 135th Terrace currently operates at LOS A with v/c ratios of 0.02 and 0.01 during the morning and evening peak hours. Under year 2017 background conditions, the intersection is projected to operate at LOS A with v/c ratios of 0.03 and 0.01 during the morning and evening peak hours, respectively. Upon completion of the proposed development in 2017, the intersection is projected to operate at LOS B with v/c ratios of 0.24 and 0.27 during the morning and evening peak hours, respectively. Under year 2035 background conditions with the existing zoning, the intersection is projected to operate at LOS A with v/c ratios of 0.10 and 0.19 during the morning and evening peak hours, respectively. Under the year 2035 build-out conditions, the intersection is projected to operate at LOS B with v/c ratios of 0.26 and 0.30 during the morning and evening peak hours, respectively.

The intersections of SW Pacific Drive at SW 134th Terrace and at SW 133rd Terrace operate at LOS A with v/c ratios of 0.04 or less and 0.07 or less during the morning and evening peak hours, respectively, under all analysis scenarios.

The v/c, delay, and LOS results of the capacity analysis are shown in Table 2. Detailed calculations as well as tables showing the relationships between delay and level of service are included in the appendix to this report.

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Table 3 - Capacity and LOS Analysis Summary						
	Morning Peak Hour			Evening Peak Hour		
	LOS	Delay (s)	v / c	LOS	Delay (s)	v / c
SW Pacific Highway at SW Cipole Road						
Existing Conditions	B	13	0.68	B	17	0.78
2017 Background Conditions	B	14	0.73	B	20	0.84
2017 Background + Site Conditions	B	17	0.79	C	27	0.95
2035 w/ Existing FD-10 Zoning	C	31	0.96	F	90	1.19
2035 w/ Proposed CG Zoning	D	39	1.00	F	98	1.21
SW Pacific Drive at SW Cipole Road						
Existing Conditions	A	9	0.05	A	9	0.04
2017 Background Conditions	A	9	0.05	A	9	0.05
2017 Background + Site Conditions	B	11	0.15	B	11	0.16
2035 w/ Existing FD-10 Zoning	A	10	0.11	B	11	0.14
2035 w/ Proposed CG Zoning	B	11	0.17	B	11	0.18
SW Pacific Drive at SW 135th Terrace						
Existing Conditions	A	9	0.02	A	9	0.01
2017 Background Conditions	A	9	0.03	A	9	0.01
2017 Background + Site Conditions	B	11	0.24	B	12	0.27
2035 w/ Existing FD-10 Zoning	B	10	0.10	B	12	0.19
2035 w/ Proposed CG Zoning	B	12	0.26	B	13	0.30
SW Pacific Drive at SW 134th Terrace						
Existing Conditions	A	9	0.02	A	9	0.05
2017 Background Conditions	A	9	0.02	A	9	0.05
2017 Background + Site Conditions	A	9	0.03	A	9	0.05
2035 w/ Existing FD-10 Zoning	A	9	0.04	A	9	0.07
2035 w/ Proposed CG Zoning	A	9	0.04	A	9	0.07
SW Pacific Drive at SW 133rd Terrace						
Existing Conditions	A	9	0.02	A	9	0.05
2017 Background Conditions	A	9	0.02	A	9	0.05
2017 Background + Site Conditions	A	9	0.02	A	9	0.05
2035 w/ Existing FD-10 Zoning	A	9	0.03	A	9	0.07
2035 w/ Proposed CG Zoning	A	9	0.02	A	9	0.07

Based on the operational analysis, the study area intersections are projected to operate within ODOT, Washington County, and City of Tualatin performance standards through year 2017 with or without full build-out of the proposed development.

At the year 2035 planning horizon, the unsignalized intersections are projected to continue to operate acceptably either with or without the addition of site trips from the proposed zone change. The signalized

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intersection of SW Pacific Highway at SW Cipole Road is projected to operate with volumes exceeding capacity during the peak hours.

Queuing Analysis

An analysis of projected queuing was conducted for the study area intersections. The queue lengths for the intersections were projected based on the results of Synchro/SimTraffic simulation, with the reported values based on the 95th percentile of the queue lengths. This means that 95 percent of the time during the peak hour the queue length will be less than or equal to the reported value.

Synchro/SimTraffic simulation at the intersection of SW Pacific Highway at SW Cipole Road reported eastbound right-turn lane queues extend 5 feet beyond available storage under year 2017 background conditions. This extended queue length can be equated to approximately a quarter the length of a normally queued vehicle and can be accommodated either by the vehicle utilizing the shoulder of the roadway, which currently has ample length and width to store additional vehicles, or the queue can extend into the southernmost eastbound through lane without significantly impeding through traffic.

Table 3 presents the projected 95th percentile queue lengths reported by the Synchro/SimTraffic simulation. Available lane storage was measured and rounded to the nearest five feet. For each lane group, the longest projected queue is reported, regardless of whether the queue occurred during the morning or evening peak hour. Detailed queuing analysis worksheets for both the morning and evening peak hours are included in the technical appendix.

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Table 4 - Queuing Analysis Summary				
	Available Storage	Existing Conditions	Background Conditions	Background + Site Conditions
SW Pacific Highway at SW Cipole Road				
EB LT Lane	145'	21'	25'	99'
EB RT Lane	140'	100'	145'	135'
WB LT Lane	190'	94'	88'	95'
SB LT/Th/RT Lane*	215'	64'	67'	150'
SW Pacific Drive at SW Cipole Road				
EB Th/RT Lane	-	45'	43'	46'
SW Pacific Drive at SW 135th Terrace				
NB LT/Th/RT Lane	-	-	-	67'
SB LT/Th/RT Lane	-	34'	33'	36'
SW Pacific Drive at SW 134th Terrace				
SB LT/RT Lane	-	45'	54'	46'
SW Pacific Drive at SW 133rd Terrace				
SB LT/RT Lane	-	29'	30'	25'

* Available Storage Extends to Adjacent Intersection

Based on the queuing analysis, the projected 95th percentile queues at the study area intersections are provided adequate vehicle storage space and queues are not projected to back up to adjacent intersections. Therefore, no queuing-related mitigations are recommended.



Safety Analysis

Warrant Analysis

Left-turn lane and traffic signal warrants were examined for the study area intersections along SW Pacific Drive while right-turn lane warrants were examined for the proposed right-in site access at SW Pacific Highway.

A left-turn and right-turn refuge are primarily a safety consideration for the major street, removing left-turning and right-turning vehicles from the through traffic stream. The left-turn lane warrants used were developed from the National Cooperative Highway Research Project's (NCHRP) Report 457. The right-turn lane warrants used for facilities under the jurisdiction of ODOT implement the design curves developed by the Texas Transportation Institute, as adopted by ODOT in its Analysis Procedures Manual. The turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through travel lanes.

Left-turn lane warrants are not projected to be met for any of the study area intersections along SW Pacific Drive under any of the year 2017 analysis scenarios.

Right-turn lane warrants are projected to be met for the proposed right-in site access at SW Pacific Highway under 2017 build-out conditions.

Traffic signal warrants were also examined for the study area intersections along SW Pacific Drive to determine whether the installation of a new traffic signal will be warranted at the intersections upon completion of the proposed development. Due to insufficient main and side-street traffic volumes, traffic signal warrants will not be met for any of the unsignalized study area intersections under any of the year 2017 analysis scenarios.

Intersection Sight Distance

Intersection sight distance and stopping sight distance were examined for the proposed site access at the intersection of SW Pacific Drive at SW 135th Terrace and the proposed right-in site access at SW Pacific Highway. Intersection sight distance and stopping sight distance were measured and evaluated in accordance with the standards established in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). According to AASHTO the driver's eye is assumed to be 15 feet from the near edge of the nearest lane of the intersecting street and at a height of 3.5 feet above the approach street pavement. Vehicle/object height is assumed to be 3.5 feet above the cross-street pavement.

Based on the posted regulatory speed of 25 mph on SW Pacific Drive, the minimum required intersection sight distance for the proposed site access at the intersection of SW Pacific Drive at SW 135th Terrace is 280 feet in each direction and sight distance required for left-turning vehicles from SW Pacific Drive onto

the site access is 205 feet. Intersection sight distance was measured to be 130 feet to the east and 1,205 feet to the west. Sight distance to the east is limited by on-site vegetation while sight distance to the west is limited by a crest in the vertical curvature of the roadway. Left-turning vehicles from SW Pacific Drive to the site access have a sight distance of 1,205 feet to the west, limited by a crest in the vertical curvature of the roadway.

Intersection sight distance to the east of the site access at SW Pacific Drive is less than the recommended 280 feet per AASHTO standards. Sight distance to the east is limited by on-site vegetation. However, upon development of the project site this vegetation is anticipated to be removed, whereby additional sight distance will be made available for stop vehicles at the access to the east.

Based on the design speed of 65 mph on SW Pacific Highway, the minimum required stopping sight distance for the proposed right-in site access at SW Pacific Highway is 645 feet to the northeast. Stopping sight distance was measured to be in excess of 800 feet.

Based on detailed analysis, adequate sight distance is projected to be available for the proposed site accesses along SW Pacific Drive and SW Pacific Highway. No sight distance mitigations are necessary or recommended.

Crash Data Analysis

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (2009-2013) at the study area intersections was performed. The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions and the resulting crash rate for the intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak period represents 10% of annual average daily traffic (AADT) at the intersection. Crash rates in excess of one to two crashes per million entering vehicles (CMEV) may be indicative of safety hazards that should be further investigated or possible mitigation.

The intersection of SW Pacific Highway at SW Cipole Road had seven reported crashes during the analysis period. The crashes consisted of five rear-end collisions and two turning-movement collisions. Of the crashes reported three were classified as "Property Damage Only" (*PDO*), three were classified as "Possible Injury – Complaint of Pain" (*Injury C*), and one was classified "Non-Incapacitating Injury" (*Injury B*). The crash rate at the intersection was calculated to be 0.13 CMEV.

The intersection of SW Pacific Drive at SW 135th Terrace had one reported crash during the analysis period. The crash was a fixed object collision where a driver of a vehicle drove off the road. The crash was classified as "Non-Incapacitating Injury" (*Injury B*). The crash rate at the intersection was calculated to be 0.52 CMEV.

The intersections of SW Pacific Drive at SW Cipole Road, SW 134th Terrace, and SW 133rd Terrace had no reported crashes during the analysis period.

Based on the most recent five years of crash data at the study area intersections crash rates are relatively low, crash severity was relatively low for crashes likely to occur again, and no significant crash patterns are evident. The crash data does not appear to be indicative of any significant safety hazards. Accordingly, no safety mitigations are recommended.

Detailed information about crashes and crash reports for the study intersections are included in the appendix to this report.

Transportation Planning Rule Analysis

A Transportation Planning Rule (TPR) analysis is required for the proposed development, since annexation of the subject property into the City of Tualatin will result in a change in zoning. The TPR is intended to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations.

The applicable portions of the TPR are quoted in *italics* below, with responses directly following.

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9), or (10) of this rule.

...

(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met:

- (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;*
- (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and*
- (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.*

The proposed zoning is consistent with the existing comprehensive plan map designation and will not change the comprehensive plan map. The City of Tualatin's zoning map indicated that the subject property is outside the city, but is included in the planning area and is designated as having future CG zoning. Tony Doran and the City of Tualatin have confirmed that the proposed zoning is consistent with the acknowledged TSP. The annexed property was not exempted from this rule upon amending the urban growth boundary.

Based on the analysis, the proposed zone change is in conformance with the City of Tualatin's Comprehensive Plan, and the levels of development allowable under the proposed CG zoning were already included in the City's planning model and the Transportation System Plan. Accordingly, the City of Tualatin may find that the proposed zone change does not significantly affect an existing or planned transportation facility, and the Transportation Planning Rule is satisfied.

Conclusions

Based on the operational analysis, the study area intersections are projected to operate within ODOT, Washington County, and City of Tualatin performance standards through year 2017 with or without full build-out of the proposed development. At the year 2035 planning horizon, the unsignalized intersections are projected to continue to operate acceptably either with or without the addition of site trips from the proposed zone change. The signalized intersection of SW Pacific Highway at SW Cipole Road is projected to operate with volumes exceeding capacity during the peak hours.

Based on the queuing analysis, the projected 95th percentile queues at the study area intersections are provided adequate vehicle storage space and queues are not projected to back up to adjacent intersections. Therefore, no queuing-related mitigations are recommended.

Left-turn lane warrants are not projected to be met for any of the study area intersections along SW Pacific Drive under any of the year 2017 analysis scenarios.

Right-turn lane warrants are projected to be met for the proposed right-in site access along SW Pacific Highway under 2017 build-out conditions.

Due to insufficient main and side-street traffic volumes, traffic signal warrants will not be met for any of the unsignalized study area intersections under any of the year 2017 analysis scenarios.

Based on detailed analysis, adequate sight distance is projected to be available for the proposed site access along SW Pacific Drive. No sight distance mitigations are necessary or recommended.

Based on the most recent five years of crash data at the study area intersections crash rates are relatively low, crash severity was relatively low, and no significant crash patterns are evident. The crash data does not appear to be indicative of any significant safety hazards. Accordingly, no safety mitigations are recommended.

Based on the analysis, the proposed zone change is in conformance with the City of Tualatin's Comprehensive Plan, and the levels of development allowable under the proposed CG zoning were already included in the City's planning model and the Transportation System Plan. Accordingly, the City of Tualatin may find that the proposed zone change does not significantly affect an existing or planned transportation facility, and the Transportation Planning Rule is satisfied.

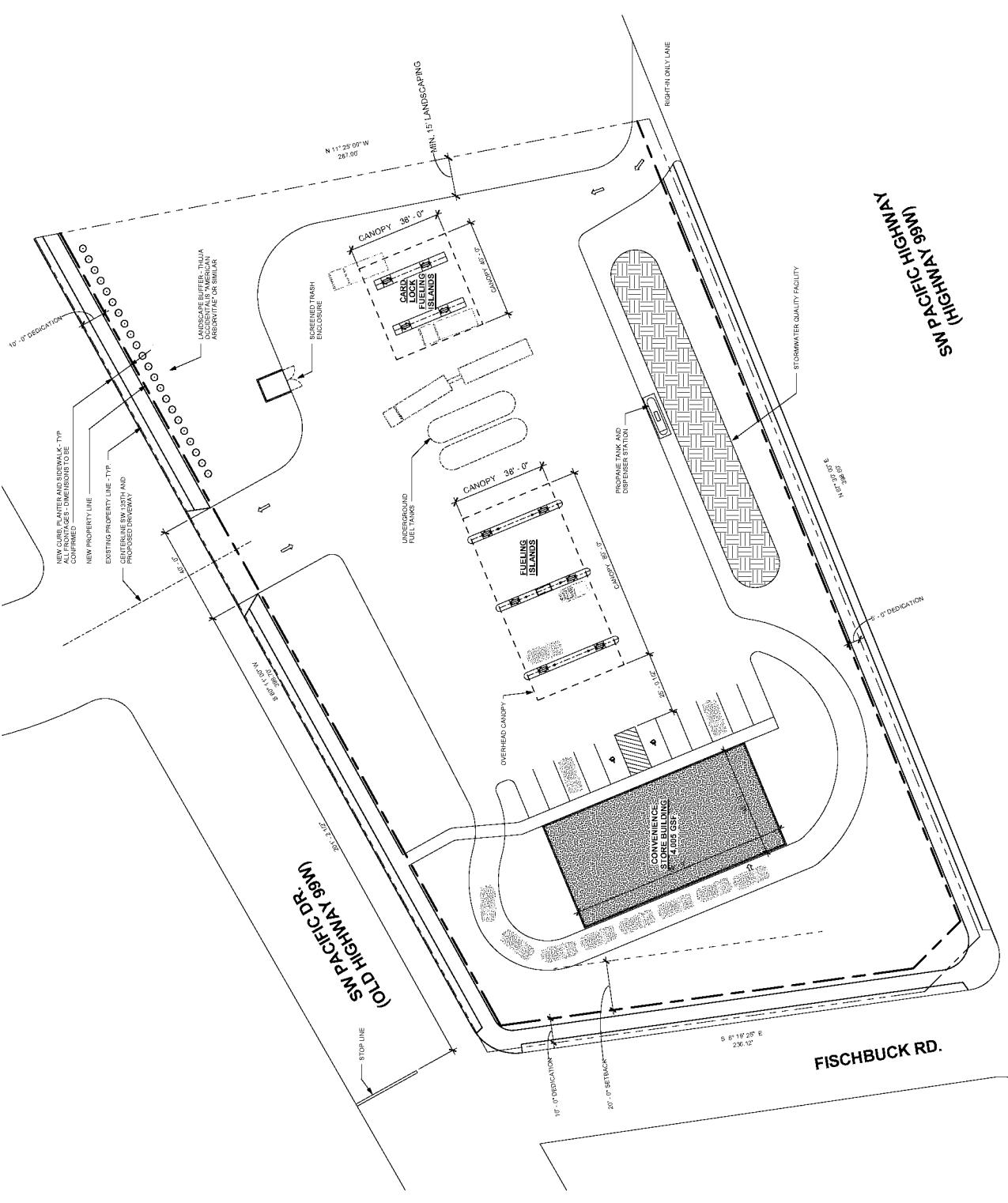
1e

Appendix

SITE STATISTICS

PROPOSED ZONING (UPON ANNEXATION) - CG
 USE PER TULALUM 73.370.019
 COMMERCIAL RETAIL 4.0 PER 1,000 SF = 18 SPACES
 2 CARPOOL SPACE REQUIRED PER 73.370.01
 SPACES PROVIDED = 11 (AT BUILDING)
 23 SPACES

LANDSCAPING
 SITE AREA (WATER DEDICATION) = 19,790 SF
 BUILDING AREA = 4,000 SF
 IMPERVIOUS AREA = 37,600 SF
 LANDSCAPE AREA = 351,965 SF (45% OF SITE)



PRELIMINARY
 NOT FOR CONSTRUCTION

CARLETON HART ARCHITECTURE
 322 NW 6TH AVENUE, SUITE 200, SEASIDE, OR 97138
 503.243.2262 | 503.243.0261 | carleton@charch.com



18600 SW PACIFIC DR.
 Proposed Site Plan
 18600 SW Pacific Drive

SITE PLAN
 PROJECT NO. 150340
 9.8.2015
 REVISIONS:

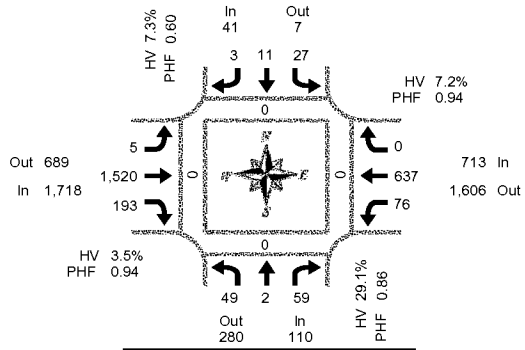
A1.01

1 SITE PLAN
 1" = 20'-0"

Total Vehicle Summary



Clay Camey
(503) 833-2740



**Peak Hour Summary
7:15 AM to 8:15 AM**

Fischbuck Rd & Hwy 99W

Thursday, September 17, 2015

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	4	0	2	0	4	1	0	0	0	126	9	0	4	41	0	0	191	0	0	0	0
7:05 AM	5	0	8	0	6	0	0	0	0	101	11	0	9	54	1	0	195	0	0	0	0
7:10 AM	3	0	3	0	3	0	0	0	0	133	12	0	3	43	0	0	200	0	0	0	0
7:15 AM	3	0	5	0	4	0	0	0	0	97	17	0	10	52	0	0	188	0	0	0	0
7:20 AM	4	0	9	0	3	0	0	0	0	131	14	1	6	57	0	0	224	0	0	0	0
7:25 AM	3	0	4	0	4	1	2	0	0	130	12	0	7	48	0	0	211	0	0	0	0
7:30 AM	6	0	2	0	3	2	1	0	0	142	13	0	5	51	0	0	225	0	0	0	0
7:35 AM	1	0	5	0	2	2	0	0	0	114	17	0	5	58	0	1	204	0	0	0	0
7:40 AM	4	0	6	0	0	1	0	0	0	138	18	2	5	52	0	0	224	0	0	0	0
7:45 AM	4	0	7	0	2	0	0	0	0	126	18	0	5	51	0	0	213	0	0	0	0
7:50 AM	2	0	2	0	0	2	0	0	2	133	16	0	10	52	0	0	219	0	0	0	0
7:55 AM	5	0	7	0	1	2	0	0	3	118	17	0	7	43	0	0	203	0	0	0	0
8:00 AM	7	0	6	0	1	0	0	0	0	146	20	0	7	60	0	0	247	0	0	0	0
8:05 AM	4	0	3	0	1	1	0	0	0	127	20	0	5	60	0	0	221	0	0	0	0
8:10 AM	6	2	3	0	6	0	0	0	0	118	11	0	4	53	0	0	203	0	0	0	0
8:15 AM	3	1	2	0	1	0	2	0	1	100	9	0	2	41	0	0	162	0	0	0	1
8:20 AM	4	0	1	0	2	0	0	0	2	123	13	0	12	78	0	0	235	0	0	0	0
8:25 AM	9	0	2	0	1	0	1	0	1	95	3	0	3	48	0	0	163	0	0	0	0
8:30 AM	4	0	5	0	1	0	0	0	0	88	8	0	4	70	0	0	180	0	0	0	0
8:35 AM	2	0	2	0	3	0	0	0	0	92	7	0	2	55	0	0	163	0	0	0	0
8:40 AM	2	0	3	0	2	0	0	0	1	114	4	0	1	60	0	0	187	0	0	0	0
8:45 AM	4	0	7	0	1	1	0	0	0	76	5	0	7	28	0	0	129	0	0	0	0
8:50 AM	0	0	0	0	1	0	1	0	1	99	6	0	4	68	0	0	180	0	0	0	0
8:55 AM	3	3	2	0	3	0	0	0	0	57	6	0	3	42	0	0	119	0	0	0	0
Total Survey	92	6	96	0	55	13	7	0	11	2,724	286	3	130	1,265	1	1	4,686	0	0	0	1

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	12	0	13	0	13	1	0	0	0	360	32	0	16	138	1	0	586	0	0	0	0
7:15 AM	10	0	18	0	11	1	2	0	0	358	43	1	23	157	0	0	623	0	0	0	0
7:30 AM	11	0	13	0	5	5	1	0	0	394	48	2	15	161	0	1	653	0	0	0	0
7:45 AM	11	0	16	0	3	4	0	0	5	377	51	0	22	146	0	0	635	0	0	0	0
8:00 AM	17	2	12	0	8	1	0	0	0	391	51	0	16	173	0	0	671	0	0	0	0
8:15 AM	16	1	5	0	4	0	3	0	4	318	25	0	17	167	0	0	560	0	0	0	1
8:30 AM	8	0	10	0	6	0	0	0	1	294	19	0	7	185	0	0	530	0	0	0	0
8:45 AM	7	3	9	0	5	1	1	0	1	232	17	0	14	138	0	0	428	0	0	0	0
Total Survey	92	6	96	0	55	13	7	0	11	2,724	286	3	130	1,265	1	1	4,686	0	0	0	1

Peak Hour Summary

7:15 AM to 8:15 AM

By Approach	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	110	280	390	0	41	7	48	0	1,718	689	2,407	3	713	1,606	2,319	1	2,582	0	0	0	0
%HV	29.1%				7.3%				3.5%				7.2%				5.7%				
PHF	0.86				0.60				0.94				0.94				0.96				

By Movement	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Total				
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total					
Volume	49	2	59	110	27	11	3	41	5	1,520	193	1,718	76	637	0	713	2,582				
%HV	24.5%	50.0%	32.2%	29.1%	3.7%	18.2%	0.0%	7.3%	0.0%	2.3%	13.0%	3.5%	11.8%	6.6%	0.0%	7.2%	5.7%				
PHF	0.72	0.25	0.82	0.86	0.61	0.55	0.25	0.60	0.25	0.94	0.85	0.94	0.79	0.92	0.00	0.94	0.96				

Rolling Hour Summary

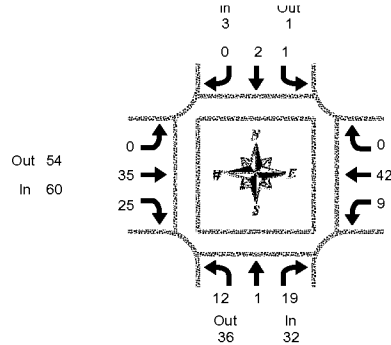
7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	44	0	60	0	32	11	3	0	5	1,489	174	3	76	602	1	1	2,497	0	0	0	0
7:15 AM	49	2	59	0	27	11	3	0	5	1,520	193	3	76	637	0	1	2,582	0	0	0	0
7:30 AM	55	3	46	0	20	10	4	0	9	1,480	175	2	70	647	0	1	2,519	0	0	0	1
7:45 AM	52	3	43	0	21	5	3	0	10	1,380	146	0	62	671	0	0	2,396	0	0	0	1
8:00 AM	48	6	36	0	23	2	4	0	6	1,235	112	0	54	663	0	0	2,189	0	0	0	1

Heavy Vehicle Summary



Clay Camey
(503)833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

Fischbuck Rd & Hwy 99W

Thursday, September 17, 2015

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	1	0	2	3	0	0	0	0	0	6	1	7	0	1	0	1	11
7:05 AM	2	0	4	6	0	0	0	0	0	1	1	2	1	6	1	8	16
7:10 AM	2	0	1	3	0	0	0	0	0	2	0	2	1	1	0	2	7
7:15 AM	0	0	3	3	0	0	0	0	0	4	1	5	1	1	0	2	10
7:20 AM	2	0	4	6	0	0	0	0	0	2	3	5	1	0	0	1	12
7:25 AM	1	0	3	4	1	1	0	2	0	8	0	8	1	5	0	6	20
7:30 AM	2	0	1	3	0	0	0	0	0	1	0	1	1	3	0	4	8
7:35 AM	0	0	1	1	0	1	0	1	0	1	0	1	0	2	0	2	5
7:40 AM	1	0	0	1	0	0	0	0	0	1	2	3	0	3	0	3	7
7:45 AM	0	0	1	1	0	0	0	0	0	4	0	4	1	3	0	4	9
7:50 AM	1	0	0	1	0	0	0	0	0	4	2	6	1	6	0	7	14
7:55 AM	2	0	3	5	0	0	0	0	0	1	5	6	1	4	0	5	16
8:00 AM	1	0	1	2	0	0	0	0	0	3	7	10	1	5	0	6	18
8:05 AM	1	0	1	2	0	0	0	0	0	3	1	4	1	4	0	5	11
8:10 AM	1	1	1	3	0	0	0	0	0	3	4	7	0	6	0	6	16
8:15 AM	2	0	1	3	0	0	0	0	0	2	0	2	0	7	0	7	12
8:20 AM	1	0	0	1	0	0	0	0	1	2	0	3	1	3	0	4	8
8:25 AM	2	0	0	2	1	0	0	1	0	6	1	7	1	5	0	6	16
8:30 AM	1	0	2	3	0	0	0	0	0	1	2	3	1	13	0	14	20
8:35 AM	0	0	0	0	0	0	0	0	0	2	1	3	1	11	0	12	15
8:40 AM	1	0	1	2	0	0	0	0	0	3	0	3	0	11	0	11	16
8:45 AM	1	0	1	2	0	0	0	0	0	4	0	4	1	5	0	6	12
8:50 AM	0	0	0	0	0	0	0	0	0	5	2	7	0	10	0	10	17
8:55 AM	1	1	1	3	0	0	0	0	0	1	1	2	0	6	0	6	11
Total Survey	26	2	32	60	2	2	0	4	1	70	34	105	16	121	1	138	307

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	5	0	7	12	0	0	0	0	0	9	2	11	2	8	1	11	34
7:15 AM	3	0	10	13	1	1	0	2	0	14	4	18	3	6	0	9	42
7:30 AM	3	0	2	5	0	1	0	1	0	3	2	5	1	8	0	9	20
7:45 AM	3	0	4	7	0	0	0	0	0	9	7	16	3	13	0	16	39
8:00 AM	3	1	3	7	0	0	0	0	0	9	12	21	2	15	0	17	45
8:15 AM	5	0	1	6	1	0	0	1	1	10	1	12	2	15	0	17	36
8:30 AM	2	0	3	5	0	0	0	0	0	6	3	9	2	35	0	37	51
8:45 AM	2	1	2	5	0	0	0	0	0	10	3	13	1	21	0	22	40
Total Survey	26	2	32	60	2	2	0	4	1	70	34	105	16	121	1	138	307

Heavy Vehicle Peak Hour Summary 7:15 AM to 8:15 AM

By Approach	Northbound Fischbuck Rd			Southbound Fischbuck Rd			Eastbound Hwy 99W			Westbound Hwy 99W			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	32	36	68	3	1	4	60	54	114	51	55	106	146
PHF	0.62			0.25			0.68			0.71			0.76

By Movement	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	12	1	19	32	1	2	0	3	0	35	25	60	9	42	0	51	146
PHF	0.60	0.25	0.48	0.62	0.25	0.25	0.00	0.25	0.00	0.63	0.45	0.68	0.75	0.70	0.00	0.71	0.76

Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	14	0	23	37	1	2	0	3	0	35	15	50	9	35	1	45	135
7:15 AM	12	1	19	32	1	2	0	3	0	35	25	60	9	42	0	51	146
7:30 AM	14	1	10	25	1	1	0	2	1	31	22	54	8	51	0	59	140
7:45 AM	13	1	11	25	1	0	0	1	1	34	23	58	9	78	0	87	171
8:00 AM	12	2	9	23	1	0	0	1	1	35	19	55	7	86	0	93	172

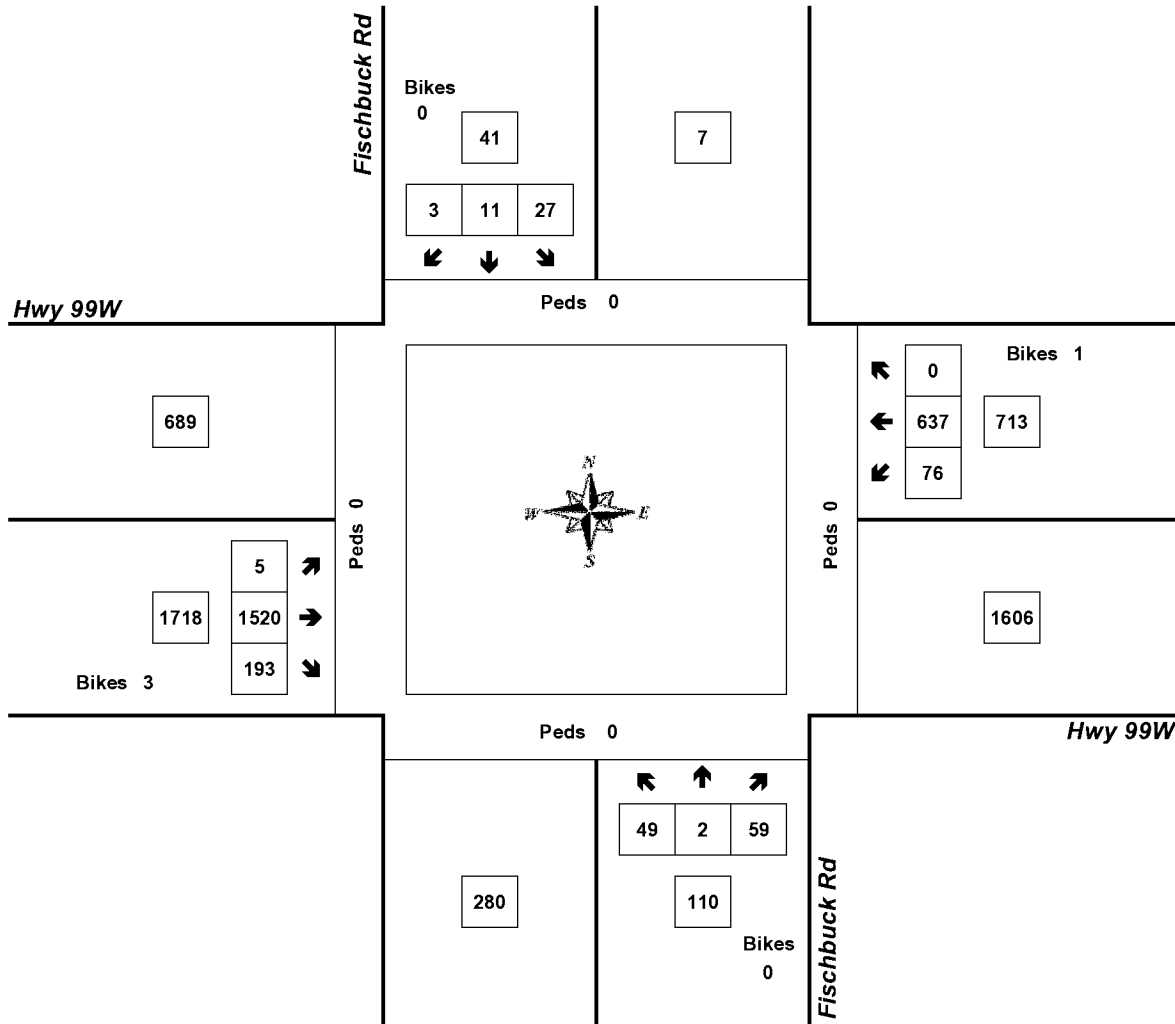
Peak Hour Summary



Clay Camey
(503) 833-2740

Fischbuck Rd & Hwy 99W

7:15 AM to 8:15 AM
Thursday, September 17, 2015



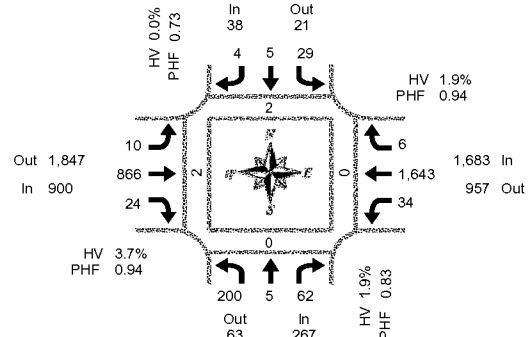
Approach	PHF	HV%	Volume
EB	0.94	3.5%	1,718
WB	0.94	7.2%	713
NB	0.86	29.1%	110
SB	0.60	7.3%	41
Intersection	0.96	5.7%	2,582

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Camey
(503) 833-2740



Fischbuck Rd & Hwy 99W

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	21	0	4	0	2	0	1	0	4	73	4	0	5	121	0	0	235	0	0	0	0
4:05 PM	21	0	2	0	3	0	1	0	0	79	4	0	7	136	1	0	254	0	0	0	0
4:10 PM	22	0	5	0	1	0	1	0	0	67	5	0	5	132	0	0	238	0	0	0	0
4:15 PM	16	1	6	0	2	2	0	0	0	73	0	0	7	131	0	0	238	0	0	0	0
4:20 PM	16	0	7	0	2	1	0	0	1	78	4	0	6	110	0	0	225	0	0	0	0
4:25 PM	8	2	5	0	0	1	1	0	0	69	6	0	3	133	0	0	228	0	0	0	0
4:30 PM	21	0	11	0	1	1	0	0	0	72	3	0	8	110	1	0	228	0	0	0	0
4:35 PM	14	0	10	0	1	0	1	0	1	68	1	0	3	182	0	0	281	0	0	0	0
4:40 PM	11	0	7	0	2	1	0	0	0	72	2	1	3	145	0	0	243	1	0	0	1
4:45 PM	25	1	4	0	2	0	0	0	0	68	1	0	1	115	1	0	218	0	0	0	0
4:50 PM	6	0	3	0	5	0	1	0	0	68	1	0	7	154	0	0	245	0	0	0	0
4:55 PM	14	0	4	0	3	0	0	0	1	95	6	0	2	114	1	0	240	0	0	0	0
5:00 PM	19	0	2	0	2	2	0	0	2	63	1	0	5	105	0	0	201	0	0	0	0
5:05 PM	23	1	5	0	4	1	0	0	1	71	0	0	3	143	0	0	252	1	0	0	1
5:10 PM	21	1	4	0	3	0	0	0	1	66	1	0	2	116	0	0	215	0	0	0	0
5:15 PM	18	0	7	0	2	0	1	0	2	70	2	0	5	144	2	0	253	0	0	0	0
5:20 PM	8	0	6	0	1	0	1	0	1	74	3	0	1	163	1	0	259	0	0	0	0
5:25 PM	20	2	3	0	2	0	0	0	0	70	3	0	2	126	0	0	228	0	0	0	0
5:30 PM	21	0	7	0	2	1	0	0	1	81	3	0	0	136	1	0	253	0	0	0	0
5:35 PM	10	0	1	0	2	1	2	0	0	64	3	0	4	109	1	0	197	0	0	0	0
5:40 PM	15	0	2	0	2	1	1	0	0	56	4	0	4	128	0	0	213	0	0	0	0
5:45 PM	12	0	2	0	1	2	1	0	1	52	2	0	6	119	0	1	198	0	0	0	0
5:50 PM	11	0	1	0	3	1	2	0	0	89	2	0	3	86	0	0	198	0	0	0	0
5:55 PM	9	1	2	0	1	1	0	0	0	54	0	0	3	123	0	0	194	0	0	0	0
Total Survey	382	9	110	0	49	16	14	0	16	1,692	61	1	95	3,081	9	1	5,534	2	0	0	2

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	64	0	11	0	6	0	3	0	4	219	13	0	17	389	1	0	727	0	0	0	0
4:15 PM	40	3	18	0	4	4	1	0	1	220	10	0	16	374	0	0	691	0	0	0	0
4:30 PM	46	0	28	0	4	2	1	0	1	212	6	1	14	437	1	0	752	1	0	0	1
4:45 PM	45	1	11	0	10	0	1	0	1	231	8	0	10	383	2	0	703	0	0	0	0
5:00 PM	63	2	11	0	9	3	0	0	4	200	2	0	10	364	0	0	668	1	0	0	1
5:15 PM	46	2	16	0	5	0	2	0	3	214	8	0	8	433	3	0	740	0	0	0	0
5:30 PM	46	0	10	0	6	3	3	0	1	201	10	0	8	373	2	0	663	0	0	0	0
5:45 PM	32	1	5	0	5	4	3	0	1	195	4	0	12	328	0	1	590	0	0	0	0
Total Survey	382	9	110	0	49	16	14	0	16	1,692	61	1	95	3,081	9	1	5,534	2	0	0	2

Peak Hour Summary

4:35 PM to 5:35 PM

By Approach	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	267	63	330	0	38	21	59	0	900	1,847	2,747	1	1,683	957	2,640	0	2,888	2	0	0	2
%HV	1.9%				0.0%				3.7%				1.9%				2.4%				
PHF	0.83				0.73				0.94				0.94				0.97				

By Movement	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Total				
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total					
Volume	200	5	62	267	29	5	4	38	10	866	24	900	34	1,643	6	1,683	2,888				
%HV	1.5%	0.0%	3.2%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	4.2%	3.7%	14.7%	1.6%	16.7%	1.9%	2.4%				
PHF	0.79	0.63	0.74	0.83	0.73	0.42	0.50	0.73	0.63	0.94	0.67	0.94	0.61	0.93	0.50	0.94	0.97				

Rolling Hour Summary

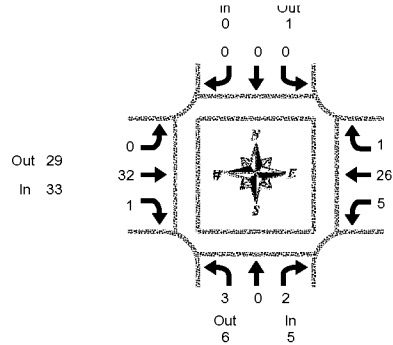
4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	195	4	68	0	24	6	6	0	7	882	37	1	57	1,583	4	0	2,873	1	0	0	1
4:15 PM	194	6	68	0	27	9	3	0	7	863	26	1	50	1,558	3	0	2,814	2	0	0	2
4:30 PM	200	5	66	0	28	5	4	0	9	857	24	1	42	1,617	6	0	2,863	2	0	0	2
4:45 PM	200	5	68	0	30	6	6	0	9	846	28	0	36	1,553	7	0	2,774	1	0	0	1
5:00 PM	187	5	42	0	25	10	8	0	9	810	24	0	38	1,498	5	1	2,661	1	0	0	1

Heavy Vehicle Summary



Clay Camey
(503)833-2740



Peak Hour Summary
4:35 PM to 5:35 PM

Fischbuck Rd & Hwy 99W

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	3	1	4	2	0	0	2	6
4:05 PM	1	0	0	1	0	0	0	0	0	2	0	2	0	2	0	2	5
4:10 PM	0	0	1	1	0	0	0	0	0	2	1	3	2	6	0	8	12
4:15 PM	1	0	0	1	1	0	0	1	0	1	0	1	3	5	0	8	11
4:20 PM	0	0	2	2	0	0	0	0	0	5	0	5	2	0	0	2	9
4:25 PM	0	0	1	1	0	0	0	0	0	5	2	7	0	2	0	2	10
4:30 PM	0	0	0	0	0	0	0	0	0	6	1	7	1	4	0	5	12
4:35 PM	0	0	0	0	0	0	0	0	0	4	0	4	1	4	0	5	9
4:40 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	1	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
4:50 PM	1	0	0	1	0	0	0	0	0	1	0	1	1	4	0	5	7
4:55 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
5:05 PM	0	0	0	0	0	0	0	0	0	3	0	3	1	6	0	7	10
5:10 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	3	0	4	6
5:15 PM	1	0	1	2	0	0	0	0	0	3	0	3	0	0	1	1	6
5:20 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
5:25 PM	1	0	0	1	0	0	0	0	0	5	0	5	0	1	0	1	7
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	3	5
5:35 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	5	0	5	9
5:40 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	3	5
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2	4
5:50 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1	5
5:55 PM	0	0	0	0	0	0	0	0	0	3	0	3	1	2	0	3	6
Total Survey	5	0	6	11	1	0	0	1	0	69	8	77	16	58	1	75	164

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	0	1	2	0	0	0	0	0	7	2	9	4	8	0	12	23
4:15 PM	1	0	3	4	1	0	0	1	0	11	2	13	5	7	0	12	30
4:30 PM	0	0	1	1	0	0	0	0	0	12	1	13	2	9	0	11	25
4:45 PM	1	0	0	1	0	0	0	0	0	10	0	10	1	5	0	6	17
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	3	11	0	14	19
5:15 PM	2	0	1	3	0	0	0	0	0	10	0	10	0	2	1	3	16
5:30 PM	0	0	0	0	0	0	0	0	0	6	2	8	0	11	0	11	19
5:45 PM	0	0	0	0	0	0	0	0	0	8	1	9	1	5	0	6	15
Total Survey	5	0	6	11	1	0	0	1	0	69	8	77	16	58	1	75	164

Heavy Vehicle Peak Hour Summary

4:35 PM to 5:35 PM

By Approach	Northbound Fischbuck Rd			Southbound Fischbuck Rd			Eastbound Hwy 99W			Westbound Hwy 99W			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	6	11	0	1	1	33	29	62	32	34	66	70
PHF	0.42			0.00			0.69			0.57			0.80

By Movement	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	0	2	5	0	0	0	0	0	32	1	33	5	26	1	32	70
PHF	0.38	0.00	0.50	0.42	0.00	0.00	0.00	0.00	0.00	0.67	0.25	0.69	0.42	0.59	0.25	0.57	0.80

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound Hwy 99W				Westbound Hwy 99W				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	3	0	5	8	1	0	0	1	0	40	5	45	12	29	0	41	95
4:15 PM	2	0	4	6	1	0	0	1	0	38	3	41	11	32	0	43	91
4:30 PM	3	0	2	5	0	0	0	0	0	37	1	38	6	27	1	34	77
4:45 PM	3	0	1	4	0	0	0	0	0	31	2	33	4	29	1	34	71
5:00 PM	2	0	1	3	0	0	0	0	0	29	3	32	4	29	1	34	69

Peak Hour Summary

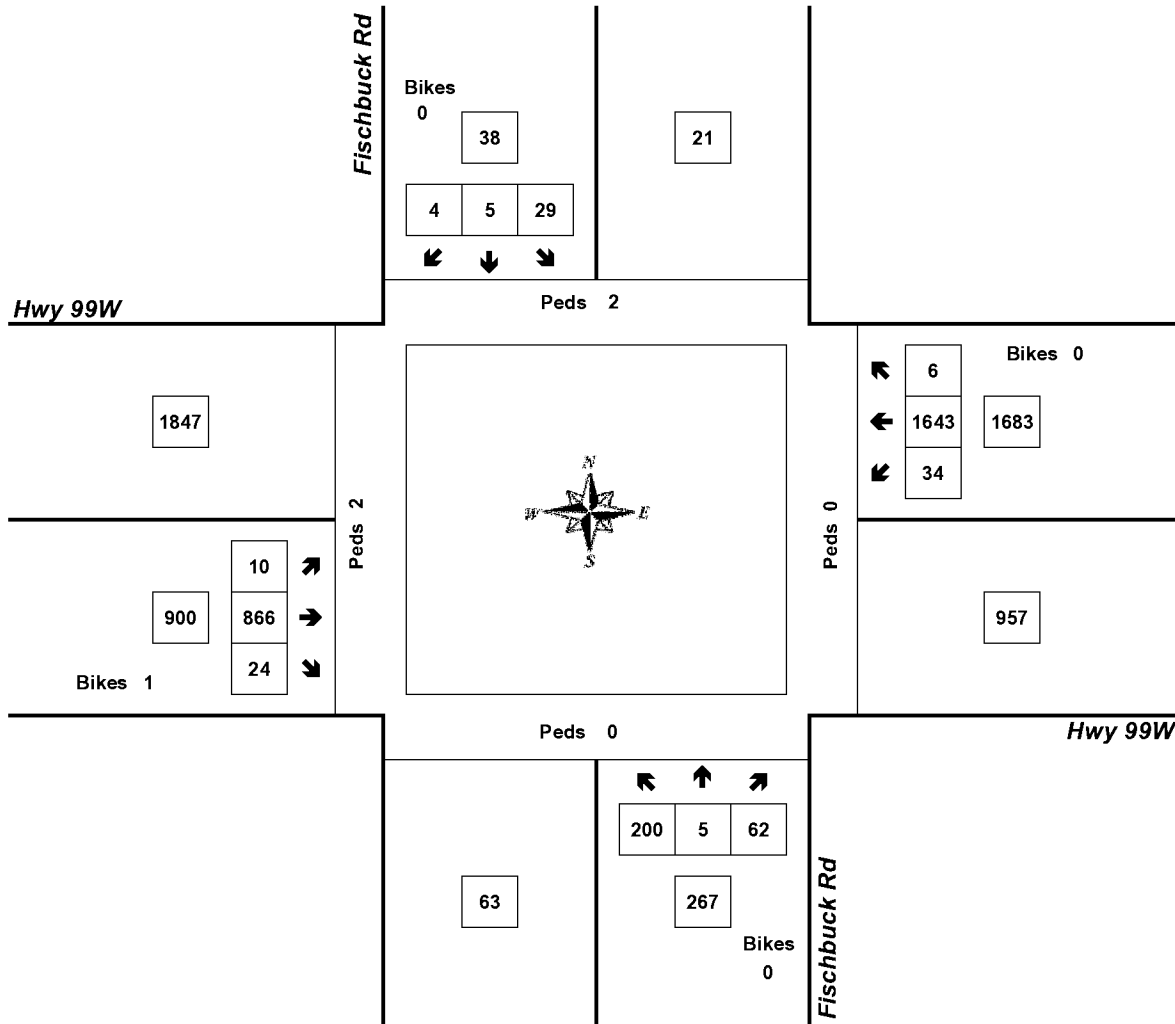


Clay Camey
(503) 833-2740

Fischbuck Rd & Hwy 99W

4:35 PM to 5:35 PM

Wednesday, September 16, 2015



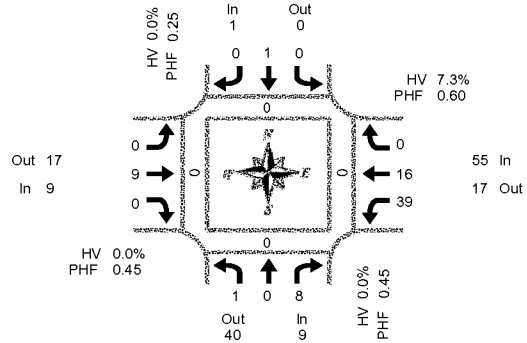
Approach	PHF	HV%	Volume
EB	0.94	3.7%	900
WB	0.94	1.9%	1,683
NB	0.83	1.9%	267
SB	0.73	0.0%	38
Intersection	0.97	2.4%	2,888

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Camey
(503) 833-2740



Fischbuck Rd & SW Pacific Dr

Thursday, September 17, 2015

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	3	2	0	0	6	0	0	0	0
7:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	4	1	0	0	6	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	8	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	6	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0
7:50 AM	0	0	2	0	0	1	0	0	0	0	0	0	2	2	0	0	7	0	0	0	0
7:55 AM	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	8	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	1	0	0	6	0	0	0	0
8:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	0	0
8:15 AM	1	0	2	0	0	0	0	0	0	1	0	0	3	2	0	0	9	0	0	0	0
8:20 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0
8:25 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	2	0	0	6	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	5	0	0	0	0
8:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0
8:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	1	0	3
8:55 AM	0	0	3	0	0	0	0	0	0	0	0	0	3	1	0	0	7	0	0	0	0
Total Survey	1	1	16	0	0	1	0	0	0	14	1	0	71	22	0	0	127	0	1	0	3

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	12	2	0	0	16	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	14	3	0	0	18	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	11	7	0	0	21	0	0	0	0
7:45 AM	0	0	5	0	0	1	0	0	0	2	0	0	6	4	0	0	18	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	3	0	0	9	1	0	0	14	0	0	0	0
8:15 AM	1	0	5	0	0	0	0	0	0	2	0	0	7	4	0	0	19	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	2	1	0	5	0	0	0	9	0	0	0	0
8:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	7	1	0	0	12	0	1	0	3
Total Survey	1	1	16	0	0	1	0	0	0	14	1	0	71	22	0	0	127	0	1	0	3

Peak Hour Summary

7:20 AM to 8:20 AM

By Approach	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	9	40	49	0	1	0	1	0	9	17	26	0	55	17	72	0	74	0	0	0	0
%HV	0.0%				0.0%				0.0%				7.3%				5.4%				
PHF	0.45				0.25				0.45				0.60				0.80				

By Movement	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	0	8	9	0	1	0	1	0	9	0	9	39	16	0	55	74
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	0.0%	0.0%	7.3%	5.4%
PHF	0.25	0.00	0.40	0.45	0.00	0.25	0.00	0.25	0.00	0.45	0.00	0.45	0.57	0.57	0.00	0.60	0.80

Rolling Hour Summary

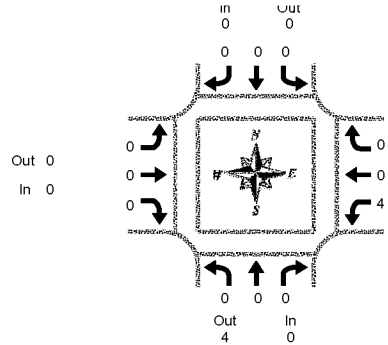
7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	1	5	0	0	1	0	0	0	7	0	0	43	16	0	0	73	0	0	0	0
7:15 AM	0	0	6	0	0	1	0	0	0	9	0	0	40	15	0	0	71	0	0	0	0
7:30 AM	1	0	11	0	0	1	0	0	0	10	0	0	33	16	0	0	72	0	0	0	0
7:45 AM	1	0	12	0	0	1	0	0	0	9	1	0	27	9	0	0	60	0	0	0	0
8:00 AM	1	0	11	0	0	0	0	0	0	7	1	0	28	6	0	0	54	0	1	0	3

Heavy Vehicle Summary



Clay Camey
(503) 833-2740



Peak Hour Summary
7:20 AM to 8:20 AM

Fischbuck Rd & SW Pacific Dr

Thursday, September 17, 2015

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Survey	0	1	2	3	0	0	0	0	0	0	0	0	5	0	0	5	8	8

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Survey	0	1	2	3	0	0	0	0	0	0	0	0	5	0	0	5	8	8

Heavy Vehicle Peak Hour Summary

7:20 AM to 8:20 AM

By Approach	Northbound Fischbuck Rd			Southbound Fischbuck Rd			Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Total	
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
Volume	0	4	4	0	0	0	0	0	0	0	4	0	4	4
PHF	0.00			0.00				0.00			0.33			0.33

By Movement	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	4
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.33	0.33	0.33

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	4
7:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3	3
7:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2	2
8:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3	3

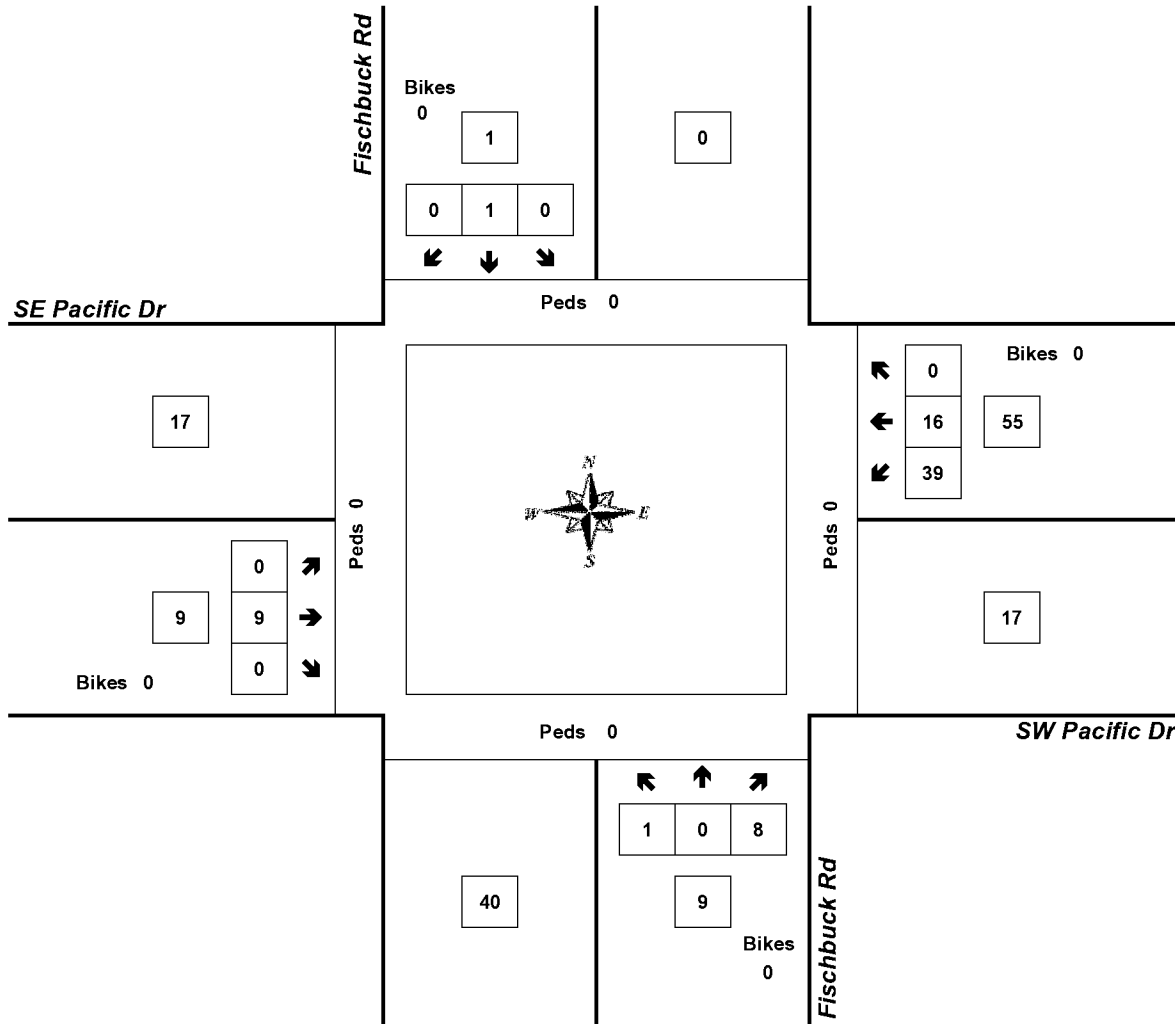
Peak Hour Summary



Clay Camey
(503) 833-2740

Fischbuck Rd & SW Pacific Dr

7:20 AM to 8:20 AM
Thursday, September 17, 2015



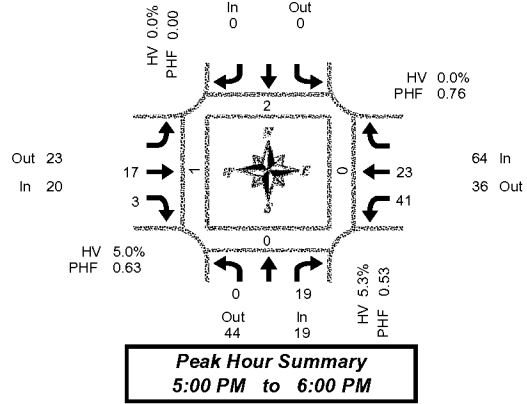
Approach	PHF	HV%	Volume
EB	0.45	0.0%	9
WB	0.60	7.3%	55
NB	0.45	0.0%	9
SB	0.25	0.0%	1
Intersection	0.80	5.4%	74

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Caley
(503) 833-2740



Fischbuck Rd & SW Pacific Dr

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd			Southbound Fischbuck Rd			Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West
4:00 PM	0	3	0			0	1	0	0	3	0	0	7	0	0	0	0
4:05 PM	1	1	0			0	1	0	0	4	1	0	8	0	0	0	0
4:10 PM	0	1	0			0	1	1	0	1	2	0	6	0	0	0	0
4:15 PM	0	1	0			0	1	0	0	4	0	0	6	1	0	0	0
4:20 PM	0	1	0			0	0	0	0	3	3	0	7	0	0	0	0
4:25 PM	0	1	0			0	1	0	0	1	0	0	3	0	0	0	0
4:30 PM	1	0	0			0	4	0	0	1	2	0	8	1	0	0	0
4:35 PM	0	0	0			0	0	0	0	2	1	0	3	0	0	0	0
4:40 PM	0	1	0			0	1	0	0	4	1	0	7	0	0	0	0
4:45 PM	0	2	0			0	0	0	0	1	2	0	5	0	0	0	0
4:50 PM	0	0	0			0	0	1	0	5	2	0	8	0	0	0	0
4:55 PM	0	2	0			0	1	0	0	3	1	0	7	0	0	0	0
5:00 PM	0	0	0			0	1	0	0	4	0	0	5	1	0	0	0
5:05 PM	0	4	0			0	1	1	0	4	3	0	13	1	0	0	1
5:10 PM	0	2	0			0	1	0	0	3	3	0	9	0	0	0	0
5:15 PM	0	3	0			0	1	0	0	3	1	0	8	0	0	0	0
5:20 PM	0	3	0			0	2	0	0	2	1	0	8	0	0	0	0
5:25 PM	0	2	0			0	1	0	0	2	1	0	6	0	0	0	0
5:30 PM	0	2	0			0	0	0	0	3	2	0	7	0	0	0	0
5:35 PM	0	1	0			0	0	0	0	5	4	0	10	0	0	0	0
5:40 PM	0	0	0			0	4	1	0	3	2	0	10	0	0	0	0
5:45 PM	0	0	0			0	1	0	0	4	3	0	8	0	0	0	0
5:50 PM	0	1	0			0	2	0	0	6	2	0	11	0	0	0	0
5:55 PM	0	1	0			0	3	1	0	2	1	0	8	0	0	0	0
Total Survey	2	32	0			0	28	5	0	73	38	0	178	4	0	0	1

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd			Southbound Fischbuck Rd			Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West
4:00 PM	1	5	0			0	3	1	0	8	3	0	21	0	0	0	0
4:15 PM	0	3	0			0	2	0	0	8	3	0	16	1	0	0	0
4:30 PM	1	1	0			0	5	0	0	7	4	0	18	1	0	0	0
4:45 PM	0	4	0			0	1	1	0	9	5	0	20	0	0	0	0
5:00 PM	0	6	0			0	3	1	0	11	6	0	27	2	0	0	1
5:15 PM	0	8	0			0	4	0	0	7	3	0	22	0	0	0	0
5:30 PM	0	3	0			0	4	1	0	11	8	0	27	0	0	0	0
5:45 PM	0	2	0			0	6	1	0	12	6	0	27	0	0	0	0
Total Survey	2	32	0			0	28	5	0	73	38	0	178	4	0	0	1

Peak Hour Summary

5:00 PM to 6:00 PM

By Approach	Northbound Fischbuck Rd				Southbound Fischbuck Rd				Eastbound SE Pacific Dr				Westbound SW Pacific Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	19	44	63	0	0	0	0	0	20	23	43	0	64	36	100	0	103	2	0	0	1
%HV	5.3%				0.0%				5.0%				0.0%				1.9%				
PHF	0.53				0.00				0.63				0.76				0.86				

By Movement	Northbound Fischbuck Rd			Southbound Fischbuck Rd			Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Total
	L	R	Total			Total	T	R	Total	L	T	Total	
Volume	0	19	19			0	17	3	20	41	23	64	103
%HV	0.0%	NA	5.3%	5.3%	NA	NA	NA	0.0%	NA	5.9%	0.0%	5.0%	1.9%
PHF	0.00		0.53	0.53						0.79	0.64	0.76	0.86

Rolling Hour Summary

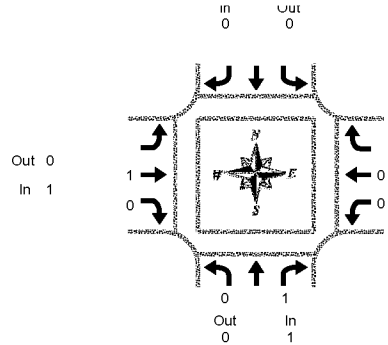
4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd			Southbound Fischbuck Rd			Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West
4:00 PM	2	13	0			0	11	2	0	32	15	0	75	2	0	0	0
4:15 PM	1	14	0			0	11	2	0	35	18	0	81	4	0	0	1
4:30 PM	1	19	0			0	13	2	0	34	18	0	87	3	0	0	1
4:45 PM	0	21	0			0	12	3	0	38	22	0	96	2	0	0	1
5:00 PM	0	19	0			0	17	3	0	41	23	0	103	2	0	0	1

Heavy Vehicle Summary



Clay Camey
(503)833-2740



Fischbuck Rd & SW Pacific Dr

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd			Southbound Fischbuck Rd		Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Interval Total
	L	R	Total		Total	T	R	Total	L	T	Total	
4:00 PM	0	0	0		0	0	0	0	0	0	0	0
4:05 PM	0	0	0		0	0	0	0	0	0	0	0
4:10 PM	0	0	0		0	0	0	0	0	0	0	0
4:15 PM	0	0	0		0	0	0	0	1	0	1	1
4:20 PM	0	0	0		0	0	0	0	0	1	1	1
4:25 PM	0	0	0		0	0	0	0	0	0	0	0
4:30 PM	0	0	0		0	0	0	0	0	0	0	0
4:35 PM	0	0	0		0	0	0	0	0	0	0	0
4:40 PM	0	0	0		0	0	0	0	0	0	0	0
4:45 PM	0	0	0		0	0	0	0	0	0	0	0
4:50 PM	0	0	0		0	0	0	0	0	0	0	0
4:55 PM	0	0	0		0	0	0	0	0	0	0	0
5:00 PM	0	0	0		0	0	0	0	0	0	0	0
5:05 PM	0	0	0		0	0	0	0	0	0	0	0
5:10 PM	0	0	0		0	0	0	0	0	0	0	0
5:15 PM	0	1	1		0	0	0	0	0	0	0	1
5:20 PM	0	0	0		0	1	0	1	0	0	0	1
5:25 PM	0	0	0		0	0	0	0	0	0	0	0
5:30 PM	0	0	0		0	0	0	0	0	0	0	0
5:35 PM	0	0	0		0	0	0	0	0	0	0	0
5:40 PM	0	0	0		0	0	0	0	0	0	0	0
5:45 PM	0	0	0		0	0	0	0	0	0	0	0
5:50 PM	0	0	0		0	0	0	0	0	0	0	0
5:55 PM	0	0	0		0	0	0	0	0	0	0	0
Total Survey	0	1	1		0	1	0	1	1	1	2	4

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd			Southbound Fischbuck Rd		Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Interval Total
	L	R	Total		Total	T	R	Total	L	T	Total	
4:00 PM	0	0	0		0	0	0	0	0	0	0	0
4:15 PM	0	0	0		0	0	0	0	1	1	2	2
4:30 PM	0	0	0		0	0	0	0	0	0	0	0
4:45 PM	0	0	0		0	0	0	0	0	0	0	0
5:00 PM	0	0	0		0	0	0	0	0	0	0	0
5:15 PM	0	1	1		0	1	0	1	0	0	0	2
5:30 PM	0	0	0		0	0	0	0	0	0	0	0
5:45 PM	0	0	0		0	0	0	0	0	0	0	0
Total Survey	0	1	1		0	1	0	1	1	1	2	4

Heavy Vehicle Peak Hour Summary 5:00 PM to 6:00 PM

By Approach	Northbound Fischbuck Rd			Southbound Fischbuck Rd			Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	0	1	0	0	0	1	0	1	0	2	2	2
PHF	0.25			0.00			0.25			0.00			0.25

By Movement	Northbound Fischbuck Rd			Southbound Fischbuck Rd		Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Total
	L	R	Total		Total	T	R	Total	L	T	Total	
Volume	0	1	1		0	1	0	1	0	0	0	2
PHF	0.00	0.25	0.25		0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Fischbuck Rd			Southbound Fischbuck Rd		Eastbound SE Pacific Dr			Westbound SW Pacific Dr			Interval Total
	L	R	Total		Total	T	R	Total	L	T	Total	
4:00 PM	0	0	0		0	0	0	0	1	1	2	2
4:15 PM	0	0	0		0	0	0	0	1	1	2	2
4:30 PM	0	1	1		0	1	0	1	0	0	0	2
4:45 PM	0	1	1		0	1	0	1	0	0	0	2
5:00 PM	0	1	1		0	1	0	1	0	0	0	2

Peak Hour Summary



Clay Comey
(503) 833-2740

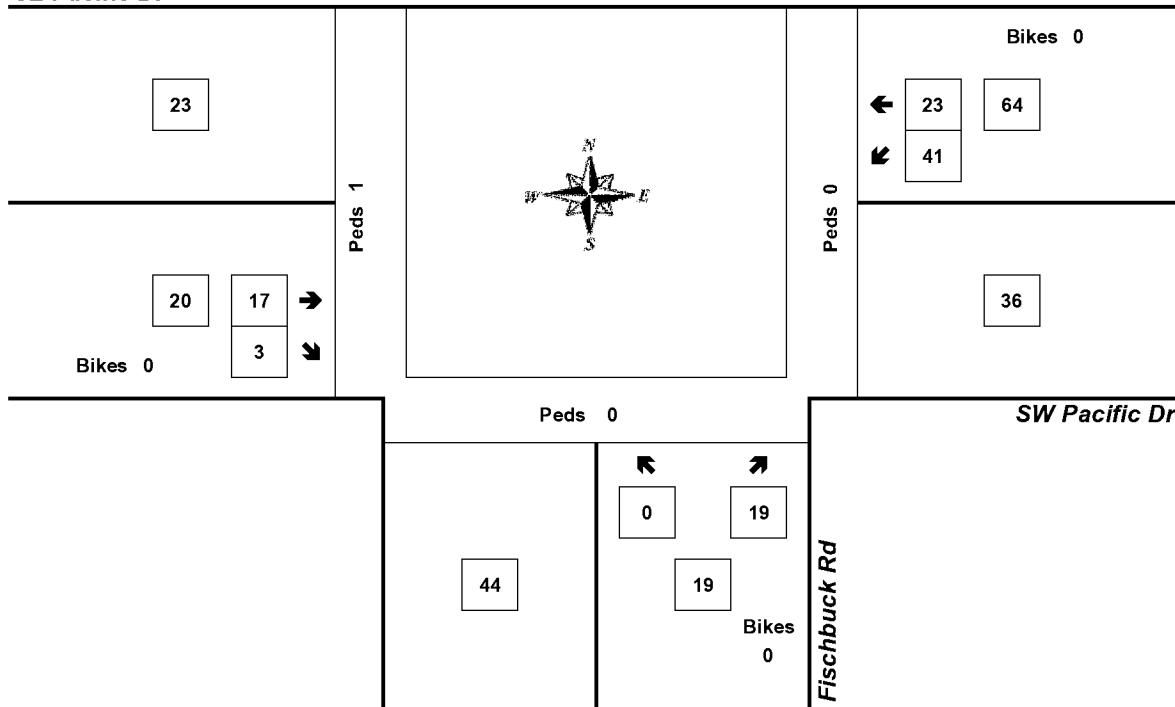
Fischbuck Rd & SW Pacific Dr

5:00 PM to 6:00 PM
Wednesday, September 16, 2015

Bikes
0

SE Pacific Dr

Peds 2



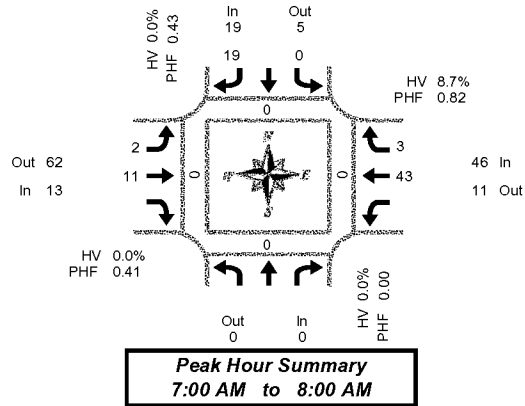
Approach	PHF	HV%	Volume
EB	0.63	5.0%	20
WB	0.76	0.0%	64
NB	0.53	5.3%	19
SB	0.00	0.0%	0
Intersection	0.86	1.9%	103

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Caley
(503) 833-2740



SW 135th Ter & SW Pacific Dr

Thursday, September 17, 2015

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	0	0	0	1	0	0	0	7	1	0	9	0	0	0	0			
7:05 AM	0	0	2	0	0	0	0	0	4	0	0	6	0	0	0	0			
7:10 AM	0	0	1	0	0	0	0	0	2	0	0	3	0	0	0	0			
7:15 AM	0	0	2	0	0	1	0	0	3	0	0	6	0	0	0	0			
7:20 AM	0	0	1	0	0	0	0	0	3	0	0	4	0	0	0	0			
7:25 AM	0	0	4	0	0	0	0	0	5	0	0	9	0	0	0	0			
7:30 AM	0	0	4	0	0	0	0	0	3	1	0	8	0	0	0	0			
7:35 AM	0	0	3	0	0	0	0	0	5	0	0	8	0	0	0	0			
7:40 AM	0	0	1	0	1	2	0	0	2	0	0	6	0	0	0	0			
7:45 AM	0	0	0	0	0	1	0	0	3	0	0	4	0	0	0	0			
7:50 AM	0	0	1	0	0	1	0	0	4	1	0	7	0	0	0	0			
7:55 AM	0	0	0	0	0	6	0	0	2	0	0	8	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0			
8:05 AM	0	0	0	0	1	2	0	0	2	0	0	5	0	0	0	0			
8:10 AM	0	0	2	0	0	0	0	0	4	0	0	6	0	0	0	0			
8:15 AM	0	0	2	0	1	3	0	0	3	0	0	9	0	0	0	0			
8:20 AM	0	0	1	0	0	2	0	0	1	1	0	5	0	0	0	0			
8:25 AM	0	0	0	0	0	1	0	0	5	0	0	6	0	0	0	0			
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0			
8:35 AM	0	0	1	0	0	1	0	0	1	0	0	3	0	0	0	0			
8:40 AM	0	0	0	0	0	1	0	0	2	0	0	3	0	0	0	0			
8:45 AM	0	0	2	0	0	0	0	0	1	0	0	3	0	0	0	0			
8:50 AM	0	0	0	0	0	1	0	0	2	0	0	3	0	0	0	0			
8:55 AM	0	0	1	0	0	2	0	0	3	0	0	6	1	0	0	1			
Total Survey	0	0	29	0	4	25	0	0	69	4	0	131	1	0	0	1			

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	0	3	0	1	0	0	0	13	1	0	18	0	0	0	0			
7:15 AM	0	0	7	0	0	1	0	0	11	0	0	19	0	0	0	0			
7:30 AM	0	0	8	0	1	2	0	0	10	1	0	22	0	0	0	0			
7:45 AM	0	0	1	0	0	8	0	0	9	1	0	19	0	0	0	0			
8:00 AM	0	0	2	0	1	2	0	0	8	0	0	13	0	0	0	0			
8:15 AM	0	0	3	0	1	6	0	0	9	1	0	20	0	0	0	0			
8:30 AM	0	0	2	0	0	3	0	0	3	0	0	8	0	0	0	0			
8:45 AM	0	0	3	0	0	3	0	0	6	0	0	12	1	0	0	1			
Total Survey	0	0	29	0	4	25	0	0	69	4	0	131	1	0	0	1			

Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total	Pedestrians Crosswalk					
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out		Total	North	South	East	West	
Volume	0	0	0	0	19	5	24	0	13	62	75	0	46	11	57	0	78	0	0	0	0
%HV	0.0%				0.0%				0.0%			8.7%			5.1%						
PHF	0.00				0.43				0.41			0.82			0.78						

By Movement	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total	
	Total	L	R	Total	L	T	Total	T	R	Total	T	R	Total			
Volume	0	0	19	19	2	11	13	43	3	46	78	3	46	78		
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%	0.0%	NA	0.0%	9.3%	0.0%	8.7%	5.1%
PHF	0.00	0.00	0.43	0.43	0.50	0.34	0.41	0.83	0.75	0.82	0.78					

Rolling Hour Summary

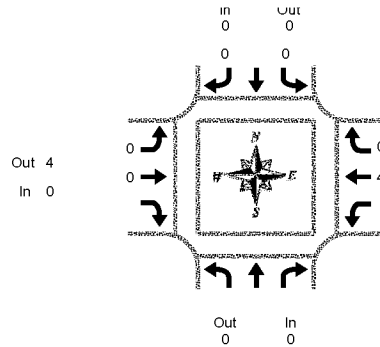
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	0	19	0	2	11	0	0	43	3	0	78	0	0	0	0			
7:15 AM	0	0	18	0	2	13	0	0	38	2	0	73	0	0	0	0			
7:30 AM	0	0	14	0	3	18	0	0	36	3	0	74	0	0	0	0			
7:45 AM	0	0	8	0	2	19	0	0	29	2	0	60	0	0	0	0			
8:00 AM	0	0	10	0	2	14	0	0	26	1	0	53	1	0	0	1			

Heavy Vehicle Summary



Clay Camey
(503)833-2740



SW 135th Ter & SW Pacific Dr

Thursday, September 17, 2015

7:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	R	Total	T	R	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	1	1	1
8:20 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:25 AM	0	0	0	0	0	0	0	0	1	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total Survey	0	0	0	0	0	0	0	2	2	6	0	6	8

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	R	Total	T	R	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1	2	0	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
Total Survey	0	0	0	0	0	0	0	2	2	6	0	6	8

Heavy Vehicle Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	0	4	4	4	0	4	4
PHF	0.00			0.00			0.00			0.25			0.25

By Movement	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	Total	L	R	Total	L	R	Total	T	R	Total	T	R	
Volume	0	0	0	0	0	0	0	4	0	4	4	0	4
PHF	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.25	0.00	0.25

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	R	Total	T	R	
7:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
7:30 AM	0	0	0	0	0	0	0	1	1	4	0	4	5
7:45 AM	0	0	0	0	0	0	0	1	1	2	0	2	3
8:00 AM	0	0	0	0	0	0	0	2	2	2	0	2	4

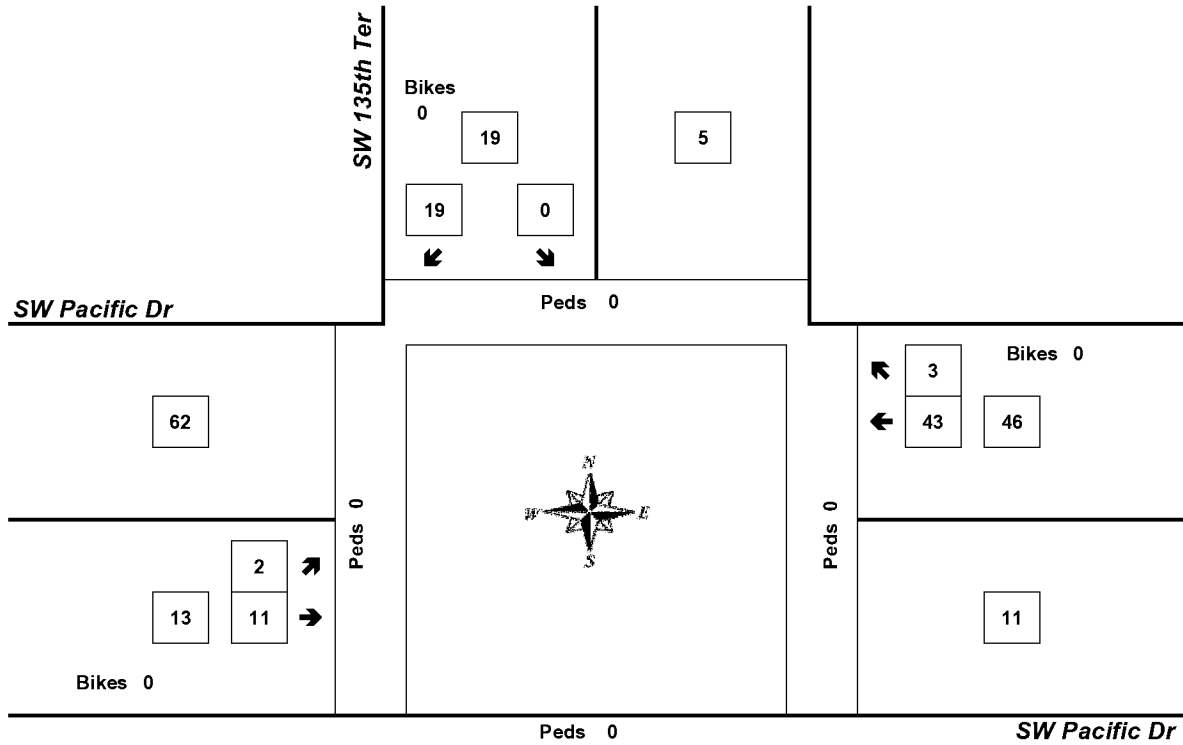
Peak Hour Summary



Clay Comey
(503) 833-2740

SW 135th Ter & SW Pacific Dr

7:00 AM to 8:00 AM
Thursday, September 17, 2015



Bikes
0

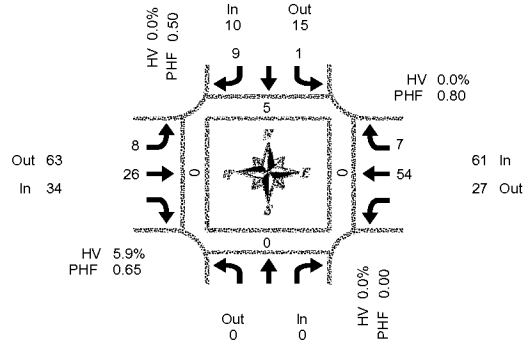
Approach	PHF	HV%	Volume
EB	0.41	0.0%	13
WB	0.82	8.7%	46
NB	0.00	0.0%	0
SB	0.43	0.0%	19
Intersection	0.78	5.1%	78

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Camey
(503) 833-2740



SW 135th Ter & SW Pacific Dr

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	Bikes	North		South	East	West	
4:00 PM	0	0	0	0	0	4	0	0	3	0	0	7	0	0	0	0	0		
4:05 PM	0	0	0	1	0	0	2	0	3	1	0	7	0	0	0	0	0		
4:10 PM	0	0	0	0	0	1	2	0	3	0	0	4	0	0	0	0	0		
4:15 PM	0	0	0	0	0	1	2	0	5	0	0	8	0	0	0	0	0		
4:20 PM	0	0	0	0	0	1	2	0	5	0	0	6	1	0	0	0	0		
4:25 PM	0	0	0	0	0	2	2	0	1	0	0	3	0	0	0	0	0		
4:30 PM	0	0	0	0	1	3	0	0	4	1	0	9	0	0	0	0	0		
4:35 PM	0	0	1	0	0	3	0	0	2	0	0	3	0	0	0	0	0		
4:40 PM	0	0	1	0	1	1	0	0	3	0	0	6	0	0	0	0	0		
4:45 PM	0	0	0	0	1	0	0	0	4	1	0	6	0	0	0	0	0		
4:50 PM	0	0	1	0	0	1	0	0	5	2	2	9	0	0	0	0	0		
4:55 PM	0	0	1	0	1	0	0	0	4	0	0	6	0	0	0	0	0		
5:00 PM	0	1	0	0	1	2	0	0	2	0	0	6	2	0	0	0	0		
5:05 PM	0	0	0	0	1	4	0	0	7	1	0	13	2	0	0	0	0		
5:10 PM	0	0	2	0	1	1	0	0	5	3	0	12	0	0	0	0	0		
5:15 PM	0	0	0	0	1	3	0	0	3	0	0	7	0	0	0	0	0		
5:20 PM	0	0	0	0	0	6	0	0	3	0	0	9	0	0	0	0	0		
5:25 PM	0	0	1	0	0	3	0	0	3	2	0	9	0	0	0	0	0		
5:30 PM	0	0	0	0	0	1	0	0	5	0	0	6	1	0	0	0	0		
5:35 PM	0	0	0	0	2	1	0	0	7	0	0	10	0	0	0	0	0		
5:40 PM	0	0	2	0	1	2	0	0	3	1	0	9	0	0	0	0	0		
5:45 PM	0	0	2	0	0	0	0	0	6	0	0	8	0	0	0	0	0		
5:50 PM	0	0	1	0	0	3	0	0	6	0	0	10	0	0	0	0	0		
5:55 PM	0	0	1	0	0	2	0	0	3	0	0	6	0	0	0	0	0		
Total Survey	0	1	14	0	12	45	0	0	95	12	2	179	6	0	0	0	0		

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	Bikes	North		South	East	West	
4:00 PM	0	0	0	1	0	0	7	0	9	1	0	18	0	0	0	0	0		
4:15 PM	0	0	0	0	0	1	5	0	11	0	0	17	1	0	0	0	0		
4:30 PM	0	0	2	0	2	4	0	0	9	1	0	18	0	0	0	0	0		
4:45 PM	0	0	2	0	2	1	0	0	13	3	2	21	0	0	0	0	0		
5:00 PM	0	1	2	0	3	7	0	0	14	4	0	31	4	0	0	0	0		
5:15 PM	0	0	1	0	1	12	0	0	9	2	0	25	0	0	0	0	0		
5:30 PM	0	0	2	0	3	4	0	0	15	1	0	25	1	0	0	0	0		
5:45 PM	0	0	4	0	0	5	0	0	15	0	0	24	0	0	0	0	0		
Total Survey	0	1	14	0	12	45	0	0	95	12	2	179	6	0	0	0	0		

Peak Hour Summary

4:55 PM to 5:55 PM

By Approach	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	10	15	25	0	34	63	97	0	61	27	88	0	105	5	0	0	0
%HV	0.0%				0.0%				5.9%				0.0%				1.9%				
PHF	0.00				0.50				0.65				0.80				0.82				

By Movement	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total
	Total	L	R	Total	L	T	Total	T	R	Total	T	R	Total				
Volume	0	1	9	10	8	26	34	54	7	61	105						
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%	7.7%	NA	5.9%	NA	0.0%	0.0%	0.0%	1.9%
PHF		0.25	0.45	0.50	0.67	0.54	0.65	0.84	0.44	0.80	0.82						

Rolling Hour Summary

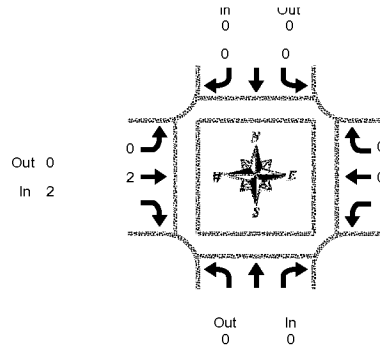
4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 135th Ter				Southbound SW 135th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	Bikes	North		South	East	West	
4:00 PM	0	0	5	0	5	17	0	42	5	2	74	1	0	0	0	0	0		
4:15 PM	0	1	6	0	8	17	0	47	8	2	87	5	0	0	0	0	0		
4:30 PM	0	1	7	0	8	24	0	45	10	2	95	4	0	0	0	0	0		
4:45 PM	0	1	7	0	9	24	0	51	10	2	102	5	0	0	0	0	0		
5:00 PM	0	1	9	0	7	28	0	53	7	0	105	5	0	0	0	0	0		

Heavy Vehicle Summary



Clay Camey
(503)833-2740



SW 135th Ter & SW Pacific Dr

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

Peak Hour Summary
4:55 PM to 5:55 PM

Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:20 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	2	2	2	0	2	4

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	2	2	2	0	2	4

Heavy Vehicle Peak Hour Summary 4:55 PM to 5:55 PM

By Approach	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	2	0	2	0	2	2	2
PHF	0.00			0.00			0.25			0.00			0.25

By Movement	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
Volume	0	0	0	0	0	0	0	2	2	0	0	0	2
PHF	0.00	0.00		0.00	0.00		0.00	0.25	0.25	0.00	0.00	0.00	0.25

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 135th Ter			Southbound SW 135th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	2

Peak Hour Summary

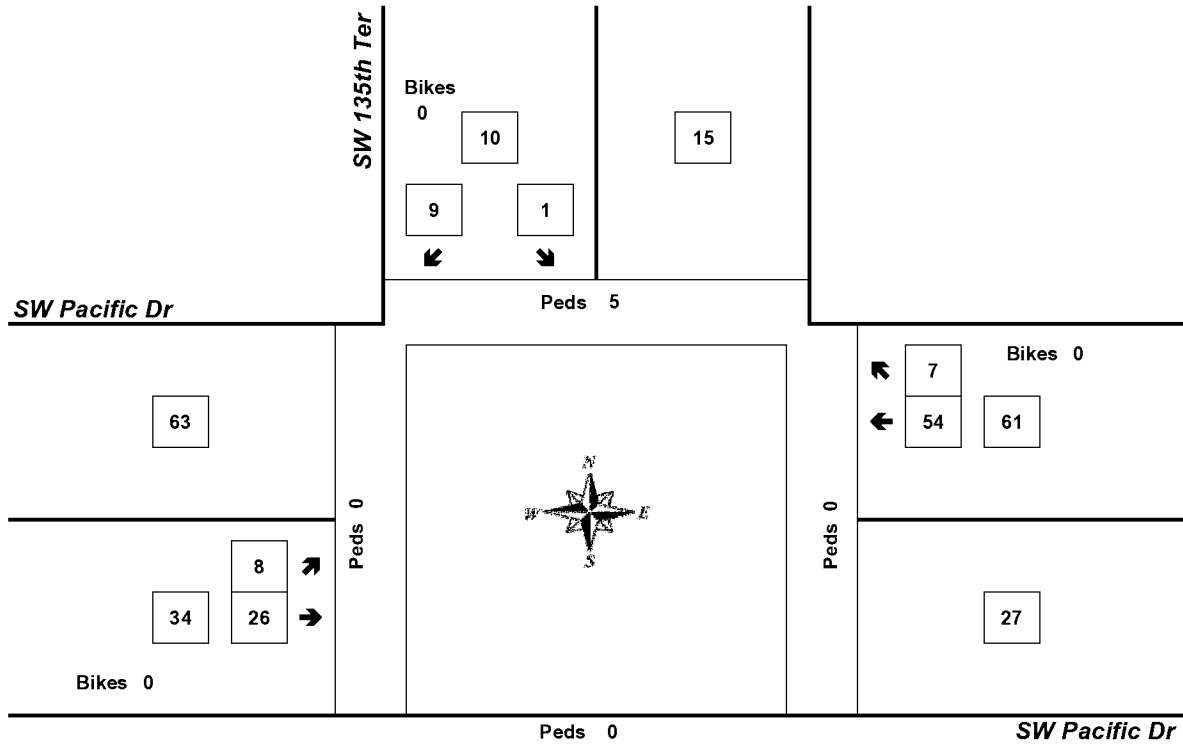


Clay Camey
(503) 833-2740

SW 135th Ter & SW Pacific Dr

4:55 PM to 5:55 PM

Wednesday, September 16, 2015



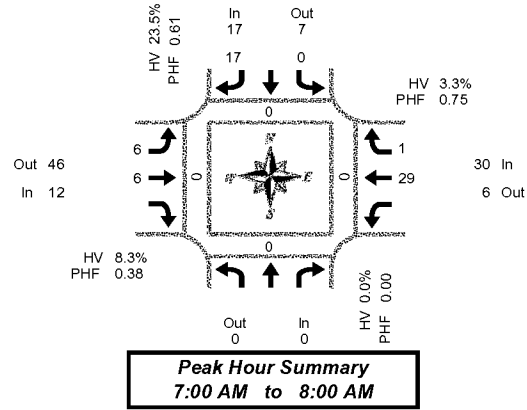
Approach	PHF	HV%	Volume
EB	0.65	5.9%	34
WB	0.80	0.0%	61
NB	0.00	0.0%	0
SB	0.50	0.0%	10
Intersection	0.82	1.9%	105

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Camey
(503) 833-2740



SW 134th Ter & SW Pacific Dr

Thursday, September 17, 2015
7:00 AM to 9:00 AM

5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	0	1	0	0	0	0	0	0	5	0	0	6	0	0	0	0		
7:05 AM	0	0	1	0	0	0	0	0	0	3	0	0	4	0	0	0	0		
7:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0		
7:15 AM	0	0	1	0	1	0	1	0	0	2	0	0	4	0	0	0	0		
7:20 AM	0	0	3	0	0	0	0	0	0	2	0	0	5	0	0	0	0		
7:25 AM	0	0	2	0	2	0	1	0	0	2	0	0	5	0	0	0	0		
7:30 AM	0	0	2	0	0	0	0	0	0	3	0	0	5	0	0	0	0		
7:35 AM	0	0	2	0	0	0	0	0	0	2	0	0	4	0	0	0	0		
7:40 AM	0	0	1	0	1	1	1	0	0	1	1	0	5	0	0	0	0		
7:45 AM	0	0	3	0	1	0	1	0	0	1	0	0	5	0	0	0	0		
7:50 AM	0	0	1	0	0	1	1	0	0	3	0	0	5	0	0	0	0		
7:55 AM	0	0	0	0	2	4	0	0	0	3	0	0	9	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0		
8:05 AM	0	0	2	0	1	0	0	0	0	1	0	0	4	0	0	0	0		
8:10 AM	0	0	2	0	0	1	0	0	0	2	0	0	5	0	0	0	0		
8:15 AM	0	0	2	0	0	2	0	0	0	1	0	0	5	0	0	0	0		
8:20 AM	0	0	0	0	1	0	0	0	0	2	0	0	3	0	0	0	0		
8:25 AM	0	0	2	0	1	1	0	0	0	2	1	0	7	0	0	0	0		
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0		
8:35 AM	0	0	0	0	0	2	0	0	0	1	0	0	3	0	0	0	0		
8:40 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0		
8:50 AM	0	0	0	0	0	1	0	0	0	3	0	0	4	1	0	0	0		
8:55 AM	0	0	1	0	0	2	0	0	0	2	0	0	5	0	0	0	0		
Total Survey	0	0	27	0	9	16	0	0	0	46	2	0	100	1	0	0	0		

15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	0	2	0	0	0	0	0	0	10	0	0	12	0	0	0	0		
7:15 AM	0	0	6	0	2	0	2	0	0	6	0	0	14	0	0	0	0		
7:30 AM	0	0	5	0	1	1	0	0	0	6	1	0	14	0	0	0	0		
7:45 AM	0	0	4	0	3	5	0	0	0	7	0	0	19	0	0	0	0		
8:00 AM	0	0	4	0	1	1	0	0	0	4	0	0	10	0	0	0	0		
8:15 AM	0	0	4	0	2	3	0	0	0	5	1	0	15	0	0	0	0		
8:30 AM	0	0	1	0	0	3	0	0	0	2	0	0	6	0	0	0	0		
8:45 AM	0	0	1	0	0	3	0	0	0	6	0	0	10	1	0	0	0		
Total Survey	0	0	27	0	9	16	0	0	0	46	2	0	100	1	0	0	0		

Peak Hour Summary 7:00 AM to 8:00 AM

By Approach	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	17	7	24	0	12	46	58	0	30	6	36	0	59	0	0	0	0
%HV	0.0%				23.5%				8.3%				3.3%				10.2%				
PHF	0.00				0.61				0.38				0.75				0.78				

By Movement	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total
	Total	L	R	Total	L	T	Total	L	T	Total	T	R	Total	T	R	Total	
Volume	0	0	17	17	6	6	12	6	6	12	29	1	30	59			
%HV	NA	NA	NA	0.0%	0.0%	NA	23.5%	23.5%	16.7%	0.0%	NA	8.3%	NA	10.2%			
PHF				0.00	0.00		0.61	0.61	0.50	0.30		0.38		0.73	0.25	0.75	0.78

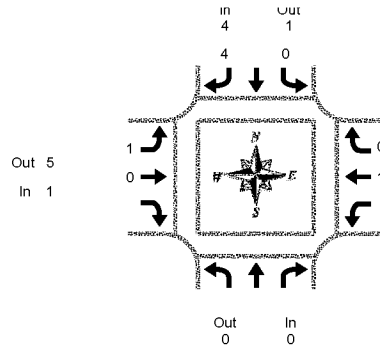
Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	0	17	0	6	6	0	0	0	29	1	0	59	0	0	0	0		
7:15 AM	0	0	19	0	7	7	0	0	0	23	1	0	57	0	0	0	0		
7:30 AM	0	0	17	0	7	10	0	0	0	22	2	0	58	0	0	0	0		
7:45 AM	0	0	13	0	6	12	0	0	0	18	1	0	50	0	0	0	0		
8:00 AM	0	0	10	0	3	10	0	0	0	17	1	0	41	1	0	0	0		

Heavy Vehicle Summary



Clay Camey
(503)833-2740



SW 134th Ter & SW Pacific Dr

Thursday, September 17, 2015

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	1	1	1	0	0	0	0	0	0	0	1
7:25 AM	0	0	1	1	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	1	1	0	0	0	0	0	0	0	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	1	1	0	1	0	0	0	0	0	2
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total Survey	0	0	4	4	1	2	3	2	0	2	9		

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	2	0	0	0	0	0	1	0	1	3
7:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	1	1	1	0	1	0	1	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total Survey	0	0	4	4	1	2	3	2	0	2	9		

Heavy Vehicle Peak Hour Summary 7:00 AM to 8:00 AM

By Approach	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	4	1	5	1	5	6	1	0	1	6
PHF	0.00			0.50			0.25			0.25			0.50

By Movement	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
Volume	0	0	0	4	4	1	0	1	0	1	0	1	6
PHF	0.00	0.00		0.50	0.50	0.25	0.00	0.25		0.25	0.00	0.25	0.50

Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
7:00 AM	0	0	4	4	1	0	1	0	1	1	0	1	6
7:15 AM	0	0	4	4	1	0	1	0	1	1	0	1	6
7:30 AM	0	0	2	2	1	0	1	0	1	1	0	1	4
7:45 AM	0	0	1	1	1	1	2	1	1	1	0	1	4
8:00 AM	0	0	0	0	0	2	2	1	0	1	0	1	3

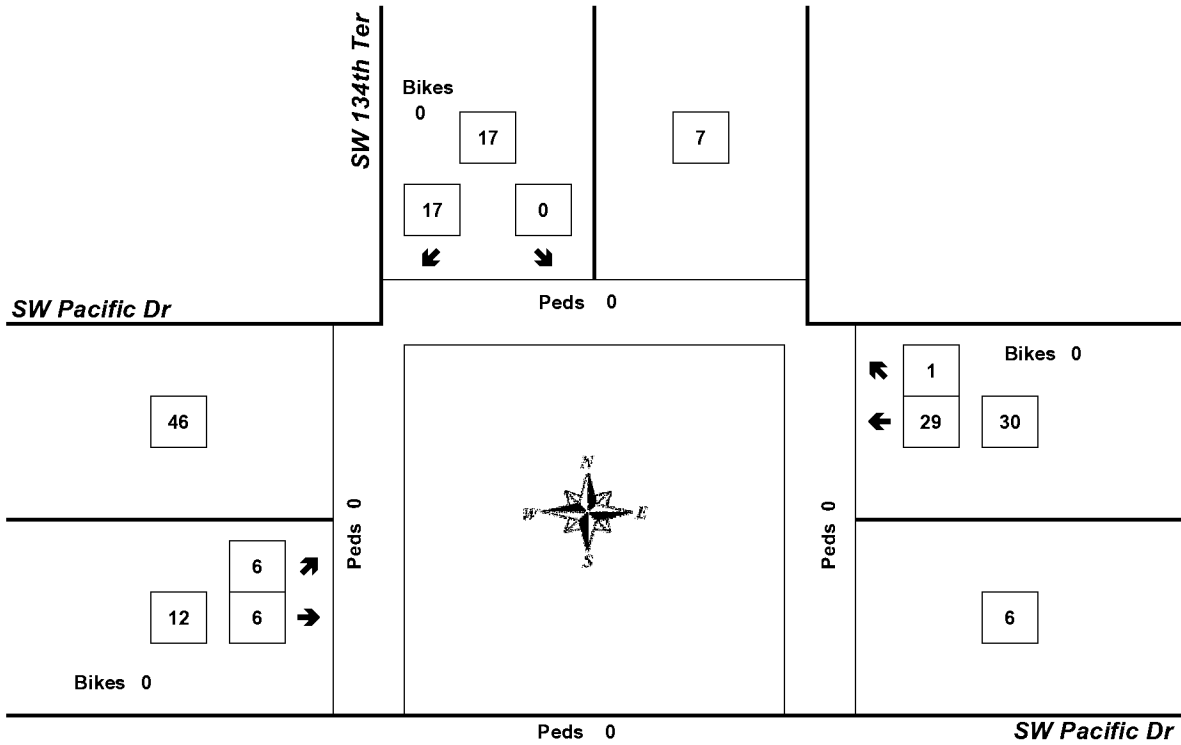
Peak Hour Summary



Clay Comey
(503) 833-2740

SW 134th Ter & SW Pacific Dr

7:00 AM to 8:00 AM
Thursday, September 17, 2015



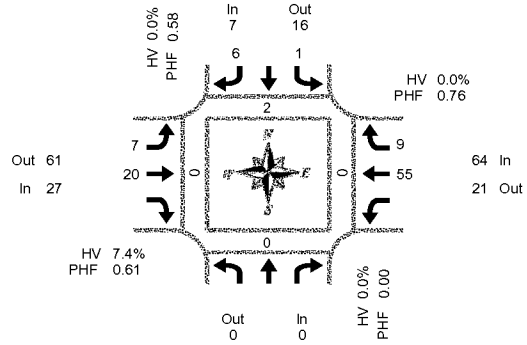
Approach	PHF	HV%	Volume
EB	0.38	8.3%	12
WB	0.75	3.3%	30
NB	0.00	0.0%	0
SB	0.61	23.5%	17
Intersection	0.78	10.2%	59

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Camey
(503) 833-2740



SW 134th Ter & SW Pacific Dr

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

Peak Hour Summary
5:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	Bikes	North		South	East	West	
4:00 PM	0	0	1	0	1	3	0	2	1	0	2	1	0	8	0	0	0	0	
4:05 PM	0	0	1	0	0	2	0	4	0	0	4	0	0	7	0	0	0	0	
4:10 PM	0	0	0	0	1	1	0	3	0	0	3	0	0	5	0	0	0	0	
4:15 PM	0	0	0	0	0	1	0	1	0	0	4	1	0	6	0	0	0	0	
4:20 PM	0	0	1	0	0	1	0	4	0	0	4	0	0	6	0	0	0	0	
4:25 PM	0	0	0	0	1	1	0	1	1	0	1	1	0	4	0	0	0	0	
4:30 PM	0	0	0	0	0	3	0	6	0	0	6	0	0	9	0	0	0	0	
4:35 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	
4:40 PM	0	0	0	0	0	1	0	3	0	0	3	0	0	4	0	0	0	0	
4:45 PM	0	0	1	0	0	0	0	3	0	0	3	0	0	4	0	0	0	0	
4:50 PM	0	0	0	0	0	1	0	8	1	0	8	1	0	10	0	0	0	0	
4:55 PM	0	0	0	0	0	1	0	3	0	0	3	0	0	4	0	0	0	0	
5:00 PM	0	1	1	0	1	1	0	3	2	0	3	2	0	9	0	0	0	0	
5:05 PM	0	0	0	0	1	3	0	9	0	0	9	0	0	13	1	0	0	0	
5:10 PM	0	0	1	0	0	1	0	5	0	0	5	0	0	7	0	0	0	0	
5:15 PM	0	0	1	0	0	2	0	3	1	0	3	1	0	7	0	0	0	0	
5:20 PM	0	0	0	0	3	4	0	4	0	0	4	0	0	11	0	0	0	0	
5:25 PM	0	0	0	0	1	1	0	3	0	0	3	0	0	5	0	0	0	0	
5:30 PM	0	0	0	0	0	2	0	5	2	0	5	2	0	9	1	0	0	0	
5:35 PM	0	0	0	0	0	0	0	10	1	0	10	1	0	11	0	0	0	0	
5:40 PM	0	0	0	0	1	1	0	1	0	0	1	0	0	3	0	0	0	0	
5:45 PM	0	0	1	0	0	1	0	5	1	0	5	1	0	8	0	0	0	0	
5:50 PM	0	0	1	0	0	2	0	5	0	0	5	0	0	8	0	0	0	0	
5:55 PM	0	0	1	0	0	2	0	2	2	0	2	2	0	7	0	0	0	0	
Total Survey	0	1	10	0	10	35	0	97	13	0	166			2	0	0	0	0	

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	Bikes	North		South	East	West	
4:00 PM	0	0	2	0	2	6	0	9	1	0	9	1	0	20	0	0	0	0	
4:15 PM	0	0	1	0	1	3	0	9	2	0	9	2	0	16	0	0	0	0	
4:30 PM	0	0	0	0	0	4	0	10	0	0	10	0	0	14	0	0	0	0	
4:45 PM	0	0	1	0	0	2	0	14	1	0	14	1	0	18	0	0	0	0	
5:00 PM	0	1	2	0	2	5	0	17	2	0	17	2	0	29	1	0	0	0	
5:15 PM	0	0	1	0	4	7	0	10	1	0	10	1	0	23	0	0	0	0	
5:30 PM	0	0	0	0	1	3	0	16	3	0	16	3	0	23	1	0	0	0	
5:45 PM	0	0	3	0	0	5	0	12	3	0	12	3	0	23	0	0	0	0	
Total Survey	0	1	10	0	10	35	0	97	13	0	166			2	0	0	0	0	

Peak Hour Summary

5:00 PM to 6:00 PM

By Approach	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	7	16	23	0	27	61	88	0	64	21	85	0	98	2	0	0	0
%HV	0.0%				0.0%				7.4%				0.0%				2.0%				
PHF	0.00				0.58				0.61				0.76				0.84				

By Movement	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total
	Total	L	R	Total	L	T	Total	L	T	Total	T	R	Total	Total			
Volume	0	1	6	7	7	20	27	7	20	27	55	9	64	98			
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%	10.0%	NA	7.4%	NA	0.0%	0.0%	0.0%	2.0%
PHF		0.25		0.50	0.58	0.44	0.71	0.61		0.76	0.75	0.76		0.84			

Rolling Hour Summary

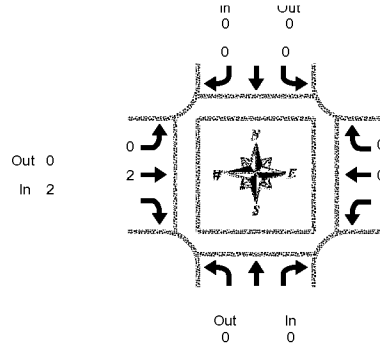
4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 134th Ter				Southbound SW 134th Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	Bikes	North		South	East	West	
4:00 PM	0	0	4	0	3	15	0	42	4	0	42	4	0	68	0	0	0	0	
4:15 PM	0	1	4	0	3	14	0	50	5	0	50	5	0	77	1	0	0	0	
4:30 PM	0	1	4	0	6	18	0	51	4	0	51	4	0	84	1	0	0	0	
4:45 PM	0	1	4	0	7	17	0	57	7	0	57	7	0	93	2	0	0	0	
5:00 PM	0	1	6	0	7	20	0	55	9	0	55	9	0	98	2	0	0	0	

Heavy Vehicle Summary



Clay Camey
(503)833-2740



SW 134th Ter & SW Pacific Dr

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:20 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	2	2	2	0	2	4

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	2	2	2	0	2	4

Heavy Vehicle Peak Hour Summary

5:00 PM to 6:00 PM

By Approach	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	2	0	2	0	2	2	2
PHF	0.00			0.00			0.25			0.00			0.25

By Movement	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
Volume	0	0	0	0	0	0	0	2	2	0	0	0	2
PHF	0.00	0.00		0.00	0.00		0.00	0.25	0.25	0.00	0.00	0.00	0.25

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 134th Ter			Southbound SW 134th Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	2

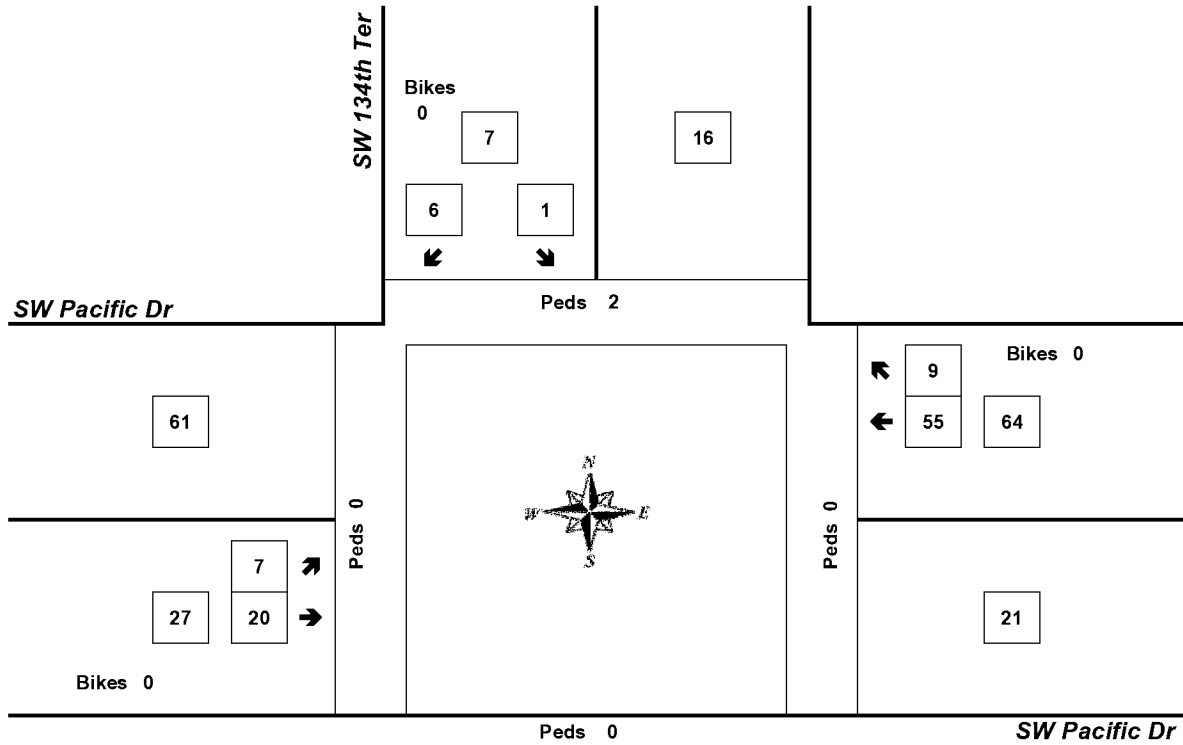
Peak Hour Summary



Clay Comey
(503) 833-2740

SW 134th Ter & SW Pacific Dr

5:00 PM to 6:00 PM
Wednesday, September 16, 2015



Bikes
0

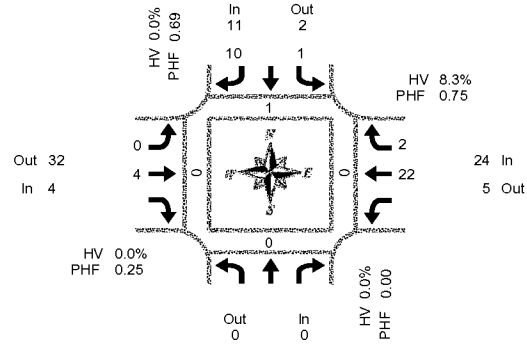
Approach	PHF	HV%	Volume
EB	0.61	7.4%	27
WB	0.76	0.0%	64
NB	0.00	0.0%	0
SB	0.58	0.0%	7
Intersection	0.84	2.0%	98

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Camey
(503) 833-2740



SW 133rd Ter & SW Pacific Dr

Thursday, September 17, 2015

7:00 AM to 9:00 AM

**Peak Hour Summary
7:00 AM to 8:00 AM**

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	0	3	0	0	0	0	0	0	0	4	0	0	7	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	
7:10 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	
7:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	
7:35 AM	0	1	2	0	0	0	0	0	0	0	3	1	0	7	0	0	0	0	
7:40 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	3	0	0	0	0	
7:50 AM	0	0	2	0	0	0	1	0	0	0	1	0	0	4	0	0	0	0	
7:55 AM	0	0	1	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	
8:00 AM	0	0	1	0	1	0	0	0	0	0	2	1	0	5	0	0	0	0	
8:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
8:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
8:15 AM	0	0	1	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	
8:20 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
8:25 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	
8:30 AM	0	0	0	0	0	2	0	0	0	0	1	1	0	4	0	0	0	0	
8:35 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
8:40 AM	0	0	0	0	1	1	0	0	0	0	1	0	0	3	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:50 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	
8:55 AM	0	0	1	0	1	1	0	0	0	0	1	0	0	4	0	0	0	0	
Total Survey	0	1	15	0	3	10	0	0	0	0	37	4	0	70	1	0	0	0	

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	0	4	0	0	0	0	0	0	0	8	0	0	12	0	0	0	0	
7:15 AM	0	0	1	0	0	0	0	0	0	0	4	1	0	6	1	0	0	0	
7:30 AM	0	1	2	0	0	0	0	0	0	0	6	1	0	10	0	0	0	0	
7:45 AM	0	0	3	0	0	4	0	0	0	0	4	0	0	11	0	0	0	0	
8:00 AM	0	0	3	0	1	0	0	0	0	0	2	1	0	7	0	0	0	0	
8:15 AM	0	0	1	0	0	2	0	0	0	0	6	0	0	9	0	0	0	0	
8:30 AM	0	0	0	0	1	3	0	0	0	0	3	1	0	8	0	0	0	0	
8:45 AM	0	0	1	0	1	1	0	0	0	0	4	0	0	7	0	0	0	0	
Total Survey	0	1	15	0	3	10	0	0	0	0	37	4	0	70	1	0	0	0	

Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	11	2	13	0	4	32	36	0	24	5	29	0	39	1	0	0	0
%HV	0.0%				0.0%				0.0%				8.3%				5.1%				
PHF	0.00				0.69				0.25				0.75				0.81				

By Movement	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total
	Total	L	R	Total	L	T	Total	L	T	Total	T	R	Total				
Volume	0	1	10	11	0	4	4	0	4	4	22	2	24	39			
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%	0.0%	NA	0.0%	NA	5.1%			
PHF		0.25	0.63	0.69	0.00	0.25	0.25				0.69	0.50	0.75	0.81			

Rolling Hour Summary

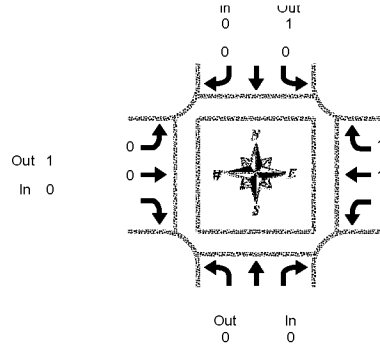
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	T	R	North	South		East	West		
7:00 AM	0	1	10	0	0	4	4	0	0	0	22	2	0	39	1	0	0	0	
7:15 AM	0	1	9	0	1	4	0	0	0	0	16	3	0	34	1	0	0	0	
7:30 AM	0	1	9	0	1	6	0	0	0	0	18	2	0	37	0	0	0	0	
7:45 AM	0	0	7	0	2	9	0	0	0	0	15	2	0	35	0	0	0	0	
8:00 AM	0	0	5	0	3	6	0	0	0	0	15	2	0	31	0	0	0	0	

Heavy Vehicle Summary



Clay Camey
(503)833-2740



SW 133rd Ter & SW Pacific Dr

Thursday, September 17, 2015

7:00 AM to 9:00 AM

Peak Hour Summary
7:00 AM to 8:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	1	1	2	1	3	4

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	1	1	2	1	3	4

Heavy Vehicle Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	1	1	0	1	1	2	0	2	2
PHF	0.00			0.00			0.00			0.25			0.25

By Movement	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	1	1	2	2
PHF	0.00	0.00		0.00	0.00		0.00	0.00		0.25	0.25	0.25	0.25

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	2
7:45 AM	0	0	0	0	0	0	0	1	1	1	0	1	2
8:00 AM	0	0	0	0	0	0	0	1	1	1	0	1	2

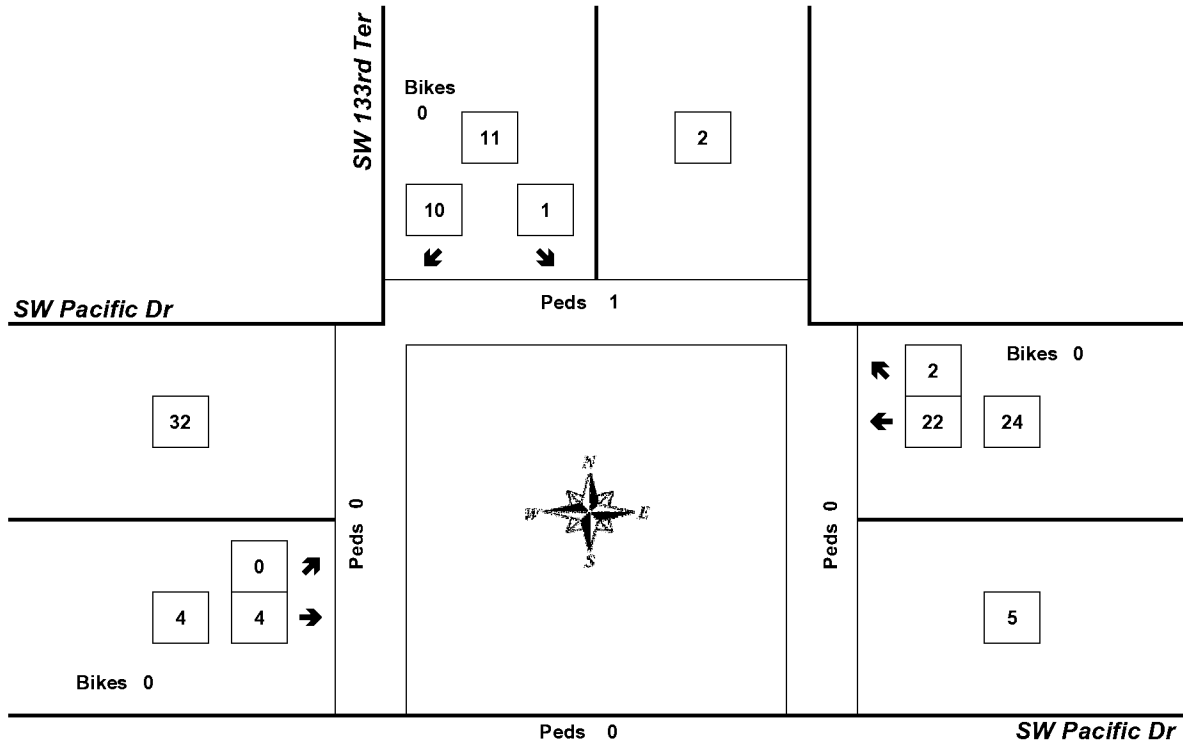
Peak Hour Summary



Clay Comey
(503) 833-2740

SW 133rd Ter & SW Pacific Dr

7:00 AM to 8:00 AM
Thursday, September 17, 2015



Bikes
0

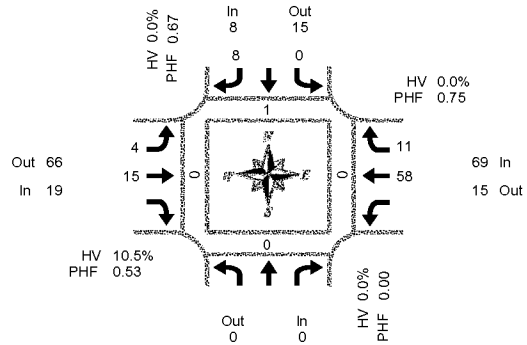
Approach	PHF	HV%	Volume
EB	0.25	0.0%	4
WB	0.75	8.3%	24
NB	0.00	0.0%	0
SB	0.69	0.0%	11
Intersection	0.81	5.1%	39

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Camey
(503) 833-2740



Peak Hour Summary
4:50 PM to 5:50 PM

SW 133rd Ter & SW Pacific Dr

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	North	South	East	West					
4:00 PM	0	0	2	0	1	1	0	3	0	0	7	0	0	0	0				
4:05 PM	0	1	1	0	1	2	0	3	1	0	9	0	0	0	0				
4:10 PM	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0				
4:20 PM	0	0	0	0	0	1	0	6	1	0	8	0	0	0	0				
4:25 PM	0	0	0	0	1	0	0	3	0	0	4	0	0	0	0				
4:30 PM	0	0	0	2	0	4	0	3	2	0	9	0	0	1	0				
4:35 PM	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0				
4:40 PM	0	0	0	2	0	1	0	3	1	0	5	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	3	2	1	5	0	0	0	0				
4:50 PM	0	0	1	0	0	1	0	7	0	0	9	0	0	0	0				
4:55 PM	0	0	2	0	0	0	0	3	0	0	5	0	0	0	0				
5:00 PM	0	0	0	0	2	1	0	5	1	0	9	0	0	0	0				
5:05 PM	0	0	0	0	1	2	0	6	1	0	10	0	0	0	0				
5:10 PM	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0				
5:15 PM	0	0	1	0	0	3	0	4	3	0	11	0	0	0	0				
5:20 PM	0	0	0	0	0	5	0	2	1	0	8	0	0	0	0				
5:25 PM	0	0	1	0	1	0	0	2	1	0	5	0	0	0	0				
5:30 PM	0	0	1	0	0	1	0	2	1	0	5	0	0	0	0				
5:35 PM	0	0	1	0	0	1	0	11	0	0	13	1	0	0	0				
5:40 PM	0	0	0	0	0	1	0	4	2	0	7	0	0	0	0				
5:45 PM	0	0	1	0	0	0	0	5	1	0	7	0	0	0	0				
5:50 PM	0	0	0	0	0	2	0	4	1	0	7	0	0	1	0				
5:55 PM	0	0	0	0	2	1	0	2	0	0	5	0	0	0	0				
Total Survey	0	1	11	4	9	28	0	97	20	1	166	1	0	2	0				

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	North	South	East	West					
4:00 PM	0	1	3	0	2	4	0	7	1	0	18	0	0	0	0				
4:15 PM	0	0	0	0	1	1	0	13	1	0	16	0	0	0	0				
4:30 PM	0	0	0	4	0	5	0	10	4	0	19	0	0	1	0				
4:45 PM	0	0	3	0	0	1	0	13	2	1	19	0	0	0	0				
5:00 PM	0	0	0	0	3	3	0	18	2	0	26	0	0	0	0				
5:15 PM	0	0	2	0	1	8	0	8	5	0	24	0	0	0	0				
5:30 PM	0	0	2	0	0	3	0	17	3	0	25	1	0	0	0				
5:45 PM	0	0	1	0	2	3	0	11	2	0	19	0	0	1	0				
Total Survey	0	1	11	4	9	28	0	97	20	1	166	1	0	2	0				

Peak Hour Summary

4:50 PM to 5:50 PM

By Approach	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	8	15	23	0	19	66	85	0	69	15	84	0	96	1	0	0	0
%HV	0.0%				0.0%				10.5%				0.0%				2.1%				
PHF	0.00				0.67				0.53				0.75				0.86				

By Movement	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr				Westbound SW Pacific Dr				Total			
	Total	L	R	Total	L	T	Total	T	R	Total	T	R	Total							
Volume	0	0	8	8	4	15	19	58	11	69	96									
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%	13.3%	NA	10.5%	NA	0.0%	0.0%	0.0%	2.1%			
PHF			0.00	0.00	0.67	0.67	0.33	0.47	0.53	0.73	0.55	0.75	0.86							

Rolling Hour Summary

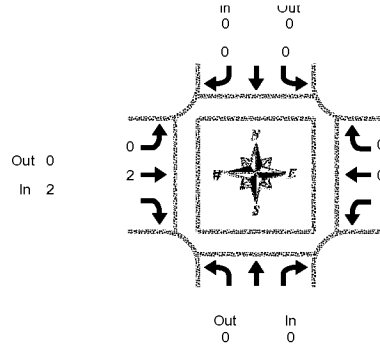
4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 133rd Ter				Southbound SW 133rd Ter				Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total	Pedestrians Crosswalk			
	Bikes	L	R	Bikes	L	T	Bikes	T	R	Bikes	North	South	East	West					
4:00 PM	0	1	6	4	3	11	0	43	8	1	72	0	0	1	0				
4:15 PM	0	0	3	4	4	10	0	54	9	1	80	0	0	1	0				
4:30 PM	0	0	5	4	4	17	0	49	13	1	88	0	0	1	0				
4:45 PM	0	0	7	0	4	15	0	56	12	1	94	1	0	0	0				
5:00 PM	0	0	5	0	6	17	0	54	12	0	94	1	0	1	0				

Heavy Vehicle Summary



Clay Camey
(503)833-2740



SW 133rd Ter & SW Pacific Dr

Wednesday, September 16, 2015

4:00 PM to 6:00 PM

Peak Hour Summary
4:50 PM to 5:50 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:20 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	2	2	2	0	2	4

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	2	2	2	0	2	4

Heavy Vehicle Peak Hour Summary

4:50 PM to 5:50 PM

By Approach	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	2	0	2	0	2	2	2
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25

By Movement	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
Volume	0	0	0	0	0	0	0	2	2	0	0	0	2
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.25

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 133rd Ter			Southbound SW 133rd Ter			Eastbound SW Pacific Dr			Westbound SW Pacific Dr			Interval Total
	Total	L	R	Total	L	R	Total	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	2

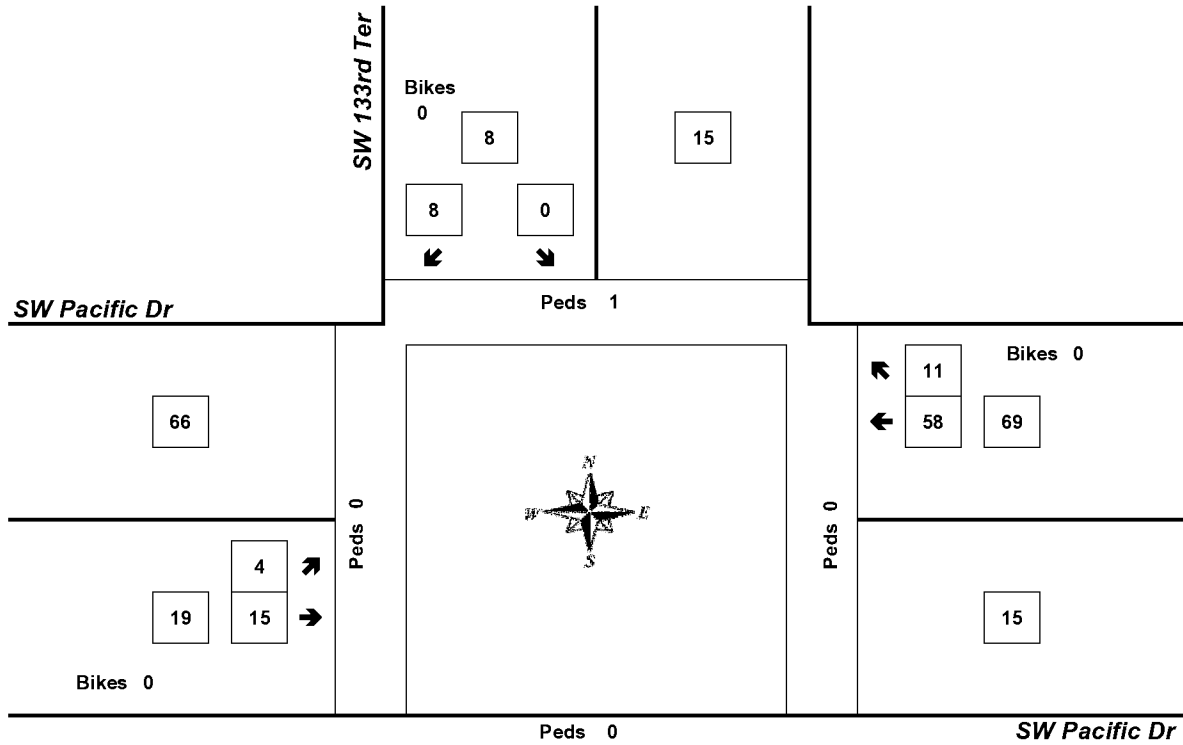
Peak Hour Summary



Clay Comey
(503) 833-2740

SW 133rd Ter & SW Pacific Dr

4:50 PM to 5:50 PM
Wednesday, September 16, 2015



Bikes
0

Approach	PHF	HV%	Volume
EB	0.53	10.5%	19
WB	0.75	0.0%	69
NB	0.00	0.0%	0
SB	0.67	0.0%	8
Intersection	0.86	2.1%	96

Count Period: 4:00 PM to 6:00 PM



93-Tigard/Sherwood

Weekday		To Tigard Transit Center		
SW Railroad & Washington Stop ID 3670	SW Tuatlatin-Sherwood Rd & Pacific Hwy Stop ID 9639	SW Pacific Hwy & Durham Stop ID 8792	Tigard Transit Center	
4:30	4:36	4:44	4:53	
4:56	5:02	5:10	5:19	
—	—	5:30	5:39	
5:32	5:38	5:47	5:56	
6:07	6:14	6:22	6:32	
6:35	6:42	6:51	7:02	
7:06	7:13	7:22	7:34	
7:38	7:45	7:54	8:06	
8:31	8:38	8:47	8:59	
9:16	9:23	9:32	9:43	
10:01	10:08	10:17	10:28	
10:46	10:53	11:02	11:13	
11:31	11:38	11:48	11:59	
12:16	12:23	12:33	12:45	
1:01	1:08	1:18	1:30	
1:46	1:53	2:03	2:15	
2:31	2:39	2:49	3:01	
3:15	3:23	3:33	3:45	
3:34	3:42	3:52	4:04	
3:52	4:00	4:10	4:22	
4:10	4:18	4:28	4:40	
4:27	4:35	4:45	4:57	
4:44	4:52	5:02	5:14	
4:57	5:05	5:15	5:27	
5:11	5:19	5:29	5:41	
5:45	5:53	6:03	6:14	
6:27	6:35	6:44	6:55	
7:00	7:07	7:16	7:26	
7:36	7:43	7:52	8:02	
8:15	8:22	8:31	8:40	
8:57	9:04	9:12	9:20	
9:38	9:45	9:53	10:01	
10:18	10:24	10:31	10:38	
10:47	10:53	11:00	11:07	
11:32	11:38	11:45	11:52	

Times in darker print are p.m.

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93-Tigard/Sherwood

Weekday		To Sherwood	
Tigard Transit Center Stop ID 8211	SW Pacific Hwy & Durham Stop ID 8644	SW Tualatin-Sherwood Rd & Pacific Hwy Stop ID 9186	SW Railroad & Washington Stop ID 3670
6:12	6:20	6:28	6:35
6:42	6:50	6:58	7:06
7:12	7:21	7:30	7:38
7:42	7:52	8:01	8:10
8:27	8:37	8:46	8:55
9:11	9:22	9:31	9:40
9:56	10:07	10:16	10:25
10:41	10:52	11:01	11:10
11:25	11:37	11:46	11:55
12:10	12:22	12:31	12:40
12:55	1:07	1:16	1:25
1:40	1:52	2:01	2:10
2:25	2:38	2:47	2:56
3:15	3:28	3:37	3:46
4:02	4:15	4:24	4:33
4:45	4:59	5:09	5:17
5:31	5:45	5:54	6:02
5:58	6:11	6:19	6:27
6:32	6:44	6:52	7:00
7:09	7:20	7:28	7:36
7:38	7:49	7:57	8:05
8:08	8:18	8:25	8:33
8:42	8:52	8:59	9:07
9:22	9:31	9:37	9:44
10:03	10:11	10:17	10:24
10:40	10:48	10:54	11:01
11:11	11:19	11:25	11:32
12:18	12:25	—	—
1:02	1:09	—	—

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94-Pacific Hwy/Sherwood

Weekday		To Portland City Center			
SW Railroad & Washington Stop ID 3670	SW Pacific Hwy & Durham Stop ID 8792	SW Main & Commercial Stop ID 13636	Barbur Transit Center Stop ID 212	SW 6th & Yamhill Stop ID 7607	SW 6th & W Burnside Stop ID 7751
5:43	5:57	6:06	6:17	6:32	6:36
5:54	6:08	6:18	6:29	6:44	6:48
6:03	6:18	6:28	6:39	6:54	6:58
6:10	6:25	6:35	6:47	7:02	7:05
6:18	6:33	6:43	6:55	7:10	7:14
6:24	6:39	6:49	7:02	7:19	7:23
6:29	6:45	6:56	7:09	7:26	7:30
6:36	6:52	7:03	7:16	7:33	7:37
—	—	—	7:21	7:38	7:42
6:44	7:00	7:12	7:25	7:42	7:46
—	—	—	7:30	7:48	7:51
6:53	7:09	7:21	7:34	7:52	7:56
7:00	7:16	7:28	7:41	8:00	8:04
7:08	7:24	7:36	7:49	8:08	8:12
7:17	7:33	7:45	7:58	8:16	8:22
—	—	—	8:10	8:30	8:33
7:39	7:55	8:07	8:20	8:40	8:44
—	—	—	8:27	8:47	8:51
—	8:09	8:21	8:34	8:53	8:57
8:10	8:26	8:38	8:51	9:09	9:12
8:55	9:11	9:22	9:35	9:51	9:54
9:40	9:56	10:07	10:20	10:36	10:39
10:25	10:41	10:52	11:05	11:21	11:24
11:10	11:27	11:38	11:51	12:07	12:10
11:55	12:12	12:24	12:37	12:53	12:56
12:40	12:57	1:09	1:22	1:38	1:41
1:25	1:42	1:54	2:07	2:23	2:26
2:10	2:27	2:39	2:53	3:09	3:12
2:56	3:14	3:26	3:40	3:58	4:01
3:46	4:04	4:16	4:30	4:50	4:53
4:33	4:51	5:03	5:17	5:36	5:39
5:17	5:35	5:47	6:01	6:17	6:20
6:02	6:20	6:31	6:44	6:59	7:02

Note: Buses to Portland City Center serve: all stops from Sherwood to Main & Commercial in Tigard, then Main & Scoffins, 99W & Main, 99W & 74th, Barbur Blvd & Capitol Hwy, Barbur Blvd Transit Center, Barbur & Bertha, then travel express with no stops to SW Broadway & 5th, SW 6th at Market, Jefferson, Yamhill, Oak (Z stops) and Burnside.

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94-Pacific Hwy/Sherwood

Weekday		To Sherwood		
SW 5th & Morrison Stop ID 7625	Barbur Transit Center Stop ID 8213	SW Main & Commercial Stop ID 3656	SW Pacific Hwy & Durham Stop ID 8644	SW Railroad & Washington Stop ID 3670
7:32	7:51	8:02	8:13	8:31
8:16	8:35	8:46	8:58	9:16
9:01	9:20	9:31	9:43	10:01
9:46	10:05	10:16	10:28	10:46
10:30	10:49	11:00	11:13	11:31
11:15	11:34	11:45	11:58	12:16
12:00	12:19	12:30	12:43	1:01
12:45	1:04	1:15	1:28	1:46
1:30	1:49	2:00	2:13	2:31
2:13	2:32	2:43	2:57	3:15
2:32	2:51	3:02	3:16	3:34
2:49	3:09	3:20	3:34	3:52
3:06	3:26	3:38	3:52	4:10
3:23	3:43	3:55	4:09	4:27
3:40	4:00	4:13	4:27	4:44
3:53	4:13	4:26	4:40	4:57
4:06	4:26	4:39	4:54	5:11
4:14	4:34	4:47	5:02	5:20
4:22	4:43	4:56	5:11	5:29
4:30	4:51	5:04	5:19	5:37
4:38	4:59	5:12	5:27	5:45
4:45	5:06	5:19	5:34	5:51
4:53	5:14	5:27	5:42	5:59
4:59	5:20	5:33	5:48	6:05
5:05	5:26	5:39	5:54	6:11
5:11	5:33	5:46	6:01	6:17
5:17	5:39	5:52	6:06	6:22
5:23	5:45	5:58	6:12	6:28
5:38	5:59	6:12	6:26	6:42
5:54	6:14	6:26	6:40	6:56
6:09	6:28	6:40	6:53	7:09
6:24	6:43	6:54	7:07	7:23
6:54	7:13	7:24	7:36	7:52
7:34	7:53	8:04	8:16	8:31

Note: Line 94 buses to Sherwood serve: stops on SW 5th at Pine, Morrison, Madison (D stops), Market, Hall, and Broadway then travel express to Barbur & Bertha; then stop at: Barbur Blvd Transit Center; Pacific Hwy at 74th, SW Main in Tigard, then all stops to Sherwood.

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93-Tigard/Sherwood

Saturday		To Tigard Transit Center	
SW Railroad & Washington Stop ID 3670	SW Tualatin-Sherwood Rd & Pacific Hwy Stop ID 9639	SW Pacific Hwy & Durham Stop ID 8792	Tigard Transit Center
4:32	4:38	4:46	4:53
5:12	5:18	5:26	5:33
5:52	5:58	6:06	6:13
6:46	6:53	7:02	7:09
7:22	7:29	7:38	7:45
8:03	8:10	8:19	8:27
8:31	8:38	8:47	8:55
8:59	9:06	9:16	9:24
9:28	9:35	9:45	9:53
9:56	10:03	10:13	10:22
10:26	10:33	10:43	10:52
10:56	11:03	11:13	11:22
11:25	11:32	11:42	11:51
11:53	12:00	12:10	12:20
12:23	12:30	12:40	12:50
12:53	1:00	1:10	1:20
1:23	1:30	1:40	1:50
1:52	1:59	2:09	2:20
2:22	2:29	2:39	2:50
2:52	2:59	3:09	3:20
3:22	3:29	3:39	3:50
3:52	3:59	4:09	4:20
4:22	4:29	4:39	4:50
4:55	5:02	5:12	5:23
5:37	5:44	5:54	6:05
6:24	6:31	6:40	6:50
6:56	7:03	7:12	7:21
7:35	7:42	7:51	8:00
8:09	8:16	8:25	8:33
8:57	9:04	9:12	9:20
9:38	9:45	9:53	10:01
10:47	10:53	11:00	11:07
11:32	11:38	11:45	11:52

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93-Tigard/Sherwood

Saturday		To Sherwood	
Tigard Transit Center Stop ID 8211	SW Pacific Hwy & Durham Stop ID 8644	SW Tualatin-Sherwood Rd & Pacific Hwy Stop ID 9186	SW Railroad & Washington Stop ID 3670
6:03	6:11	6:19	6:26
7:11	7:19	7:27	7:35
7:47	7:56	8:04	8:12
8:29	8:38	8:46	8:55
9:07	9:17	9:25	9:34
9:35	9:45	9:53	10:02
10:05	10:16	10:24	10:33
10:36	10:47	10:55	11:04
11:07	11:18	11:26	11:35
11:37	11:48	11:56	12:05
12:07	12:18	12:26	12:35
12:37	12:48	12:56	1:05
1:07	1:18	1:26	1:35
1:37	1:48	1:56	2:05
2:07	2:18	2:26	2:35
2:37	2:48	2:56	3:05
3:07	3:18	3:26	3:35
3:37	3:48	3:56	4:05
4:07	4:18	4:26	4:35
4:37	4:48	4:56	5:05
5:07	5:18	5:26	5:35
5:37	5:48	5:56	6:05
6:07	6:18	6:26	6:35
6:37	6:48	6:56	7:05
7:07	7:18	7:26	7:35
7:42	7:53	8:01	8:09
8:02	8:12	8:19	8:27
8:42	8:52	8:59	9:07
9:22	9:31	9:37	9:44
10:03	10:11	10:17	10:24
11:11	11:19	11:25	11:32
12:18	12:25	—	—
1:02	1:09	—	—

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93-Tigard/Sherwood

Sunday		To Tigard Transit Center	
SW Railroad & Washington Stop ID 3670	SW Tuatatin-Sherwood Rd & Pacific Hwy Stop ID 9639	SW Pacific Hwy & Durham Stop ID 8792	Tigard Transit Center
4:32	4:38	4:46	4:53
5:12	5:18	5:26	5:33
5:52	5:58	6:06	6:13
6:46	6:53	7:02	7:09
7:22	7:29	7:38	7:45
8:03	8:10	8:19	8:27
8:31	8:38	8:47	8:55
9:06	9:13	9:23	9:31
9:43	9:50	10:00	10:09
10:20	10:27	10:37	10:46
10:58	11:05	11:15	11:24
11:36	11:43	11:53	12:02
12:13	12:20	12:30	12:40
12:53	1:00	1:10	1:20
1:33	1:40	1:50	2:00
2:13	2:20	2:30	2:41
2:53	3:00	3:10	3:20
3:33	3:40	3:50	4:01
4:13	4:20	4:30	4:41
4:53	5:00	5:10	5:21
5:33	5:40	5:50	6:01
6:13	6:20	6:30	6:40
6:53	7:00	7:09	7:18
7:33	7:40	7:49	7:58
8:09	8:16	8:25	8:33
8:57	9:04	9:12	9:20
9:38	9:45	9:53	10:01
10:47	10:53	11:00	11:07
11:32	11:38	11:45	11:52

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93-Tigard/Sherwood

Sunday		To Sherwood	
Tigard Transit Center Stop ID 8211	SW Pacific Hwy & Durham Stop ID 8644	SW Tualatin-Sherwood Rd & Pacific Hwy Stop ID 9186	SW Railroad & Washington Stop ID 3670
6:03	6:11	6:19	6:26
7:11	7:19	7:27	7:35
7:47	7:56	8:04	8:12
8:29	8:38	8:46	8:55
9:05	9:15	9:23	9:32
9:41	9:51	9:59	10:08
10:30	10:41	10:49	10:58
11:08	11:19	11:27	11:36
11:45	11:56	12:04	12:13
12:25	12:36	12:44	12:53
1:05	1:16	1:24	1:33
1:45	1:56	2:04	2:13
2:25	2:36	2:44	2:53
3:05	3:16	3:24	3:33
3:45	3:56	4:04	4:13
4:25	4:36	4:44	4:53
5:05	5:16	5:24	5:33
5:45	5:56	6:04	6:13
6:25	6:36	6:44	6:53
7:05	7:16	7:24	7:33
7:42	7:53	8:01	8:09
8:04	8:14	8:21	8:29
8:42	8:52	8:59	9:07
9:22	9:31	9:37	9:44
10:03	10:11	10:17	10:24
11:11	11:19	11:25	11:32
12:18	12:25	—	—
1:02	1:09	—	—

Times in darker print are p.m.

Please note: Schedules may change without notice by up to three minutes to relieve overcrowding or adjust to traffic conditions. Service can also be affected by construction, accidents and weather conditions. You can check for any current detours or service disruptions at trimet.org/alerts or call 503-238-RIDE (7433) for real-time arrival information from TransitTracker™. All buses, MAX trains and streetcars are accessible to people with disabilities.

16

TRIP GENERATION CALCULATIONS

Land Use: Day Care Center
Land Use Code: 565
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 9

AM PEAK HOUR

Trip Rate: 12.18

	Enter	Exit	Total
Directional Distribution	53%	47%	
Trip Ends	58	52	110

PM PEAK HOUR

Trip Rate: 12.34

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	52	59	111

WEEKDAY

Trip Rate: 74.06

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	333	333	666

SATURDAY

Trip Rate: 6.21

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	28	28	56

Source: TRIP GENERATION, Ninth Edition

16

TRIP GENERATION CALCULATIONS

Land Use: Library
Land Use Code: 590
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 13.3

AM PEAK HOUR

Trip Rate: 1.04

	Enter	Exit	Total
Directional Distribution	71%	29%	
Trip Ends	10	4	14

PM PEAK HOUR

Trip Rate: 7.30

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	47	50	97

WEEKDAY

Trip Rate: 56.24

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	374	374	748

SATURDAY

Trip Rate: 46.55

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	310	310	620

Source: TRIP GENERATION, Ninth Edition

TRIP GENERATION CALCULATIONS

Land Use: Gasoline/Service Station w/Convenience Market
Land Use Code: 945
Variable: 1000 Square Feet Gross Floor Area
Variable Value: 4.005

AM PEAK HOUR

Trip Rate: 82.13

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	165	164	329

PM PEAK HOUR

Trip Rate: 97.47

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	195	195	390

Source: TRIP GENERATION, Ninth Edition

TRIP GENERATION CALCULATIONS

Land Use: Gasoline/Service Station w/Convenience Market
Land Use Code: 945
Variable: Number Of Fueling Positions
Variable Value: 20

AM PEAK HOUR

Trip Rate: 10.16

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	102	101	203

PM PEAK HOUR

Trip Rate: 13.51

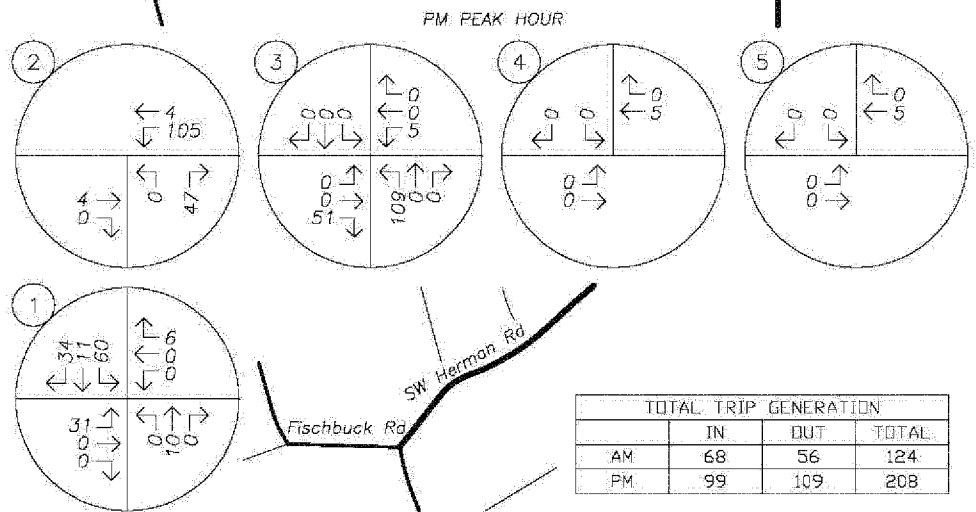
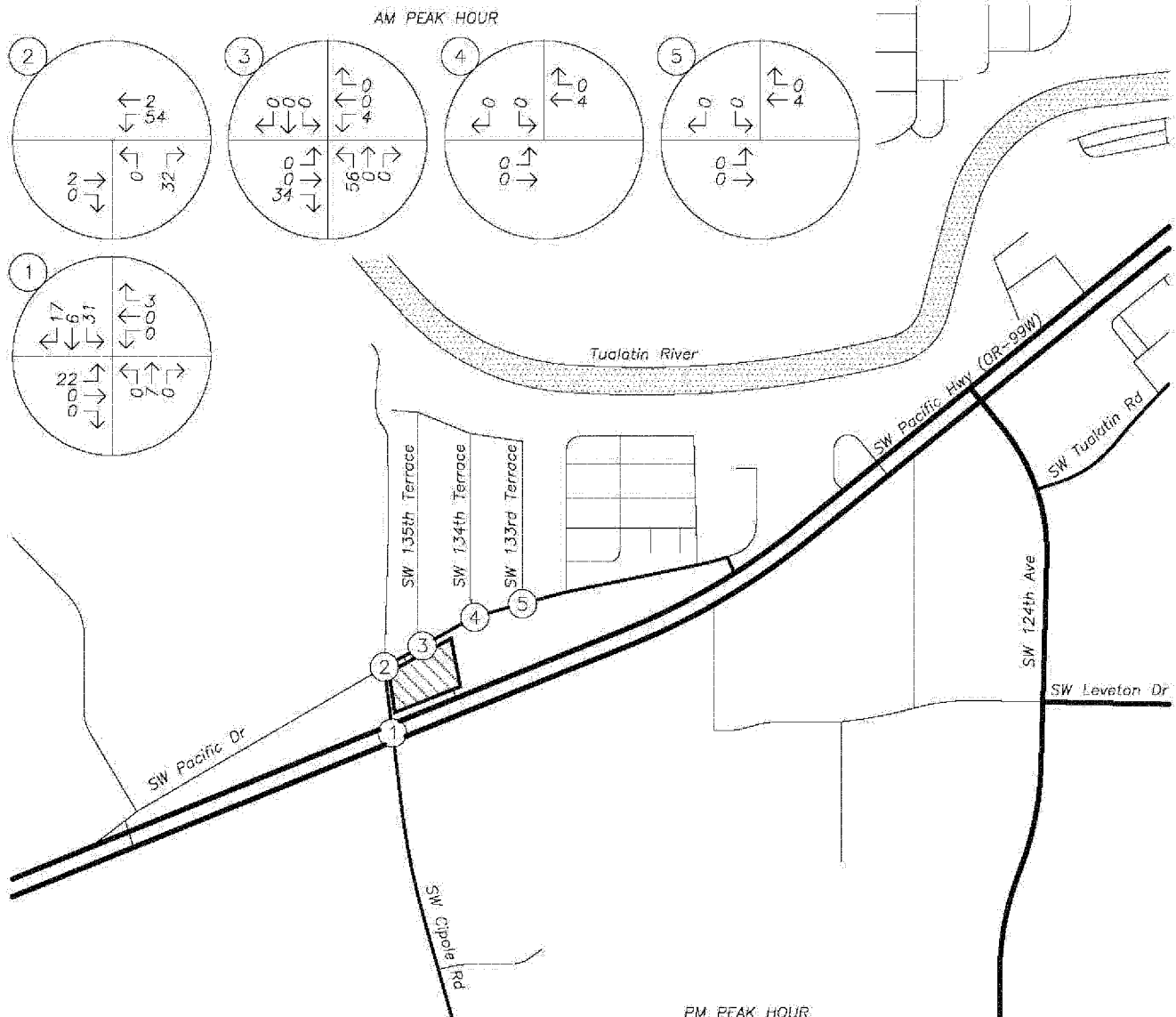
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	135	135	270

WEEKDAY

Trip Rate: 162.78

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1,628	1,628	3,256

Source: TRIP GENERATION, Ninth Edition



TOTAL TRIP GENERATION			
	IN	OUT	TOTAL
AM	68	56	124
PM	99	109	208



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Existing Zoning – Site Trips
 AM & PM Peak Hours



FIGURE 10
PAGE Appendix



LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 Existing Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1736	3471	1519	1687	3374			1338			1703	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.84			0.81	
Satd. Flow (perm)	1736	3471	1519	1687	3374			1143			1418	
Volume (vph)	6	1520	193	76	637	0	49	3	59	29	12	3
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	1583	201	79	664	0	51	3	61	30	12	3
RTOR Reduction (vph)	0	0	76	0	0	0	0	53	0	0	3	0
Lane Group Flow (vph)	6	1583	125	79	664	0	0	62	0	0	42	0
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	29%	29%	29%	7%	7%	7%
Turn Type	Prot		Perm	Prot		Perm				Perm		
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2			4				8		
Actuated Green, G (s)	1.3	37.5	37.5	6.7	42.9			8.8			8.8	
Effective Green, g (s)	1.3	37.5	37.5	6.7	42.9			8.8			8.8	
Actuated g/C Ratio	0.02	0.58	0.58	0.10	0.66			0.14			0.14	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	35	2003	876	174	2227			155			192	
v/s Ratio Prot	0.00	0.46		0.05	0.20							
v/s Ratio Perm			0.08					0.05			0.03	
v/c Ratio	0.17	0.79	0.14	0.45	0.30			0.40			0.22	
Uniform Delay, d1	31.3	10.7	6.3	27.4	4.7			25.7			25.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.3	3.3	0.3	1.9	0.3			1.7			0.6	
Delay (s)	33.6	14.0	6.7	29.3	5.0			27.4			25.6	
Level of Service	C	B	A	C	A			C			C	
Approach Delay (s)		13.2			7.6			27.4			25.6	
Approach LOS		B			A			C			C	
Intersection Summary												
HCM Average Control Delay			12.5			HCM Level of Service					B	
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			65.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			63.1%			ICU Level of Service					B	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
 Existing Conditions - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	9	0	1	8	44	18
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	11	0	1	10	55	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	79	66	78			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	79	66	78			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	928	1003	1534			
Direction, Lane #						
	EB 1	NB 1	SB 1			
Volume Total	11	11	78			
Volume Left	11	1	0			
Volume Right	0	0	22			
cSH	928	1534	1700			
Volume to Capacity	0.01	0.00	0.05			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.9	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			13.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: SW Pacific Dr & SW 135th Terrace

Pacific Drive Gas Annexation
Existing Conditions - AM Peak Hour



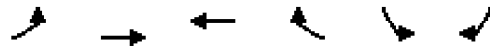
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	14	0	0	43	3	0	0	0	0	0	19
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	4	18	0	0	55	4	0	0	0	0	0	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		591										
pX, platoon unblocked												
vC, conflicting volume	59			18			107	85	18	83	83	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	59			18			107	85	18	83	83	57
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	98
cM capacity (veh/h)	1558			1554			850	804	1061	908	809	1015

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	59	0	24
Volume Left	4	0	0	0
Volume Right	0	4	0	24
cSH	1558	1554	1700	1015
Volume to Capacity	0.00	0.00	0.00	0.02
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	1.3	0.0	0.0	8.6
Lane LOS	A		A	A
Approach Delay (s)	1.3	0.0	0.0	8.6
Approach LOS			A	A

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization		13.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
4: SW Pacific Dr & SW 134th Terrace

Pacific Drive Gas Annexation
Existing Conditions - AM Peak Hour



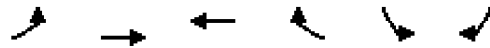
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	7	7	29	1	0	17
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	9	9	37	1	0	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		904				
pX, platoon unblocked						
vC, conflicting volume	38				65	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	38				65	38
tC, single (s)	4.2				6.6	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.7	3.5
p0 queue free %	99				100	98
cM capacity (veh/h)	1534				884	975

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	18	38	22
Volume Left	9	0	0
Volume Right	0	1	22
cSH	1534	1700	975
Volume to Capacity	0.01	0.02	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	3.7	0.0	8.8
Lane LOS	A		A
Approach Delay (s)	3.7	0.0	8.8
Approach LOS			A

Intersection Summary			
Average Delay		3.3	
Intersection Capacity Utilization		16.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 5: SW Pacific Dr & SW 133rd Terrace

Pacific Drive Gas Annexation
 Existing Conditions - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↘	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	4	22	2	1	10
Peak Hour Factor	0.81	0.81	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	24	2	1	11
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1158				
pX, platoon unblocked						
vC, conflicting volume	27				31	26
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	27				31	26
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1585				982	1049

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	5	26	12
Volume Left	0	0	1
Volume Right	0	2	11
cSH	1585	1700	1043
Volume to Capacity	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	8.5
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay		2.4	
Intersection Capacity Utilization		13.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 Existing Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			1.00	
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96			0.96	
Satd. Flow (prot)	1735	3471	1521	1770	3537			1736			1805	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.75			0.78	
Satd. Flow (perm)	1735	3471	1521	1770	3537			1352			1457	
Volume (vph)	10	866	24	34	1643	6	200	5	62	34	6	4
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	893	25	35	1694	6	206	5	64	35	6	4
RTOR Reduction (vph)	0	0	11	0	0	0	0	16	0	0	3	0
Lane Group Flow (vph)	10	893	14	35	1700	0	0	259	0	0	42	0
Confl. Peds. (#/hr)	2					2	2					2
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	5	2		1	6			4				8
Permitted Phases			2				4			8		
Actuated Green, G (s)	0.8	40.2	40.2	2.0	41.4			15.8			15.8	
Effective Green, g (s)	0.8	40.2	40.2	2.0	41.4			15.8			15.8	
Actuated g/C Ratio	0.01	0.57	0.57	0.03	0.59			0.23			0.23	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	20	1993	873	51	2092			305			329	
v/s Ratio Prot	0.01	0.26		c0.02	c0.48							
v/s Ratio Perm			0.01					c0.19			0.03	
v/c Ratio	0.50	0.45	0.02	0.69	0.81			0.85			0.13	
Uniform Delay, d1	34.4	8.5	6.4	33.7	11.2			26.0			21.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	18.3	0.7	0.0	32.0	3.6			19.2			0.2	
Delay (s)	52.7	9.3	6.4	65.7	14.8			45.1			21.8	
Level of Service	D	A	A	E	B			D			C	
Approach Delay (s)		9.7			15.8			45.1			21.8	
Approach LOS		A			B			D			C	

Intersection Summary			
HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
Existing Conditions - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	17	3	0	21	41	23
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	20	3	0	24	48	27
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	86	62	75			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	62	75			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	907	994	1504			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	23	24	74
Volume Left	20	0	0
Volume Right	3	0	27
cSH	919	1504	1700
Volume to Capacity	0.03	0.00	0.04
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay			1.7
Intersection Capacity Utilization	13.6%	ICU Level of Service	A
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
3: SW Pacific Dr & SW 135th Terrace

Pacific Drive Gas Annexation
Existing Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	29	0	0	55	7	0	0	0	1	0	9
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	11	35	0	0	67	9	0	0	0	1	0	11
Pedestrians												5
Lane Width (ft)												12.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		600										
pX, platoon unblocked												
vC, conflicting volume	81			35			140	138	35	134	134	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	81			35			140	138	35	134	134	76
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	99
cM capacity (veh/h)	1486			1589			814	744	1037	832	752	986

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	46	76	0	12
Volume Left	11	0	0	1
Volume Right	0	9	0	11
cSH	1486	1589	1700	968
Volume to Capacity	0.01	0.00	0.00	0.01
Queue Length 95th (ft)	1	0	0	1
Control Delay (s)	1.8	0.0	0.0	8.8
Lane LOS	A		A	A
Approach Delay (s)	1.8	0.0	0.0	8.8
Approach LOS			A	A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 4: SW Pacific Dr & SW 134th Terrace

Pacific Drive Gas Annexation
 Existing Conditions - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↷	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	8	22	56	9	1	6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	10	26	67	11	1	7
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		913				
pX, platoon unblocked						
vC, conflicting volume	79				119	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	79				119	74
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1485				874	992

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	36	77	8
Volume Left	10	0	1
Volume Right	0	11	7
cSH	1485	1700	973
Volume to Capacity	0.01	0.05	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	2.0	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	2.0	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↘	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	4	15	58	11	0	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	5	17	67	13	0	9
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1167				
pX, platoon unblocked						
vC, conflicting volume	81				102	75
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81				102	75
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1460				898	991

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	22	80	9
Volume Left	5	0	0
Volume Right	0	13	9
cSH	1460	1700	991
Volume to Capacity	0.00	0.05	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.6	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	1.6	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization	14.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
2017 Background Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↑	↘		↑	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			1.00	
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1736	3471	1519	1687	3374			1338			1703	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.83			0.80	
Satd. Flow (perm)	1736	3471	1519	1687	3374			1140			1403	
Volume (vph)	6	1629	215	79	680	0	53	3	61	30	12	3
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	1697	224	82	708	0	55	3	64	31	12	3
RTOR Reduction (vph)	0	0	79	0	0	0	0	55	0	0	3	0
Lane Group Flow (vph)	6	1697	145	82	708	0	0	67	0	0	43	0
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	29%	29%	29%	7%	7%	7%
Turn Type	Prot		Perm	Prot		Perm			Perm		Perm	
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2			4				8		
Actuated Green, G (s)	1.1	37.3	37.3	6.6	42.8			9.1			9.1	
Effective Green, g (s)	1.1	37.3	37.3	6.6	42.8			9.1			9.1	
Actuated g/C Ratio	0.02	0.57	0.57	0.10	0.66			0.14			0.14	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	29	1992	872	171	2222			160			196	
v/s Ratio Prot	0.00	0.49		0.05	0.21							
v/s Ratio Perm			0.10					0.06			0.03	
v/c Ratio	0.21	0.85	0.17	0.48	0.32			0.42			0.22	
Uniform Delay, d1	31.5	11.5	6.5	27.6	4.8			25.5			24.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	3.5	4.8	0.4	2.1	0.4			1.8			0.6	
Delay (s)	35.0	16.4	6.9	29.7	5.2			27.3			25.4	
Level of Service	D	B	A	C	A			C			C	
Approach Delay (s)		15.4			7.7			27.3			25.4	
Approach LOS		B			A			C			C	
Intersection Summary												
HCM Average Control Delay			13.9			HCM Level of Service					B	
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			65.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			66.6%			ICU Level of Service					C	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
 2017 Background Conditions - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	9	0	1	8	46	19
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	11	0	1	10	58	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	82	69	81			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	82	69	81			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	924	999	1529			
Direction, Lane #	EB 1	EB 1	SB 1			
Volume Total	11	11	81			
Volume Left	11	1	0			
Volume Right	0	0	24			
cSH	924	1529	1700			
Volume to Capacity	0.01	0.00	0.05			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.9	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			13.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: SW Pacific Dr & SW 135th Terrace

Pacific Drive Gas Annexation
 2017 Background Conditions - AM Peak Hour



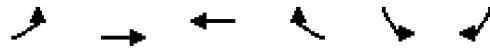
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	15	0	0	45	3	0	0	0	0	0	20
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	4	19	0	0	58	4	0	0	0	0	0	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		605										
pX, platoon unblocked												
vC, conflicting volume	62			19			112	88	19	87	87	60
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	62			19			112	88	19	87	87	60
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	97
cM capacity (veh/h)	1554			1553			842	800	1059	902	805	1012

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	62	0	26
Volume Left	4	0	0	0
Volume Right	0	4	0	26
cSH	1554	1553	1700	1012
Volume to Capacity	0.00	0.00	0.00	0.03
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	1.2	0.0	0.0	8.7
Lane LOS	A		A	A
Approach Delay (s)	1.2	0.0	0.0	8.7
Approach LOS			A	A

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
4: SW Pacific Dr & SW 134th Terrace

Pacific Drive Gas Annexation
2017 Background Conditions - AM Peak Hour



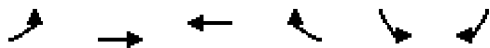
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↙	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	7	7	30	1	0	18
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	9	9	38	1	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		918				
pX, platoon unblocked						
vC, conflicting volume	40				66	39
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	40				66	39
tC, single (s)	4.2				6.6	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.7	3.5
p0 queue free %	99				100	98
cM capacity (veh/h)	1532				882	973

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	18	40	23
Volume Left	9	0	0
Volume Right	0	1	23
cSH	1532	1700	973
Volume to Capacity	0.01	0.02	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	3.7	0.0	8.8
Lane LOS	A		A
Approach Delay (s)	3.7	0.0	8.8
Approach LOS			A

Intersection Summary			
Average Delay		3.3	
Intersection Capacity Utilization		16.6%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
 5: SW Pacific Dr & SW 133rd Terrace

Pacific Drive Gas Annexation
 2017 Background Conditions - AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↘	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	4	23	2	1	10
Peak Hour Factor	0.81	0.81	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	25	2	1	11
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1172				
pX, platoon unblocked						
vC, conflicting volume	28				32	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	28				32	27
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1584				981	1047

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	5	27	12
Volume Left	0	0	1
Volume Right	0	2	11
cSH	1584	1700	1041
Volume to Capacity	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	8.5
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization		13.7%	ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 2017 Background Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↑	↘	↙	↑	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			1.00	
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96			0.96	
Satd. Flow (prot)	1735	3471	1521	1770	3537			1737			1805	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.75			0.78	
Satd. Flow (perm)	1735	3471	1521	1770	3537			1348			1466	
Volume (vph)	10	918	27	35	1757	6	222	5	65	35	6	4
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	946	28	36	1811	6	229	5	67	36	6	4
RTOR Reduction (vph)	0	0	12	0	0	0	0	15	0	0	3	0
Lane Group Flow (vph)	10	946	16	36	1817	0	0	286	0	0	43	0
Confl. Peds. (#/hr)	2					2	2					2
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	5	2		1	6			4				8
Permitted Phases			2				4			8		
Actuated Green, G (s)	0.8	40.0	40.0	2.0	41.2			16.0			16.0	
Effective Green, g (s)	0.8	40.0	40.0	2.0	41.2			16.0			16.0	
Actuated g/C Ratio	0.01	0.57	0.57	0.03	0.59			0.23			0.23	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	20	1983	869	51	2082			308			335	
v/s Ratio Prot	0.01	0.27		c0.02	c0.51							
v/s Ratio Perm			0.01					c0.21			0.03	
v/c Ratio	0.50	0.48	0.02	0.71	0.87			0.93			0.13	
Uniform Delay, d1	34.4	8.8	6.5	33.7	12.2			26.4			21.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	18.3	0.8	0.0	36.0	5.4			33.0			0.2	
Delay (s)	52.7	9.7	6.5	69.7	17.6			59.4			21.6	
Level of Service	D	A	A	E	B			E			C	
Approach Delay (s)		10.0			18.6			59.4			21.6	
Approach LOS		B			B			E			C	

Intersection Summary			
HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
 2017 Background Conditions - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	18	3	0	22	43	24
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	21	3	0	26	50	28
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	91	65	79			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91	65	79			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	902	990	1499			
Direction, Lane #	EB 1	EB 1	SB 1			
Volume Total	24	26	78			
Volume Left	21	0	0			
Volume Right	3	0	28			
cSH	913	1499	1700			
Volume to Capacity	0.03	0.00	0.05			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	1.7					
Intersection Capacity Utilization	13.7%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 3: SW Pacific Dr & SW 135th Terrace

Pacific Drive Gas Annexation
 2017 Background Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	30	0	0	57	7	0	0	0	1	0	9
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	11	37	0	0	70	9	0	0	0	1	0	11
Pedestrians												5
Lane Width (ft)												12.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		590										
pX, platoon unblocked												
vC, conflicting volume	83			37			143	142	37	137	137	79
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	83			37			143	142	37	137	137	79
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	100	100	99
cM capacity (veh/h)	1483			1587			810	741	1036	827	749	983

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	48	78	0	12
Volume Left	11	0	0	1
Volume Right	0	9	0	11
cSH	1483	1587	1700	965
Volume to Capacity	0.01	0.00	0.00	0.01
Queue Length 95th (ft)	1	0	0	1
Control Delay (s)	1.8	0.0	0.0	8.8
Lane LOS	A		A	A
Approach Delay (s)	1.8	0.0	0.0	8.8
Approach LOS			A	A

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 4: SW Pacific Dr & SW 134th Terrace

Pacific Drive Gas Annexation
 2017 Background Conditions - PM Peak Hour



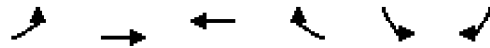
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	8	23	58	9	1	6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	10	27	69	11	1	7
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		903				
pX, platoon unblocked						
vC, conflicting volume	82				123	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	82				123	76
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1482				870	989

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	37	80	8
Volume Left	10	0	1
Volume Right	0	11	7
cSH	1482	1700	970
Volume to Capacity	0.01	0.05	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	2.0	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	2.0	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 5: SW Pacific Dr & SW 133rd Terrace

Pacific Drive Gas Annexation
 2017 Background Conditions - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	4	16	60	11	0	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	5	19	70	13	0	9
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1157				
pX, platoon unblocked						
vC, conflicting volume	84				105	77
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84				105	77
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1457				894	989

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	23	83	9
Volume Left	5	0	0
Volume Right	0	13	9
cSH	1457	1700	989
Volume to Capacity	0.00	0.05	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.5	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	1.5	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization	14.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 2017 Background + Site Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↑	↘		↑	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.93			0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1736	3471	1519	1687	3362			1344			1644	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.80			0.77	
Satd. Flow (perm)	1736	3471	1519	1687	3362			1098			1307	
Volume (vph)	64	1587	215	79	632	13	53	8	61	100	17	67
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	67	1653	224	82	658	14	55	8	64	104	18	70
RTOR Reduction (vph)	0	0	85	0	2	0	0	52	0	0	34	0
Lane Group Flow (vph)	67	1653	139	82	670	0	0	75	0	0	158	0
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	29%	29%	29%	7%	7%	7%
Turn Type	Prot		Perm	Prot		Perm			Perm		Perm	
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2			4				8		
Actuated Green, G (s)	4.2	36.2	36.2	5.0	37.0			11.8			11.8	
Effective Green, g (s)	4.2	36.2	36.2	5.0	37.0			11.8			11.8	
Actuated g/C Ratio	0.06	0.56	0.56	0.08	0.57			0.18			0.18	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	112	1933	846	130	1914			199			237	
v/s Ratio Prot	0.04	c0.48		c0.05	0.20							
v/s Ratio Perm			0.09					0.07			c0.12	
v/c Ratio	0.60	0.86	0.16	0.63	0.35			0.37			0.67	
Uniform Delay, d1	29.6	12.2	7.0	29.1	7.5			23.4			24.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	8.3	5.1	0.4	9.6	0.5			1.2			6.9	
Delay (s)	37.9	17.3	7.4	38.7	8.0			24.6			31.6	
Level of Service	D	B	A	D	A			C			C	
Approach Delay (s)		16.9			11.4			24.6			31.6	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM Average Control Delay			16.8			HCM Level of Service					B	
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			65.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			73.0%			ICU Level of Service					D	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
 2017 Background + Site Conditions - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	11	0	1	84	185	21
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	14	0	1	105	231	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	352	244	258			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352	244	258			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	649	799	1319			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	14	105	258			
Volume Left	14	1	0			
Volume Right	0	0	26			
cSH	649	1319	1700			
Volume to Capacity	0.02	0.00	0.15			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	10.7	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.7	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.4					
Intersection Capacity Utilization	21.0%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 3: SW Pacific Dr & SW 135th Terrace

Pacific Drive Gas Annexation
 2017 Background + Site Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	14	79	5	43	3	143	0	1	0	0	20
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	4	18	101	6	55	4	183	0	1	0	0	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		603										
pX, platoon unblocked												
vC, conflicting volume	59			119			172	148	69	147	197	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	59			119			172	148	69	147	197	57
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			76	100	100	100	100	97
cM capacity (veh/h)	1558			1426			767	738	995	820	697	1015

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	123	65	185	26
Volume Left	4	6	183	0
Volume Right	101	4	1	26
cSH	1558	1426	769	1015
Volume to Capacity	0.00	0.00	0.24	0.03
Queue Length 95th (ft)	0	0	23	2
Control Delay (s)	0.2	0.8	11.2	8.6
Lane LOS	A	A	B	A
Approach Delay (s)	0.2	0.8	11.2	8.6
Approach LOS			B	A

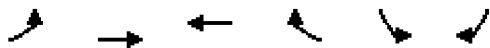
Intersection Summary			
Average Delay		5.9	
Intersection Capacity Utilization	27.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	7	7	33	1	0	18
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	9	9	42	1	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		916				
pX, platoon unblocked						
vC, conflicting volume	44				70	43
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44				70	43
tC, single (s)	4.2				6.6	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.7	3.5
p0 queue free %	99				100	98
cM capacity (veh/h)	1527				878	968

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	18	44	23
Volume Left	9	0	0
Volume Right	0	1	23
cSH	1527	1700	968
Volume to Capacity	0.01	0.03	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	3.7	0.0	8.8
Lane LOS	A		A
Approach Delay (s)	3.7	0.0	8.8
Approach LOS			A

Intersection Summary			
Average Delay		3.2	
Intersection Capacity Utilization		16.6%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	4	26	2	1	10
Peak Hour Factor	0.81	0.81	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	28	2	1	11
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1170				
pX, platoon unblocked						
vC, conflicting volume	31				35	30
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	31				35	30
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1580				977	1043

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	5	30	12
Volume Left	0	0	1
Volume Right	0	2	11
cSH	1580	1700	1037
Volume to Capacity	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	8.5
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.5
Approach LOS			A

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		13.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 2017 Background + Site Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↑	↘		↑	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			0.99	
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96			0.98	
Satd. Flow (prot)	1736	3471	1521	1770	3531			1741			1728	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.64			0.80	
Satd. Flow (perm)	1736	3471	1521	1770	3531			1154			1411	
Volume (vph)	54	897	27	35	1690	23	222	12	65	96	13	94
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	56	925	28	36	1742	24	229	12	67	99	13	97
RTOR Reduction (vph)	0	0	13	0	1	0	0	14	0	0	45	0
Lane Group Flow (vph)	56	925	15	36	1765	0	0	294	0	0	164	0
Confl. Peds. (#/hr)	2					2	2					2
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2				4			8		
Actuated Green, G (s)	2.4	38.0	38.0	2.0	37.6			18.0			18.0	
Effective Green, g (s)	2.4	38.0	38.0	2.0	37.6			18.0			18.0	
Actuated g/C Ratio	0.03	0.54	0.54	0.03	0.54			0.26			0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	60	1884	826	51	1897			297			363	
v/s Ratio Prot	c0.03	0.27		0.02	c0.50							
v/s Ratio Perm			0.01					c0.25			0.12	
v/c Ratio	0.93	0.49	0.02	0.71	0.93			0.99			0.45	
Uniform Delay, d1	33.7	10.0	7.4	33.7	15.0			25.9			21.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	91.8	0.9	0.0	36.0	9.7			48.8			0.9	
Delay (s)	125.6	10.9	7.4	69.7	24.7			74.7			22.8	
Level of Service	F	B	A	E	C			E			C	
Approach Delay (s)		17.2			25.6			74.7			22.8	
Approach LOS		B			C			E			C	

Intersection Summary			
HCM Average Control Delay	27.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
 2017 Background + Site Conditions - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	21	3	0	90	201	27
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	24	3	0	105	234	31
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	355	250	266			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	355	250	266			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	636	780	1279			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	28	105	265			
Volume Left	24	0	0			
Volume Right	3	0	31			
cSH	651	1279	1700			
Volume to Capacity	0.04	0.00	0.16			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.8					
Intersection Capacity Utilization	22.2%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 3: SW Pacific Dr & SW 135th Terrace

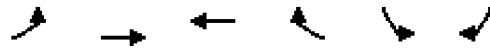
Pacific Drive Gas Annexation
 2017 Background + Site Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	29	72	6	55	7	163	0	1	1	0	9
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	11	35	88	7	67	9	199	0	1	1	0	11
Pedestrians												5
Lane Width (ft)												12.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		605										
pX, platoon unblocked												
vC, conflicting volume	81			123			198	196	79	193	236	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	81			123			198	196	79	193	236	76
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			73	100	100	100	100	99
cM capacity (veh/h)	1486			1476			743	688	981	757	657	986

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	134	83	200	12
Volume Left	11	7	199	1
Volume Right	88	9	1	11
cSH	1486	1476	744	957
Volume to Capacity	0.01	0.00	0.27	0.01
Queue Length 95th (ft)	1	0	27	1
Control Delay (s)	0.7	0.7	11.6	8.8
Lane LOS	A	A	B	A
Approach Delay (s)	0.7	0.7	11.6	8.8
Approach LOS			B	A

Intersection Summary			
Average Delay		6.0	
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)		15	



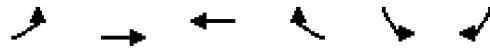
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	8	23	62	9	1	6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	10	27	74	11	1	7
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		918				
pX, platoon unblocked						
vC, conflicting volume	87				128	81
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	87				128	81
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1476				865	983

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	37	85	8
Volume Left	10	0	1
Volume Right	0	11	7
cSH	1476	1700	964
Volume to Capacity	0.01	0.05	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	2.0	0.0	8.8
Lane LOS	A		A
Approach Delay (s)	2.0	0.0	8.8
Approach LOS			A

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 5: SW Pacific Dr & SW 133rd Terrace

Pacific Drive Gas Annexation
 2017 Background + Site Conditions - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↘	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	4	16	64	11	0	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	5	19	74	13	0	9
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1172				
pX, platoon unblocked						
vC, conflicting volume	88				110	82
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88				110	82
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1451				889	983

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	23	87	9
Volume Left	5	0	0
Volume Right	0	13	9
cSH	1451	1700	983
Volume to Capacity	0.00	0.05	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.5	0.0	8.7
Lane LOS	A		A
Approach Delay (s)	1.5	0.0	8.7
Approach LOS			A

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 2035 Background + Site Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↑	↘		↑	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.93			0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1736	3471	1519	1687	3365			1341			1650	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.75			0.66	
Satd. Flow (perm)	1736	3471	1519	1687	3365			1032			1114	
Volume (vph)	67	2162	301	113	873	13	75	9	88	113	23	68
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	70	2252	314	118	909	14	78	9	92	118	24	71
RTOR Reduction (vph)	0	0	53	0	1	0	0	31	0	0	15	0
Lane Group Flow (vph)	70	2252	262	118	922	0	0	148	0	0	198	0
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	29%	29%	29%	7%	7%	7%
Turn Type	Prot		Perm	Prot		Perm			Perm		Perm	
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2			4				8		
Actuated Green, G (s)	7.7	78.0	78.0	9.0	79.3			21.0			21.0	
Effective Green, g (s)	7.7	78.0	78.0	9.0	79.3			21.0			21.0	
Actuated g/C Ratio	0.06	0.65	0.65	0.08	0.66			0.18			0.18	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	111	2256	987	127	2224			181			195	
v/s Ratio Prot	0.04	c0.65		c0.07	0.27							
v/s Ratio Perm			0.17					0.14			c0.18	
v/c Ratio	0.63	1.00	0.26	0.93	0.41			0.82			1.02	
Uniform Delay, d1	54.8	20.9	8.9	55.2	9.5			47.6			49.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	11.1	18.5	0.7	57.7	0.6			23.8			68.7	
Delay (s)	65.9	39.5	9.5	112.9	10.1			71.4			118.2	
Level of Service	E	D	A	F	B			E			F	
Approach Delay (s)		36.6			21.7			71.4			118.2	
Approach LOS		D			C			E			F	
Intersection Summary												
HCM Average Control Delay			38.6			HCM Level of Service					D	
HCM Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			92.4%			ICU Level of Service					F	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
 2035 Background + Site Conditions - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	15	0	1	88	204	29
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	19	0	1	110	255	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	386	273	291			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	386	273	291			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	621	770	1282			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	19	111	291			
Volume Left	19	1	0			
Volume Right	0	0	36			
cSH	621	1282	1700			
Volume to Capacity	0.03	0.00	0.17			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	11.0	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.0	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization	22.5%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 3: SW Pacific Dr & SW 135th Terrace

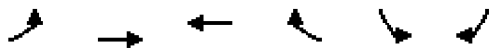
Pacific Drive Gas Annexation
 2035 Background + Site Conditions - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	20	79	5	62	4	143	0	1	0	0	28
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	5	26	101	6	79	5	183	0	1	0	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		605										
pX, platoon unblocked												
vC, conflicting volume	85			127			217	184	76	183	232	82
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	85			127			217	184	76	183	232	82
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			74	100	100	100	100	96
cM capacity (veh/h)	1525			1417			708	705	985	777	666	983

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	132	91	185	36
Volume Left	5	6	183	0
Volume Right	101	5	1	36
cSH	1525	1417	709	983
Volume to Capacity	0.00	0.00	0.26	0.04
Queue Length 95th (ft)	0	0	26	3
Control Delay (s)	0.3	0.6	11.9	8.8
Lane LOS	A	A	B	A
Approach Delay (s)	0.3	0.6	11.9	8.8
Approach LOS			B	A

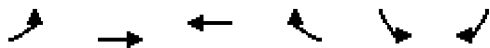
Intersection Summary			
Average Delay		5.9	
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	10	10	46	1	0	25
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	13	13	59	1	0	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		918				
pX, platoon unblocked						
vC, conflicting volume	60				98	60
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60				98	60
tC, single (s)	4.2				6.6	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.7	3.5
p0 queue free %	99				100	97
cM capacity (veh/h)	1506				843	947

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	26	60	32
Volume Left	13	0	0
Volume Right	0	1	32
cSH	1506	1700	947
Volume to Capacity	0.01	0.04	0.03
Queue Length 95th (ft)	1	0	3
Control Delay (s)	3.7	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	3.7	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay		3.2	
Intersection Capacity Utilization		17.7%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	6	36	3	1	15
Peak Hour Factor	0.81	0.81	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	39	3	1	16
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1172				
pX, platoon unblocked						
vC, conflicting volume	43				49	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	43				49	42
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1564				959	1028

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	7	42	17
Volume Left	0	0	1
Volume Right	0	3	16
cSH	1564	1700	1024
Volume to Capacity	0.00	0.02	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	8.6
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		13.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 2035 Background + Site Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↘	↙	↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			0.99	
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96			0.98	
Satd. Flow (prot)	1736	3471	1521	1770	3532			1739			1734	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.62			0.77	
Satd. Flow (perm)	1736	3471	1521	1770	3532			1122			1362	
Volume (vph)	59	1225	38	51	2312	26	311	14	92	112	16	96
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	61	1263	39	53	2384	27	321	14	95	115	16	99
RTOR Reduction (vph)	0	0	11	0	0	0	0	8	0	0	23	0
Lane Group Flow (vph)	61	1263	28	53	2411	0	0	422	0	0	207	0
Confl. Peds. (#/hr)	2					2	2					2
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2				4			8		
Actuated Green, G (s)	4.0	64.1	64.1	6.9	67.0			37.0			37.0	
Effective Green, g (s)	4.0	64.1	64.1	6.9	67.0			37.0			37.0	
Actuated g/C Ratio	0.03	0.53	0.53	0.06	0.56			0.31			0.31	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	58	1854	812	102	1972			346			420	
v/s Ratio Prot	c0.04	0.36		0.03	c0.68							
v/s Ratio Perm			0.02					c0.38			0.15	
v/c Ratio	1.05	0.68	0.03	0.52	1.22			1.22			0.49	
Uniform Delay, d1	58.0	20.5	13.3	54.9	26.5			41.5			33.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	133.4	2.0	0.1	4.4	104.9			121.9			0.9	
Delay (s)	191.4	22.5	13.3	59.4	131.4			163.4			34.8	
Level of Service	F	C	B	E	F			F			C	
Approach Delay (s)		29.8			129.8			163.4			34.8	
Approach LOS		C			F			F			C	

Intersection Summary			
HCM Average Control Delay	97.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
 2035 Background + Site Conditions - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	28	4	0	99	219	37
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	33	5	0	115	255	43
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	392	277	299			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	392	277	299			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	100			
cM capacity (veh/h)	606	754	1245			
Direction, Lane #	EB 1	EB 1	SB 1			
Volume Total	37	115	298			
Volume Left	33	0	0			
Volume Right	5	0	43			
cSH	621	1245	1700			
Volume to Capacity	0.06	0.00	0.18			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	11.2	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.2	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.9					
Intersection Capacity Utilization	23.8%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 3: SW Pacific Dr & SW 135th Terrace

Pacific Drive Gas Annexation
 2035 Background + Site Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	13	42	72	6	80	10	163	0	1	1	0	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	16	51	88	7	98	12	199	0	1	1	0	16
Pedestrians												5
Lane Width (ft)												12.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		590										
pX, platoon unblocked												
vC, conflicting volume	115			139			261	256	95	251	294	109
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115			139			261	256	95	251	294	109
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			70	100	100	100	100	98
cM capacity (veh/h)	1444			1457			670	635	961	692	608	947

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	155	117	200	17
Volume Left	16	7	199	1
Volume Right	88	12	1	16
cSH	1444	1457	671	922
Volume to Capacity	0.01	0.01	0.30	0.02
Queue Length 95th (ft)	1	0	31	1
Control Delay (s)	0.9	0.5	12.6	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	0.9	0.5	12.6	9.0
Approach LOS			B	A

Intersection Summary			
Average Delay		5.9	
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		



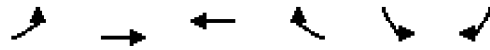
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	12	33	87	13	1	9
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	39	104	15	1	11
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		903				
pX, platoon unblocked						
vC, conflicting volume	121				181	113
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	121				181	113
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1434				803	943

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	54	119	12
Volume Left	14	0	1
Volume Right	0	15	11
cSH	1434	1700	927
Volume to Capacity	0.01	0.07	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	2.1	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	2.1	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		19.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 5: SW Pacific Dr & SW 133rd Terrace

Pacific Drive Gas Annexation
 2035 Background + Site Conditions - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	6	22	90	16	0	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	7	26	105	19	0	14
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1157				
pX, platoon unblocked						
vC, conflicting volume	124				154	115
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124				154	115
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1407				837	942

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	33	123	14
Volume Left	7	0	0
Volume Right	0	19	14
cSH	1407	1700	942
Volume to Capacity	0.00	0.07	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.7	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	1.7	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 2035 Background Conditions (with Daycare) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↑	↘		↑	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			1.00	
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.93			0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1736	3471	1519	1687	3372			1343			1681	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.80			0.60	
Satd. Flow (perm)	1736	3471	1519	1687	3372			1099			1045	
Volume (vph)	31	2204	301	113	921	3	75	11	88	74	24	21
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	32	2296	314	118	959	3	78	11	92	77	25	22
RTOR Reduction (vph)	0	0	52	0	0	0	0	31	0	0	7	0
Lane Group Flow (vph)	32	2296	262	118	962	0	0	150	0	0	117	0
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	29%	29%	29%	7%	7%	7%
Turn Type	Prot		Perm	Prot		Perm			Perm			Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases			2			4				8		
Actuated Green, G (s)	3.6	81.7	81.7	9.0	87.1			17.3			17.3	
Effective Green, g (s)	3.6	81.7	81.7	9.0	87.1			17.3			17.3	
Actuated g/C Ratio	0.03	0.68	0.68	0.08	0.73			0.14			0.14	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	52	2363	1034	127	2448			158			151	
v/s Ratio Prot	0.02	c0.66		c0.07	0.29							
v/s Ratio Perm			0.17					c0.14			0.11	
v/c Ratio	0.62	0.97	0.25	0.93	0.39			0.95			0.78	
Uniform Delay, d1	57.5	18.1	7.4	55.2	6.3			50.9			49.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	19.7	13.0	0.6	57.7	0.5			56.8			21.7	
Delay (s)	77.2	31.0	8.0	112.9	6.8			107.7			71.2	
Level of Service	E	C	A	F	A			F			E	
Approach Delay (s)		28.8			18.4			107.7			71.2	
Approach LOS		C			B			F			E	
Intersection Summary												
HCM Average Control Delay			30.9			HCM Level of Service					C	
HCM Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			88.1%			ICU Level of Service					E	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
 2035 Background Conditions (with Daycare) - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	15	0	1	44	119	29
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	19	0	1	55	149	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	224	167	185			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	224	167	185			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	768	883	1402			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	19	56	185			
Volume Left	19	1	0			
Volume Right	0	0	36			
cSH	768	1402	1700			
Volume to Capacity	0.02	0.00	0.11			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	9.8	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			18.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Pacific Drive Gas Annexation

3: SW Pacific Dr & SW 135th Terrace

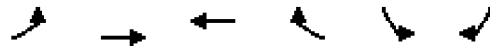
2035 Background Conditions (with Daycare) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	21	34	4	64	4	56	0	0	0	0	28
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	5	27	44	5	82	5	72	0	0	0	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		605										
pX, platoon unblocked												
vC, conflicting volume	87			71			190	156	49	154	176	85
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	87			71			190	156	49	154	176	85
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			90	100	100	100	100	96
cM capacity (veh/h)	1522			1487			738	731	1020	813	717	980

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	76	92	72	36
Volume Left	5	5	72	0
Volume Right	44	5	0	36
cSH	1522	1487	738	980
Volume to Capacity	0.00	0.00	0.10	0.04
Queue Length 95th (ft)	0	0	8	3
Control Delay (s)	0.5	0.4	10.4	8.8
Lane LOS	A	A	B	A
Approach Delay (s)	0.5	0.4	10.4	8.8
Approach LOS			B	A

Intersection Summary			
Average Delay		4.1	
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↘	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	10	10	47	1	0	25
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	13	13	60	1	0	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		918				
pX, platoon unblocked						
vC, conflicting volume	62				99	61
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	62				99	61
tC, single (s)	4.2				6.6	6.4
tC, 2 stage (s)						
tF (s)	2.3				3.7	3.5
p0 queue free %	99				100	97
cM capacity (veh/h)	1504				841	946

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	26	62	32
Volume Left	13	0	0
Volume Right	0	1	32
cSH	1504	1700	946
Volume to Capacity	0.01	0.04	0.03
Queue Length 95th (ft)	1	0	3
Control Delay (s)	3.7	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	3.7	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay		3.2	
Intersection Capacity Utilization		17.7%	ICU Level of Service
Analysis Period (min)		15	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↷	↷
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	6	37	3	1	15
Peak Hour Factor	0.81	0.81	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	40	3	1	16
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1172				
pX, platoon unblocked						
vC, conflicting volume	44				50	43
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	44				50	43
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1562				958	1027

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	7	43	17
Volume Left	0	0	1
Volume Right	0	3	16
cSH	1562	1700	1022
Volume to Capacity	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	8.6
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.6
Approach LOS			A

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		13.7%	ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis
 1: SW Pacific Hwy & SW Cipole Rd

Pacific Drive Gas Annexation
 2035 Background Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↘	↙	↑↑			↑	↘		↑	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00			1.00	
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96			0.97	
Satd. Flow (prot)	1736	3471	1521	1770	3535			1740			1776	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.68			0.73	
Satd. Flow (perm)	1736	3471	1521	1770	3535			1236			1339	
Volume (vph)	46	1246	38	51	2379	15	311	17	92	111	20	40
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	47	1285	39	53	2453	15	321	18	95	114	21	41
RTOR Reduction (vph)	0	0	11	0	0	0	0	9	0	0	9	0
Lane Group Flow (vph)	47	1285	28	53	2468	0	0	426	0	0	167	0
Confl. Peds. (#/hr)	2					2	2					2
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	5	2		1	6			4				8
Permitted Phases			2				4			8		
Actuated Green, G (s)	3.2	66.1	66.1	6.9	69.8			35.0			35.0	
Effective Green, g (s)	3.2	66.1	66.1	6.9	69.8			35.0			35.0	
Actuated g/C Ratio	0.03	0.55	0.55	0.06	0.58			0.29			0.29	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	46	1912	838	102	2056			361			391	
v/s Ratio Prot	c0.03	0.37		0.03	c0.70							
v/s Ratio Perm			0.02					c0.34			0.12	
v/c Ratio	1.02	0.67	0.03	0.52	1.20			1.18			0.43	
Uniform Delay, d1	58.4	19.2	12.3	54.9	25.1			42.5			34.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	139.1	1.9	0.1	4.4	95.1			105.5			0.8	
Delay (s)	197.5	21.1	12.4	59.4	120.2			148.0			35.1	
Level of Service	F	C	B	E	F			F			D	
Approach Delay (s)		26.9			118.9			148.0			35.1	
Approach LOS		C			F			F			D	

Intersection Summary			
HCM Average Control Delay	90.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	102.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
2: SW Pacific Dr & SW Cipole Rd

Pacific Drive Gas Annexation
2035 Background Conditions - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	29	4	0	78	166	38
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	34	5	0	91	193	44
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	326					
pX, platoon unblocked						
vC, conflicting volume	307	216	238			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	307	216	238			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	100			
cM capacity (veh/h)	678	816	1310			
Direction, Lane #	EB 1	EB 1	SB 1			
Volume Total	38	91	237			
Volume Left	34	0	0			
Volume Right	5	0	44			
cSH	693	1310	1700			
Volume to Capacity	0.06	0.00	0.14			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	1.1					
Intersection Capacity Utilization	21.0%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
3: SW Pacific Dr & SW 135th Terrace

Pacific Drive Gas Annexation
2035 Background Conditions - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	13	43	51	5	82	10	109	0	0	1	0	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	16	52	62	6	100	12	133	0	0	1	0	16
Pedestrians												5
Lane Width (ft)												12.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		590										
pX, platoon unblocked												
vC, conflicting volume	117			115			249	245	84	239	270	111
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	117			115			249	245	84	239	270	111
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			81	100	100	100	100	98
cM capacity (veh/h)	1441			1487			682	645	976	706	628	944

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	130	118	133	17
Volume Left	16	6	133	1
Volume Right	62	12	0	16
cSH	1441	1487	682	922
Volume to Capacity	0.01	0.00	0.19	0.02
Queue Length 95th (ft)	1	0	18	1
Control Delay (s)	1.0	0.4	11.6	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	1.0	0.4	11.6	9.0
Approach LOS			B	A

Intersection Summary			
Average Delay		4.7	
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 4: SW Pacific Dr & SW 134th Terrace

Pacific Drive Gas Annexation
 2035 Background Conditions - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	12	33	88	13	1	9
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	39	105	15	1	11
Pedestrians					2	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		903				
pX, platoon unblocked						
vC, conflicting volume	122				182	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122				182	114
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1432				802	942

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	54	120	12
Volume Left	14	0	1
Volume Right	0	15	11
cSH	1432	1700	926
Volume to Capacity	0.01	0.07	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	2.1	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	2.1	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		19.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
5: SW Pacific Dr & SW 133rd Terrace

Pacific Drive Gas Annexation
2035 Background Conditions - PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↷	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	6	22	91	16	0	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	7	26	106	19	0	14
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)		1157				
pX, platoon unblocked						
vC, conflicting volume	125				156	116
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	125				156	116
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1406				836	941

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	33	124	14
Volume Left	7	0	0
Volume Right	0	19	14
cSH	1406	1700	941
Volume to Capacity	0.00	0.07	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	1.7	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	1.7	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection: 1: SW Pacific Hwy & SW Cipole Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LTR	LTR
Maximum Queue (ft)	33	341	293	167	123	91	97	155	77
Average Queue (ft)	5	144	122	40	46	34	26	60	30
95th Queue (ft)	21	265	240	100	94	72	67	126	64
Link Distance (ft)		523	523			1468	1468	253	228
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	145			140	190				
Storage Blk Time (%)		5	4	0					
Queuing Penalty (veh)		0	7	0					

Intersection: 2: SW Pacific Dr & SW Cipole Rd

Movement	EB
Directions Served	TR
Maximum Queue (ft)	32
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	593
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: SW Pacific Dr & SW 135th Terrace

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	13
95th Queue (ft)	34
Link Distance (ft)	508
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: SW Pacific Dr & SW 134th Terrace

Movement	SB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	15
95th Queue (ft)	45
Link Distance (ft)	353
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SW Pacific Dr & SW 133rd Terrace

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	29
Link Distance (ft)	324
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 7

Intersection: 1: SW Pacific Hwy & SW Cipole Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LTR	LTR
Maximum Queue (ft)	33	188	165	40	81	340	327	245	70
Average Queue (ft)	6	83	64	7	27	154	132	123	25
95th Queue (ft)	21	156	136	27	63	279	252	215	58
Link Distance (ft)		523	523			1468	1468	253	228
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	145			140	190				
Storage Blk Time (%)		1	1			2			
Queuing Penalty (veh)		0	0			1			

Intersection: 2: SW Pacific Dr & SW Cipole Rd

Movement	EB
Directions Served	TR
Maximum Queue (ft)	48
Average Queue (ft)	17
95th Queue (ft)	45
Link Distance (ft)	593
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: SW Pacific Dr & SW 135th Terrace

Movement	EB	SB
Directions Served	LTR	LR
Maximum Queue (ft)	24	26
Average Queue (ft)	1	5
95th Queue (ft)	10	22
Link Distance (ft)	182	508
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: SW Pacific Dr & SW 134th Terrace

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	25	32
Average Queue (ft)	1	7
95th Queue (ft)	12	29
Link Distance (ft)	257	353
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SW Pacific Dr & SW 133rd Terrace

Movement	SB
Directions Served	LR
Maximum Queue (ft)	27
Average Queue (ft)	6
95th Queue (ft)	24
Link Distance (ft)	324
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: SW Pacific Hwy & SW Cipole Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LTR	LTR
Maximum Queue (ft)	19	494	477	171	103	95	78	167	87
Average Queue (ft)	2	200	180	56	47	35	24	70	31
95th Queue (ft)	12	373	360	145	88	79	61	139	67
Link Distance (ft)		523	523			1468	1468	253	228
Upstream Blk Time (%)		0	0					0	
Queuing Penalty (veh)		0	0					0	
Storage Bay Dist (ft)	145			140	190				
Storage Blk Time (%)		9	8	0					
Queuing Penalty (veh)		1	17	0					

Intersection: 2: SW Pacific Dr & SW Cipole Rd

Movement	EB
Directions Served	TR
Maximum Queue (ft)	32
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	593
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: SW Pacific Dr & SW 135th Terrace

Movement	EB	SB
Directions Served	LTR	LR
Maximum Queue (ft)	6	30
Average Queue (ft)	0	12
95th Queue (ft)	4	33
Link Distance (ft)	182	508
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: SW Pacific Dr & SW 134th Terrace

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	56
Average Queue (ft)	0	20
95th Queue (ft)	4	54
Link Distance (ft)	257	353
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SW Pacific Dr & SW 133rd Terrace

Movement	SB
Directions Served	LR
Maximum Queue (ft)	27
Average Queue (ft)	9
95th Queue (ft)	30
Link Distance (ft)	324
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 18

Intersection: 1: SW Pacific Hwy & SW Cipole Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LTR	LTR
Maximum Queue (ft)	46	193	176	62	107	361	326	256	78
Average Queue (ft)	6	89	75	7	31	163	137	147	25
95th Queue (ft)	25	157	140	35	81	289	254	236	63
Link Distance (ft)		523	523			1468	1468	253	228
Upstream Blk Time (%)								1	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	145			140	190				
Storage Blk Time (%)		1	0	0		3			
Queuing Penalty (veh)		0	0	0		1			

Intersection: 2: SW Pacific Dr & SW Cipole Rd

Movement	EB
Directions Served	TR
Maximum Queue (ft)	43
Average Queue (ft)	15
95th Queue (ft)	43
Link Distance (ft)	593
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: SW Pacific Dr & SW 135th Terrace

Movement	EB	SB
Directions Served	LTR	LR
Maximum Queue (ft)	28	26
Average Queue (ft)	1	9
95th Queue (ft)	10	28
Link Distance (ft)	182	508
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: SW Pacific Dr & SW 134th Terrace

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	353
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SW Pacific Dr & SW 133rd Terrace

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	27
Average Queue (ft)	0	5
95th Queue (ft)	5	22
Link Distance (ft)	202	324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: SW Pacific Hwy & SW Cipole Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LTR	LTR
Maximum Queue (ft)	142	502	501	171	120	130	128	177	180
Average Queue (ft)	41	223	204	53	48	63	52	62	85
95th Queue (ft)	99	404	394	135	95	111	101	129	150
Link Distance (ft)		523	523			1468	1468	253	228
Upstream Blk Time (%)		0	0					0	0
Queuing Penalty (veh)		0	0					0	0
Storage Bay Dist (ft)	145			140	190				
Storage Blk Time (%)		11	9	0	0				
Queuing Penalty (veh)		7	20	0	0				

Intersection: 2: SW Pacific Dr & SW Cipole Rd

Movement	EB
Directions Served	TR
Maximum Queue (ft)	32
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	593
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: SW Pacific Dr & SW 135th Terrace

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LR	LR
Maximum Queue (ft)	10	6	65	35
Average Queue (ft)	0	0	37	14
95th Queue (ft)	5	4	58	36
Link Distance (ft)	182	257	193	508
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: SW Pacific Dr & SW 134th Terrace

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	51
Average Queue (ft)	0	15
95th Queue (ft)	6	46
Link Distance (ft)	257	353
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SW Pacific Dr & SW 133rd Terrace

Movement	SB
Directions Served	LR
Maximum Queue (ft)	27
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	324
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 27

Intersection: 1: SW Pacific Hwy & SW Cipole Rd

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LTR	LTR
Maximum Queue (ft)	78	169	163	38	148	486	431	266	178
Average Queue (ft)	29	87	81	7	27	244	222	145	88
95th Queue (ft)	69	148	138	27	80	398	367	250	147
Link Distance (ft)		523	523			1468	1468	253	228
Upstream Blk Time (%)								3	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	145			140	190				
Storage Blk Time (%)		1	0			11			
Queuing Penalty (veh)		0	0			4			

Intersection: 2: SW Pacific Dr & SW Cipole Rd

Movement	EB
Directions Served	TR
Maximum Queue (ft)	48
Average Queue (ft)	18
95th Queue (ft)	46
Link Distance (ft)	593
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: SW Pacific Dr & SW 135th Terrace

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LR	LR
Maximum Queue (ft)	6	6	78	26
Average Queue (ft)	0	0	41	7
95th Queue (ft)	4	6	67	26
Link Distance (ft)	182	257	193	508
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: SW Pacific Dr & SW 134th Terrace

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	13	31
Average Queue (ft)	1	6
95th Queue (ft)	9	26
Link Distance (ft)	257	353
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SW Pacific Dr & SW 133rd Terrace

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	31
Average Queue (ft)	0	7
95th Queue (ft)	4	25
Link Distance (ft)	202	324
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW Cipole Road
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - AM Peak Hour

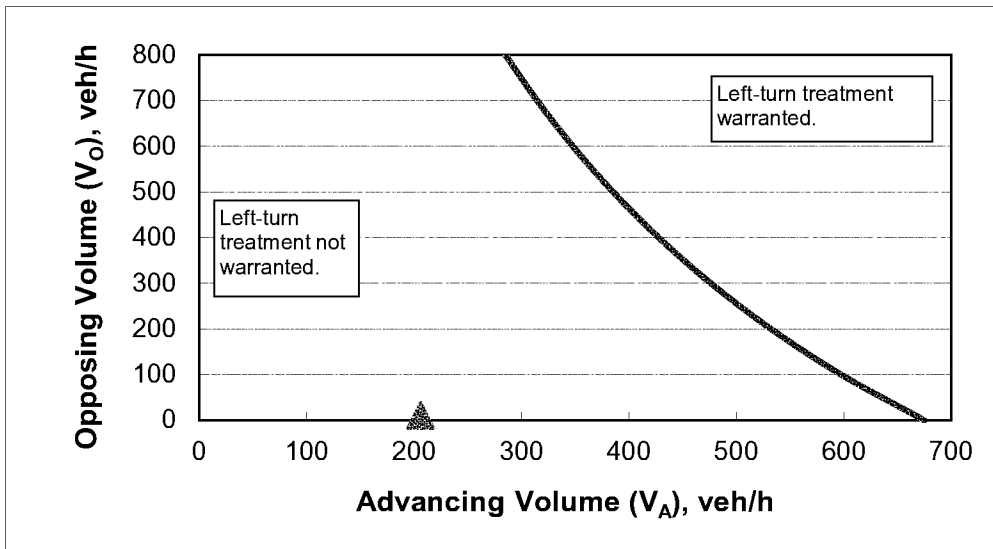
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	90%
Advancing volume (V_A), veh/h:	206
Opposing volume (V_O), veh/h:	11

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	666
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW Cipole Road
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - PM Peak Hour

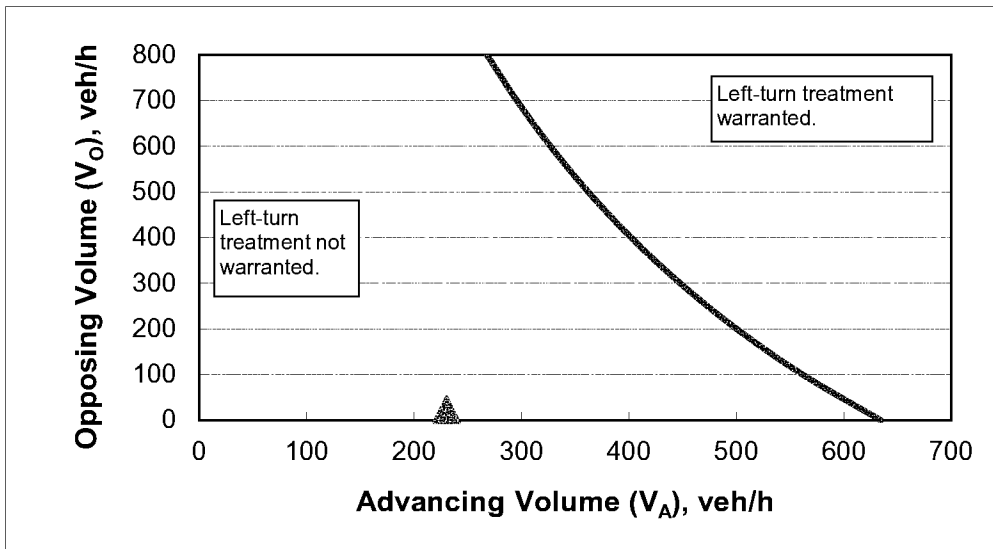
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	88%
Advancing volume (V_A), veh/h:	230
Opposing volume (V_O), veh/h:	24

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	616
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW 135th Terrace
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - AM Peak Hour (EB LT)

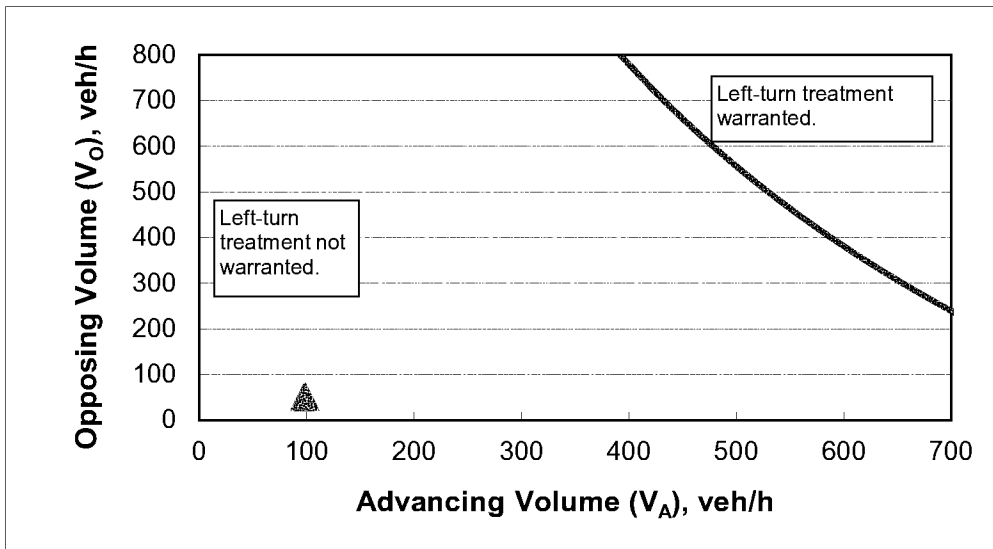
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	98
Opposing volume (V_O), veh/h:	51

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	871
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW 135th Terrace
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - PM Peak Hour (EB LT)

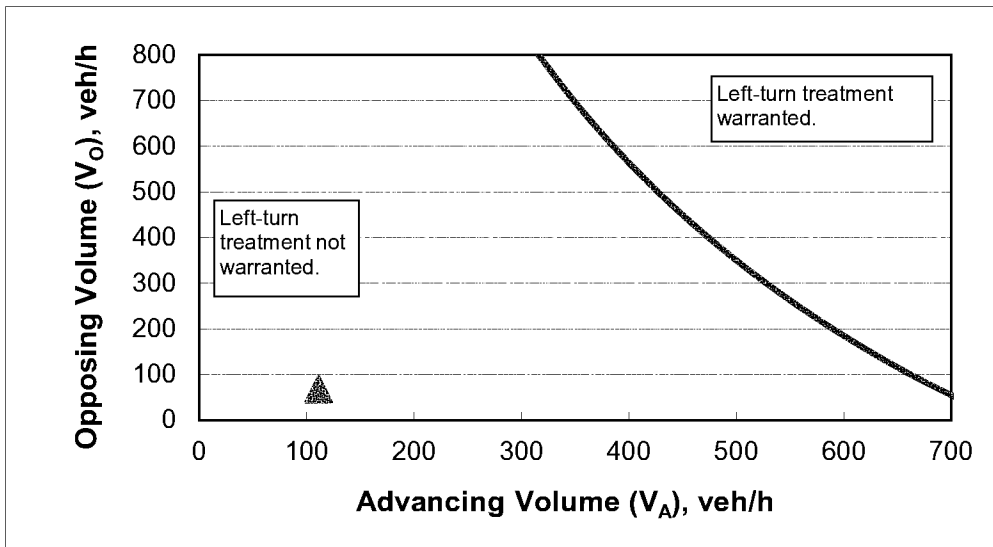
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	111
Opposing volume (V_O), veh/h:	68

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	688
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW 135th Terrace
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - AM Peak Hour (WB LT)

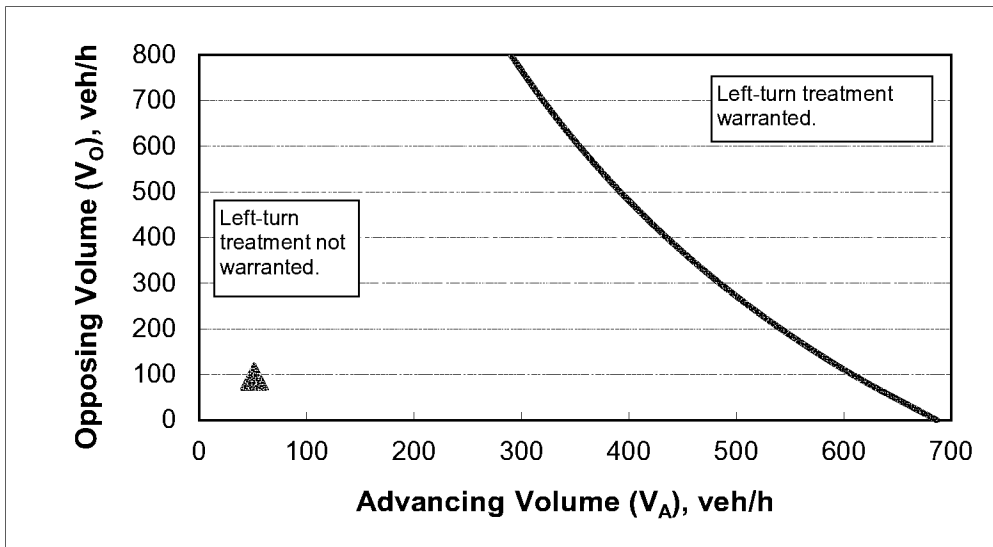
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	10%
Advancing volume (V_A), veh/h:	51
Opposing volume (V_O), veh/h:	96

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	611
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW 135th Terrace
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - AM Peak Hour (WB LT)

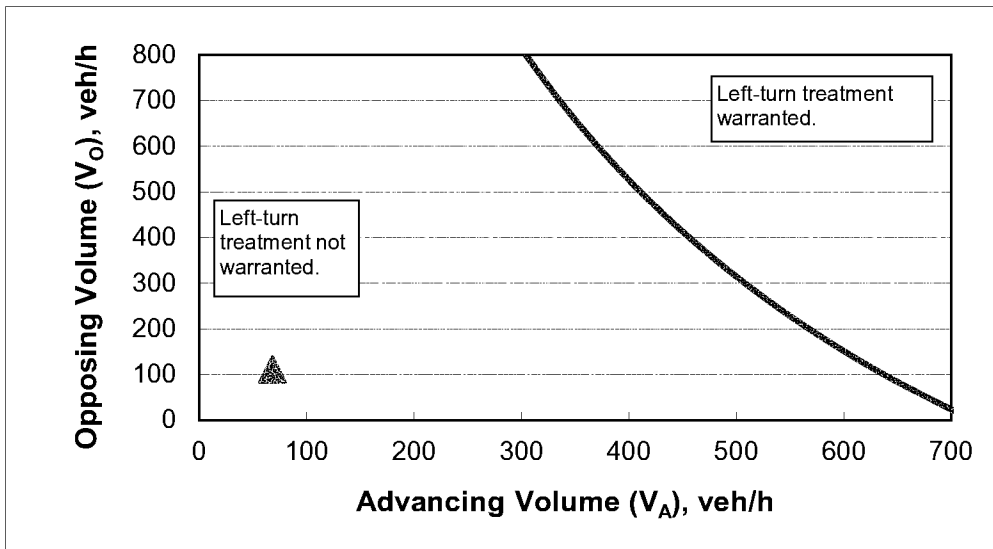
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	9%
Advancing volume (V_A), veh/h:	68
Opposing volume (V_O), veh/h:	111

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	629
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW 134th Terrace
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - AM Peak Hour

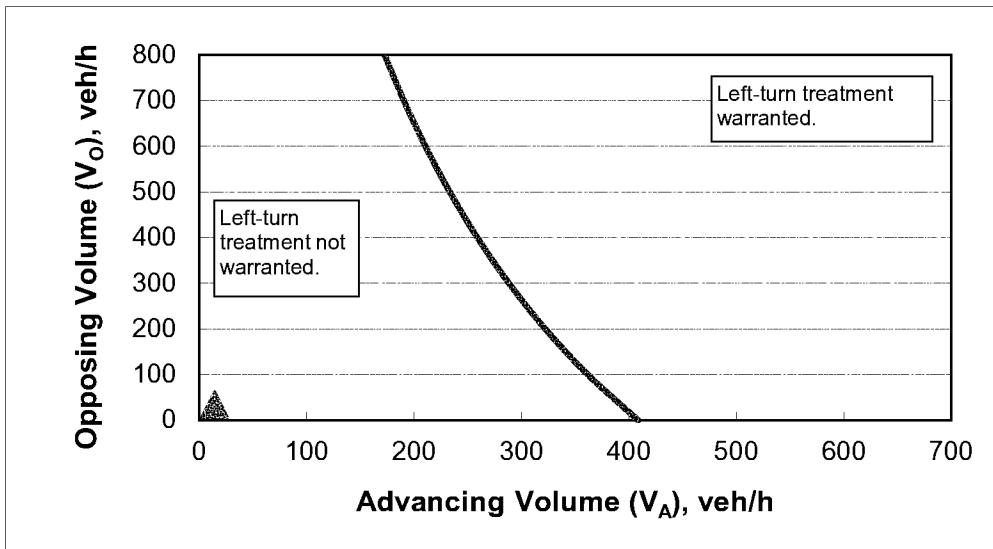
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	50%
Advancing volume (V_A), veh/h:	14
Opposing volume (V_O), veh/h:	34

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	391
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW 134th Terrace
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - PM Peak Hour

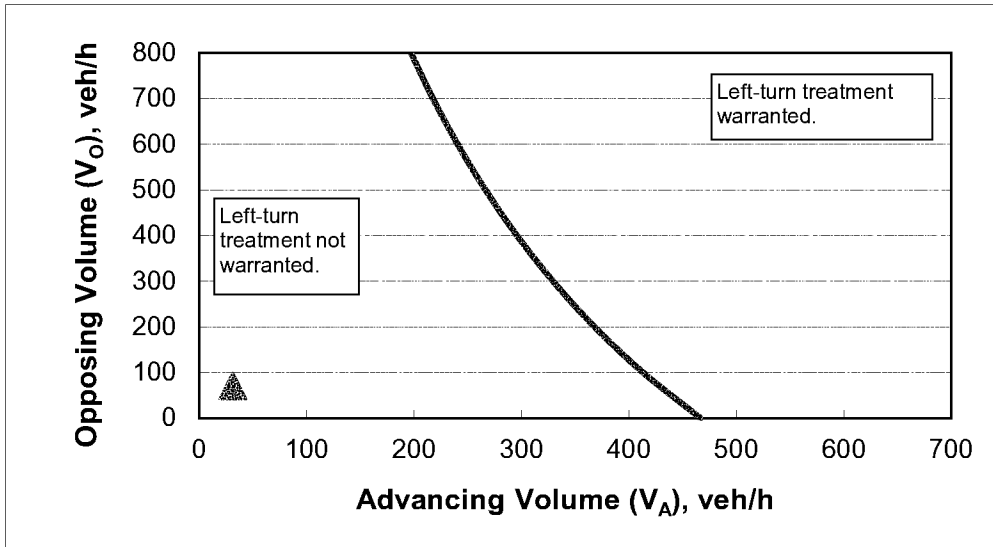
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	26%
Advancing volume (V_A), veh/h:	31
Opposing volume (V_O), veh/h:	71

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	428
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW 133rd Terrace
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - AM Peak Hour

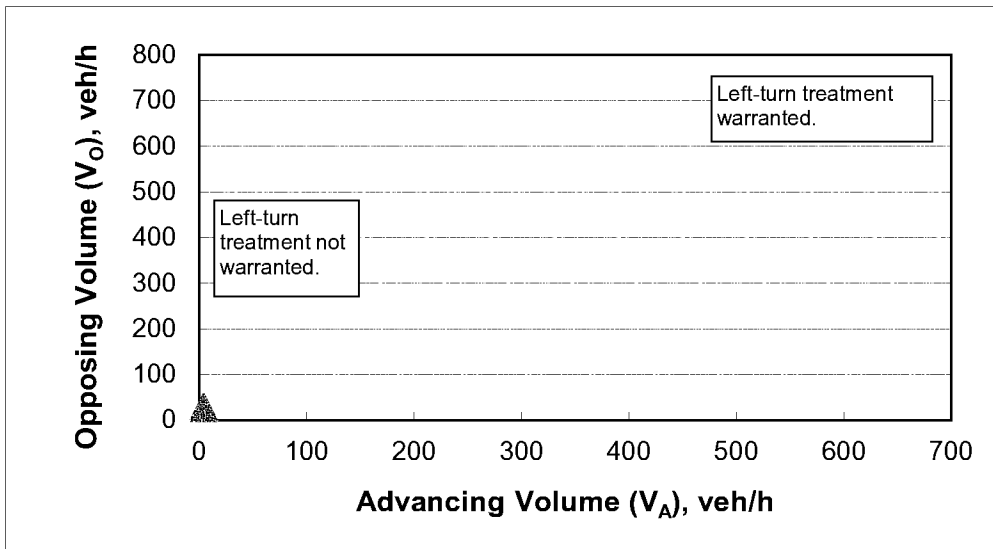
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	4
Opposing volume (V_O), veh/h:	28

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	3954
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Intersection: SW Pacific Drive at SW 133rd Terrace
 Date: 11/2/2015
 Scenario: 2017 Background + Site Conditions - PM Peak Hour

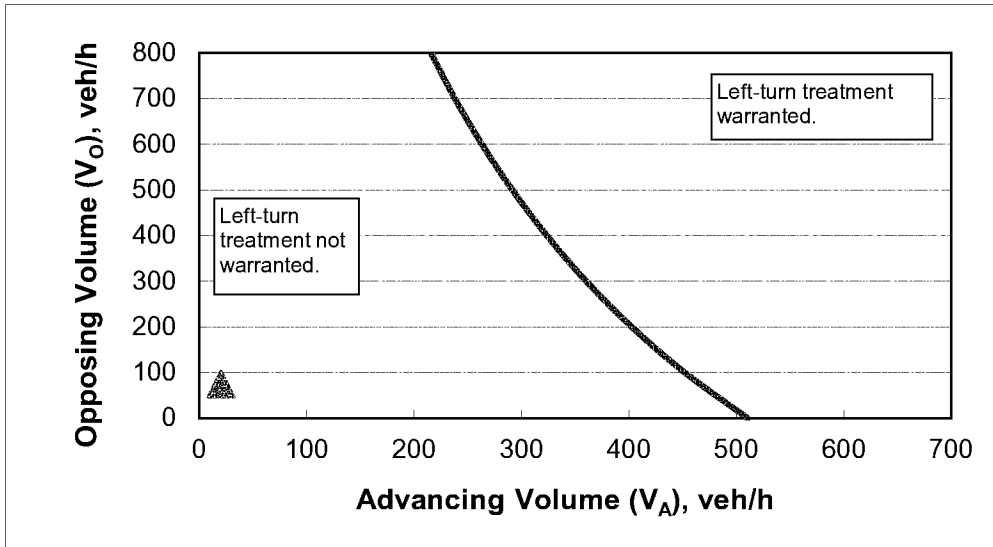
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	20%
Advancing volume (V_A), veh/h:	20
Opposing volume (V_O), veh/h:	75

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	466
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

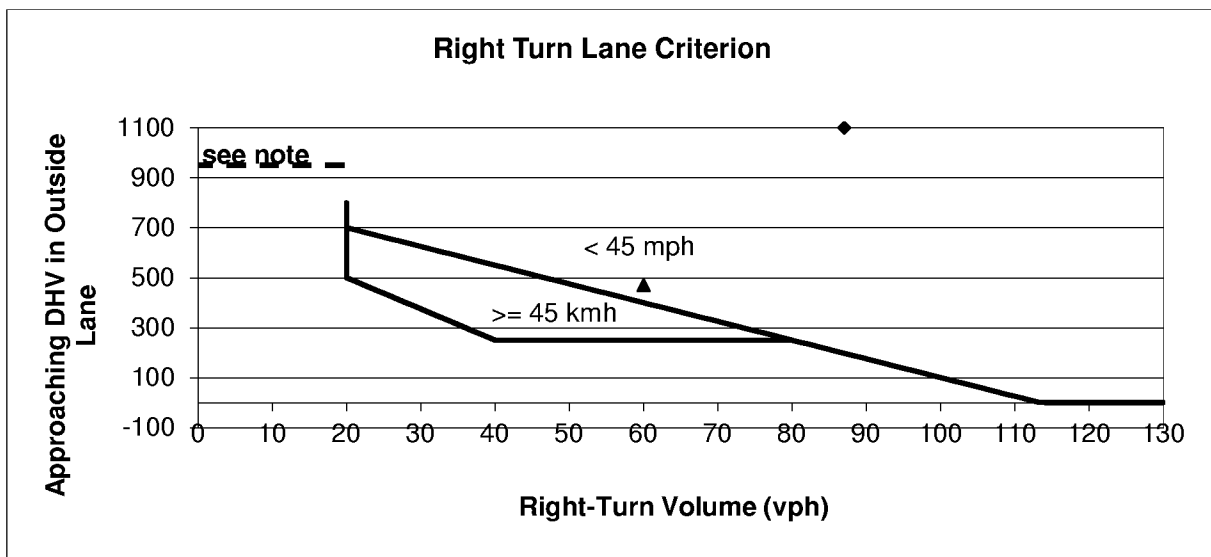


Project: 15143 - Pacific Drive Gas Annexation
Date: 11/2/2015
Scenario: 2017 Background plus Site Conditions

Speed? 65 mph 105 kmh

AM Peak Hour
Right-Turn Volume 60
Approaching DHV 470
Lane Needed? No

PM Peak Hour
Right-Turn Volume 87
Approaching DHV 1100
Lane Needed? Yes



Note: If there is no right turn lane, a shoulder needs to be provided.
If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Traffic Signal Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Date: 11/2/2015
 Scenario: 2017 Background plus Site Conditions - PM Peak Hour

Major Street: SW Pacific Drive Minor Street: SW Cipole Road
 Number of Lanes: 1 Number of Lanes: 1
 PM Peak Hour Volumes: 254 PM Peak Hour Volumes: 68

Warrant Used:
 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	2,540	8,850	
Minor Street*	680	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	2,540	13,300	
Minor Street*	680	1,350	No
<i>Combination Warrant</i>			
Major Street	2,540	10,640	
Minor Street*	680	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

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Traffic Signal Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Date: 11/2/2015
 Scenario: 2017 Background plus Site Conditions - PM Peak Hour

Major Street:	SW Pacific Drive	Minor Street:	SW 135th Terrace
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	179	PM Peak Hour Volumes:	166

Warrant Used:
 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)	ADT on Minor St. (higher-volume approach)		
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	1,790	8,850	
Minor Street*	1,660	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	1,790	13,300	
Minor Street*	1,660	1,350	No
<i>Combination Warrant</i>			
Major Street	1,790	10,640	
Minor Street*	1,660	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Date: 11/2/2015
 Scenario: 2017 Background plus Site Conditions - PM Peak Hour

Major Street:	SW Pacific Drive	Minor Street:	SW 134th Terrace
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	102	PM Peak Hour Volumes:	6

Warrant Used:
 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)	ADT on Minor St. (higher-volume approach)		
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	1,020	8,850	
Minor Street*	60	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	1,020	13,300	
Minor Street*	60	1,350	No
<i>Combination Warrant</i>			
Major Street	1,020	10,640	
Minor Street*	60	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 15143 - Pacific Drive Gas Annexation
 Date: 11/2/2015
 Scenario: 2017 Background plus Site Conditions - PM Peak Hour

Major Street:	SW Pacific Drive	Minor Street:	SW 133rd Terrace
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	95	PM Peak Hour Volumes:	6

Warrant Used:
 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)	ADT on Minor St. (higher-volume approach)		
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	950	8,850	
Minor Street*	60	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	950	13,300	
Minor Street*	60	1,350	No
<i>Combination Warrant</i>			
Major Street	950	10,640	
Minor Street*	60	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

09/08/2015

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PACIFIC HY 99W at CIPOLE RD, City of Tualatin, Washington County, 01/01/2009 to 12/31/2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
YEAR: 2012														
TURNING MOVEMENTS	0	2	0	2	0	4	0	1	1	1	1	2	0	0
YEAR 2012 TOTAL	0	2	0	2	0	4	0	1	1	1	1	2	0	0
YEAR: 2011														
REAR-END	0	1	0	1	0	2	0	0	1	1	0	1	0	0
YEAR 2011 TOTAL	0	1	0	1	0	2	0	0	1	1	0	1	0	0
YEAR: 2009														
REAR-END	0	1	3	4	0	1	0	4	0	2	2	4	0	0
YEAR 2009 TOTAL	0	1	3	4	0	1	0	4	0	2	2	4	0	0
FINAL TOTAL	0	4	3	7	0	7	0	5	2	4	3	7	0	0

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF TUALATIN, WASHINGTON COUNTY

PACIFIC HY 99W at CIPOLE RD, City of Tualatin, Washington County, 01/01/2009 to 12/31/2013

Total crash records: 7

S D P R S W B A U C O DATE				CLASS	CITY STREET	RD CHAR	INT-TYPE (MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A S									
SR#	E L G H R DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED						
INVEST	D C S L K TIME	FROM	SECOND STREET	LOCIN	(LANES)	CONTR	DEVWY	LIGHT	SVRTY	VH TYPE	TO	EH	TYPE	SVRTY	E	X	RBS	LOC	ERROR	ACT	EVENT	CAUSE	
00231 COUNTY	N Y N N N TU 8P	01/13/2009	14	SW CIPOLE RD SW PACIFIC HY 99W	INTER E	CROSS	N	CLR	S-1STOP	01 NONE	0	STRGHT	PRVTE E -W										10 00 10
					06	0	TRF SIGNAL	N	DRY	REAR	PSNGR CAR		01	DRVR	NONE	58	M	OR-Y OR>25	026	000	000		
										02 NONE	0	STOP	PRVTE E -W										00 00
										PSNGR CAR			01	DRVR	INJC	58	F	OR-Y OR<25	000	000			
00761 NONE	N N N FR 6P	02/13/2009	14	SW CIPOLE RD SW PACIFIC HY 99W	INTER E	CROSS	N	CLR	S-1STOP	01 NONE	0	STRGHT	PRVTE E -W										07 00 07
					06	0	TRF SIGNAL	N	DRY	REAR	PSNGR CAR		01	DRVR	NONE	69	F	OR-Y OR<25	026	000			
										02 NONE	0	STOP	PRVTE E -W										00 00
										PSNGR CAR			01	DRVR	NONE	36	F	OR-Y OR<25	000	000			
02286 COUNTY	Y N N FR 3P	05/15/2009	14	SW CIPOLE RD SW PACIFIC HY 99W	INTER E	CROSS	N	CLR	S-1STOP	01 UNKN	9	STRGHT	UNKN E -W										01 00 01
					06	0	TRF SIGNAL	N	DRY	REAR	PSNGR CAR		01	DRVR	NONE	00	M	UNK UNK	047,026	000	000		
										02 NONE	0	STOP	PRVTE E -W										00 00
										PSNGR CAR			01	DRVR	NONE	38	F	OR-Y OR<25	000	000			
										02 NONE	0	STOP	PRVTE E -W										00 00
										PSNGR CAR			02	PSNG	NO<5	02	M		000	000			
02433 NONE	N N N WE 3P	05/11/2011	14	SW CIPOLE RD SW PACIFIC HY 99W	INTER E	CROSS	N	RAIN	S-1STOP	01 NONE	0	STRGHT	PRVTE E -W										07 00 07
					06	0	TRF SIGNAL	N	WET	REAR	PSNGR CAR		01	DRVR	INJC	18	M	OR-Y OR<25	026	000			
										02 NONE	0	STOP	PRVTE E -W										00 00
										PSNGR CAR			01	DRVR	INJC	22	F	OR-Y OR<25	000	000			
04164 CITY	N N N N N WE 7A	08/26/2009	14	SW CIPOLE RD SW PACIFIC HY 99W	INTER CN	CROSS	N	CLD	S-1STOP	01 NONE	0	STRGHT	PRVTE SW-NE										07 00 07
					04	0	NONE	N	DRY	REAR	PSNGR CAR		01	DRVR	NONE	38	M	OR-Y OR<25	043	000			
										02 NONE	0	STOP	PRVTE SW-NE										00 00
										PSNGR CAR			01	DRVR	NONE	39	F	OR-Y OR<25	000	000	011	013	
										03 NONE	0	STOP	PRVTE SW-NE										00 00
										PSNGR CAR			01	DRVR	NONE	34	M	OR-Y OR<25	000	000	022		
01273 CITY	Y N N N N MO 8P	03/12/2012	14	SW CIPOLE RD SW PACIFIC HY 99W	INTER CN	CROSS	N	RAIN	ANGL-OTH	01 NONE	0	STRGHT	PRVTE E -W										04, 01 00 04, 01
					03	0	TRF SIGNAL	N	WET	TURN	PSNGR CAR		01	DRVR	NONE	31	F	OR-Y	020,047	000			

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF TUALATIN, WASHINGTON COUNTY

PACIFIC HY 99W at CIPOLE RD, City of Tualatin, Washington County, 01/01/2009 to 12/31/2013

Total crash records: 7

SER#	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE (MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	OWNER	FROM	PRTC	INJ	A	S	G	E	LICNS	PED	LOC	ERROR	ACT	EVENT	CAUSE
INVEST	D C S L K TIME	FROM	SECOND STREET	LOCTN	(#LANES)	CONTL	DEVMY	LIGHT	SVRTY	VH TYPE	TO	E#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE				
										02 NONE	0		TURN-L													
										PRVTE			N -E													
										PSNGR CAR				01 DRVR	INJC	64	F	OR-Y					000	000		00
06645	N Y N N N 11/26/2012	14	SW CIPOLE RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE	0		TURN-R													04
CITY	MO		SW PACIFIC HY 99W	CN		TRF SIGNAL	N	DRY	TURN	PRVTE			N -W													00
	1P			03	0		N	DAY	INJ	PSNGR CAR				01 DRVR	INJB	53	F	OR-Y				020	000			04
										02 NONE	0		STRGHT													
										PRVTE			E -W													00
										PSNGR CAR				01 DRVR	INJC	41	F	OR-Y					000	000		00
										03 NONE	0		STRGHT													
										PRVTE			E -W													00
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Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

09/08/2015

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PACIFIC DR at CIPOLE RD, City of Tualatin, Washington County, 01/01/2009 to 12/31/2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
FINAL TOTAL														

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

09/08/2015

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PACIFIC DR at 135TH TER, City of Tualatin, Washington County, 01/01/2009 to 12/31/2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
YEAR: 2012														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	1	0	1
YEAR 2012 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	1
FINAL TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	1

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING
PACIFIC DR at 135TH TER, City of Tualatin, Washington County, 01/01/2009 to 12/31/2013

Total crash records: 1

SER#	INVEST	D C S L K TIME	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A S	PRTC	INJ	G E LICNS	PED	ERROR	ACT	EVENT	CAUSE		
DATE	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDPT	SURF	COLL	OWNER	FROM	TO	TRLR QTY	FROM	TO	SVETY	E X RES	LOC	ERROR	ACT	EVENT	CAUSE			
04367	N N N N N	08/21/2012	17	SW 135TH TER	INTER	3-LEG	N		Y	CLR	FIX OBJ	01 NONE 0	STRGHT								062,093	27		
CITY	TU	0		SW PACIFIC DR	W	STOP SIGN			N	DRY	FIX	PRVTE	E -W								000 062	00		
	12P				05	0			N	DAY	INJ	PSNGR CAR			01	DRVR	INJB	37 F	OR-Y		016,080,081	038 093	27	
												01 NONE 0	STRGHT									000 062	00	
												PRVTE	E -W									000 062	00	
												PSNGR CAR			02	PSNG	NO<5	04 F				000	000	00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

09/08/2015

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PACIFIC DR at 134TH TER, City of Tualatin, Washington County, 01/01/2009 to 12/31/2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
FINAL TOTAL														

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF TUALATIN, WASHINGTON COUNTY

PACIFIC DR and Intersectional Crashes at PACIFIC DR, City of Tualatin, Washington County, 01/01/2009 to 12/31/2013
Total crash records: 2

SR#	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE (MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	SPCL USE TRLR QTY	MOVE	A S	PEL	ACT	EVENT	CAUSE									
INVEST	D C S L K TIME	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDPT	SURF	COLL	OWNER	FROM	E	X	RBS	LOC	ERROR									
		FROM	SECOND STREET	LOCIN	(LANES)	CONTL	DEVWY	LIGHT	SVETY	VH TYPE	TO	#	TYPE	SVETY											
04367	N N N N 09/21/2012	17	SW 135TH TER	INTER	3-LEG	N	Y	CLR	FIX OBJ	01 NONE	0	STRGHT				062,093	27								
CITY	TU	0	SW PACIFIC DR	W		STOP SIGN	N	DRY	FIX	PRVTE	E -W					000	062	00							
	12P			05	0		N	DAY	INJ	PSNGR CAR			01	DRVR	INJB	37	F	OR-Y	016,080,081	038	093	27			
										01 NONE	0	STRGHT													
										PRVTE	E -W											000	062	00	
										PSNGR CAR			02	PSNG	NO<5	04	F					000	000	00	
05104	N N N N 09/28/2010	17	SW PACIFIC DR	STRGHT		N	N	CLR	O-STRGHT	01 NONE	0	STRGHT												10	
CITY	TU	100	SW 135TH TER	E	(NONE)	NONE	N	DRY	SS-M	PRVTE	W -E													00	
	1P			08			N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	63	F	OR-Y	080			000		10	
										02 NONE	0	STRGHT													
										PRVTE	E -W													00	
										PSNGR CAR			01	DRVR	NONE	61	F	OR-Y	000			000		00	
										03 NONE	0	STRGHT												022	00
										PRVTE	E -W												000	000	00
										PSNGR CAR			01	DRVR	NONE	48	F	OR-Y	000			000			00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Attachment 104:

Comments received at the Neighborhood Developer Meeting on September 10, 2015

Stein Oil Annexation, Proposed new Chevron Station, convenience store and card lock facility at 18600 S.W. Pacific Drive and Cipole Road, Tualatin, OR

My concern is regarding the traffic situation on Pacific Drive. Currently on Pacific Drive beginning at the far east end of the street there are the following:

1. Riverwood Assisted Living, a 60 apartment community that employs 30 staff members, some drive and a few use public transportation. There are an average of 20 visitors and service providers that visit this facility daily. This is approx. **45** vehicle round trips per day using Pacific Drive.
2. Cedar Crest a 56 resident Alzheimer's Special Care Center which employs a staff of 50. Some of these drive and a few use public transportation. This is approx. **45** vehicle round trips per day using Pacific Drive
3. Angel Haven Mfg. Home Community, a 55+ senior community with 125 homes, 184 residents and approx. 163 vehicles. At least 1/3 of these vehicles drive in and out daily, and approx. 20 visitors and service vehicles drive in and out daily. This is **75** vehicle round trips per day using Pacific Drive.

*** Riverwood, Cedar Crest and Angel Haven all have an unusually high number of fire trucks, paramedic vehicles and ambulances arriving and leaving by way of Pacific Drive. Tri-met lift buses also use Pacific Drive to access these communities.****

4. Directly across the street from Angel Haven on Pacific Drive is Diamond Auto Sales and Tualatin Computer Repair. These businesses face Pacific Highway, but are also accessed on Pacific Drive. The traffic from these two businesses is minimal, probably **15** vehicles per day using Pacific Drive.
5. Also across the street from Angel Haven is Willamette Landscape Co. The Company has approx. 25 vehicles and there are approx. 30 employee vehicles. The employees arrive early in the morning and then they leave with the company vehicles. In the late afternoon the company vehicles return and the employees leave. This is approx. **55** vehicle round trips per day on Pacific Drive.
6. Next to Angel Haven going west is Pony Ridge Housing Development that has about 120 homes and each home has an average of two vehicles. This is a mixed neighborhood with families with children, single people and couples. The residents are very mobile and have a high number of working people. Approx. **140** vehicle round trips daily on Pacific Drive.
7. Directly across the street from Pony Ridge is Funtime RV which has a parts department and service department in addition to their large sales lot. This business has a traffic load of approx. **25** vehicles daily on Pacific Drive.

This totals potentially 455 vehicle round trips per day currently on Pacific Drive. Pacific Drive currently has a high traffic load and it is not in condition to handle a higher traffic load. If this facility were to be approved, Pacific Drive would have to be brought up to the standards of a Minor Collector street which it currently does not meet.

The City of Tualatin TSP, February 2013 has classified Pacific Drive as a “Minor Collector” street. They define Minor Collector as: “Primary function is to connect neighborhoods with major collector streets to facilitate movement of local traffic; serves as primary routes into residential neighborhoods; has slower speeds to ensure community livability and safety for pedestrians and bicyclists; on street pedestrian and bicycle facilities are required, bicycle facilities may be exclusive or where street parking is prevalent, shared roadways depending on traffic volumes, speeds and extent of bicycle travel; may be used by public transit.”

The Street Design Standards for Minor Collector indicates a **minimum** of 62 ft. from inside of sidewalk on the left to the inside of the sidewalk on the right. This 62 feet ~~is~~ broken up into two sidewalks, two planter strips, two bike lanes and two traffic lanes of eleven ft. each. Pacific drive currently has (where there are side walks) a seven foot sidewalk on the north side only of Pacific Drive, a “planter/parking strip” of 12 feet, 21 feet of street and 13 feet of grass on the south side of the street. I measured this at one location outside of Angel Haven and across to Williamette Landscape’s property fence. These figures definitely add up to **53** feet which is **9 feet short of the 62 ft.** required as a minimum for a Minor Collector Street.

I would like to address the traffic problems that exist on Pacific Drive:

- (1) The east entrance to Pacific Drive from Pacific Hwy is a very strange difficult "fishhook" with a right hand turn into Riverwood and Cedar Crest. The stop sign from Pacific Drive at Pacific Highway is hidden behind a bank with trees on the top of it by Diamond Auto Sales. There is also a Tri-met bus stop at the same spot. If the planned facility is approved, this whole area should be reworked, the bus stop moved and a "stop ahead" sign installed before the curve on Pacific Drive.
- (2) The intersection of Cipole and Pacific Drive should be a three-way stop instead of the confusing and potentially dangerous current situation. Also the bushes and trees on the west side of Cipole Rd. need to be removed and that area kept clear so that traffic moving west to east on Pacific Drive can see the traffic on Cipole without having to pull into the middle of the intersection.
- (3) The west end of Pacific Drive in front of Loen's Nursery Garden Center needs to be reworked and repaired if there is to be an increase in traffic on Pacific Drive.
- (4) Pacific Drive is hardly wide enough to handle two cars as they pass one another. There is a sidewalk only on portions of Pacific Drive and the rest of the street has grass and weeds along the street. There are residents from Riverwood and Angel Haven who use electric scooters on Pacific Drive. This is a real hazard for them.
- (5) Even with the amount of traffic that currently uses Pacific Drive to access Pacific Highway at Cipole Rd., there have been some very bad accidents at the Cipole Rd./Pacific Hwy. traffic signal.

If this facility is approved, would the exit from the facility onto Pacific Drive be a "left hand only" exit in order that the traffic could be routed back to Cipole Rd. or the west end of Pacific Drive?

Currently there are usually 12 to 20 cars that park on Pacific Drive, if this facility is approved, would Pacific Drive be a "no parking" street?

What does Tualatin and/or Washington County plan to do to correct existing problems and bring Pacific Drive up to standards of safety and livability for the over 500 people who currently live on or adjacent to Pacific Drive?

Will the school bus stops be moved from their current locations?

Will there be "local traffic only" signs installed to keep traffic from the Chevron/convenience store from entering 133rd, 134th and 135th Terraces?

Barbara Ouellette
18485 S.W. Pacific Dr., #21
Tualatin, OR 97062
bcohome@gmail.com

Kristin Lanning
18404 SW 135th Terrace
Tualatin, OR 97062

September 10, 2015

Attention:
Stein Oil
Residents of Pony Ridge
City of Tualatin Planning Division
Citizen Advisory Committee: Tualatin Planning Commission

I am writing to express a list of concerns I have related to the proposal to annex and develop the property located at 18600 SW Pacific with a Chevron Gas Station, Red Barn Convenience Store, and a card lock facility.

My primary concerns involve the health and safety of the residents of my neighborhood, the environmental impact, and (to a much lesser degree) the aesthetic impact on our community.

The Pony Ridge neighborhood is a quiet group of about 100 houses and 250 residents. These homes are exclusively 2-3 bedrooms, and tend to attract young families and empty nesters in particular. The proposed development will have a significant impact on our small community and will pose a threat to the parts of our community that are unique and highly valued by the residents here.

Health Risks

According to the American Cancer Society, which reviewed a number of studies related to this issue, children living near gas stations have a quadrupled risk of developing leukemia. Adults also have an increased of two types of leukemia and other blood-related cancers. This risk is related to high levels of exposure to the chemical benzene, which is found in high concentrations near gas stations for a variety of reasons that are not manageable by gas station companies. The use of a card lock system, and consequently unmonitored refueling, increases this risk further.

The risks of benzene are well documented by other agencies as well, including The International Agency for Research on Cancer (IARC), which is part of the World Health Organization (WHO). Based on a review of the evidence, the IARC determined that benzene is linked to severe illnesses including three types of leukemia, multiple myeloma (a blood cancer) and non-Hodgkin lymphoma.

The National Toxicology Program (NTP), which is a joint venture with the National Institutes of Health, Centers for Disease Control, and the Food and Drug Administration,

classifies benzene as a carcinogen—that is, a chemical known to cause cancer, as does US Environmental Protection Agency.

Locating a gas station near a residential area exposes families to benzene on a daily, long-term basis, and the health risks of benzene are known to increase with the length of exposure. Due to these risks to human health, studies recommend that gas stations be located at least 100 meters from residential areas, particularly in areas with vulnerable people such as children and older adults. By my calculation, the location of the proposed development will be located within 100 meters of about 15 houses.

Leukemia is the most common form of childhood cancer, and occurs most often in children ages 2 to 4. For children in this age range, the cancer survival rate is only about 50%. As one of the eighteen families potentially affected by this risk, particularly as I am currently pregnant with our first child, these statistics are both alarming and heartbreaking.

It is precisely these statistics and risk factors that have led to many communities restricting gas stations from being located near residential areas. In fact, a preliminary search of Tualatin's gas stations shows this to be an unprecedented move in this city, as other gas stations are located in business and industrial parks over 500 feet from residences.

There is no shortage of available lots in our area for which developing a gas station would be a safe and responsible option. Next door to a neighborhood is a very poor choice for our community, and seriously jeopardizes the health and safety of both children and adults. I strongly believe that the business and commercial advantages are simply not worth the risk to our community and its most vulnerable residents.

Environmental Risks

Our community adjoins a small, beautiful walking trail that overlooks the Tualatin River. The Tualatin River National Wildlife Refuge is about 7/10 of a mile from the lot of the proposed development.

Research suggests that small amounts of spilled gasoline over long periods of time has a significant effect on the surrounding environment. According to an article published by Johns Hopkins in 2014, researchers estimate that, conservatively, about 1,500 liters of gasoline are spilled each decade at a typical gas station. Again, I imagine this amount to be even higher given an unmonitored card-lock system with 24-hour access.

The Johns Hopkins article states that the environmental impact of gas stations has been poorly studied and understood thus far. This is particularly concerning considering the proximity of this lot to both the Tualatin River and the Wildlife Refuge, as rain water and natural seepage into groundwater will undoubtedly expose these areas to benzene and other harmful chemicals.

In addition to the inevitable risks of daily, small spills, there is also a risk of leaking in the underground storage tank used by the gas station. According to a report from the Sierra Club on underground storage tanks (UST), "one gallon of petroleum can contaminate one million gallons of water. One pin-prick sized hole in an UST can leak 400 gallons of fuel a year."

These leaks are not uncommon and are both difficult and costly to address. According to a report from the United States Environmental Protection Agency from May of 2015, over 525,000 leaks have been confirmed since the program's creation, with 40 states spending 1 billion dollars annually to clean up leaking underground storage tanks. Although cleanup from an underground storage leak is undoubtedly always impactful to the environment, a leak in such close proximity to both a river and a wildlife preserve would undoubtedly have a profound impact on sensitive nature and wildlife.

Aesthetic risks

Although the health and environmental impact of a gas station are my primary concerns, I will also briefly mention how the proposed development affects the aesthetics of our little community.

One of the things that drew my husband and me to this neighborhood is the sense of peace and safety that was clear in our neighborhood. Despite the proximity of 99W, I am continually amazed at how removed our street feels from the bustle of even the small cities of Tigard and Sherwood. Our street is traveled exclusively by residents and visitors, and at night the streets are quiet and the stars are bright. Often my husband and I will go for walks on Pacific, enjoying the fresh air of the green belt and the field, and listening to crickets and frogs.

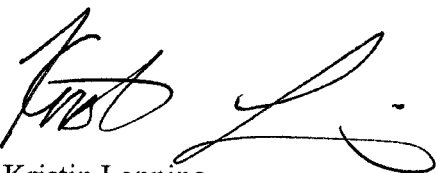
The proposed development will expose our neighborhood to light, smell, and sound pollution at all hours of the day and night, in addition to 24-hour traffic, and some of the invaluable aesthetic qualities of our community will be lost. This concern would be nonexistent if this development was located in a part of our city that is not primarily residential in nature.

Summary

The proposed development poses a threat to the health of my community and its surrounding environment. Locating this type of business in a residential area is a short-sighted and irresponsible choice that will have a significant impact on my family and the families around me. I cannot overstate that the health and environment of this development need to be researched and weighed by involved parties, as these impacts are irreversible once in place.

Thank you for your time and consideration.

Sincerely,



Kristin Lanning

References:

EPA website: Underground Storage Tank Program: <http://www.epa.gov/oust/aboutust.htm>

American Cancer Society: Benzene: www.cancer.org

Center for Disease Control and Prevention: Facts about Benzene:

<http://www.bt.cdc.gov/agent/benzene/basics/facts.asp>

Study published in Epimideology Journal (2003): “Leukemia risk associated with low-level benzene exposure.” <http://www.ncbi.nlm.nih.gov/pubmed/14501272>

Study published in Published by Occupational Environmental Medicine (2009): “Acute childhood leukaemia and residence next to petrol stations and automotive repair garages: the ESCALE study (SFCE).” <http://www.ncbi.nlm.nih.gov/pubmed/19213757>

Article published by Johns Hopkins University (2014): “Small Spills at Gas Stations Could Cause Significant Public Health Risks Over Time” <http://www.jhsph.edu/news/news-releases/2014/small-spills-at-gas-stations-could-cause-significant-public-health-risks-over-time.html>)

Sierra Club report (2004): “Leaking Underground Storage Tanks: A Threat to Public Health & Environment” <http://www.csu.edu/cerc/documents/LUSTThreattoPublicHealth.pdf>

Article published by Front Porch (2015): “Risks of Benzene Emissions from Gas Stations” <http://frontporchstapleton.com/article/risks-benzene-emissions-gas-stations/>

Article published by Scientific American (2009): “Is it safe to live near a gas station?” <http://www.scientificamerican.com/article/is-it-safe-to-live-near-gas-station/>

Article published by Discovery News (2011): “Gas stations are toxic neighbors” <http://news.discovery.com/earth/gas-stations-are-toxic-neighbors.htm>

Article published by ScienceDaily (2011): “Gas stations pollute their immediate surroundings, Spanish study finds” <http://www.sciencedaily.com/releases/2011/02/110204130315.htm>

I ask the city of Tualatin planning staff to personally come and visit the proposed location before more work is done on the proposed gas station development submitted by Stein Oil. You may contact me to arrange for this on-site visit.

Next, I would like to propose that the City planning staff, and at least two of the Pony Ridge and Angel Haven community members meet to discuss a "master plan" for the commercial area along 99w and Pacific Drive adjoining our communities. I suggest this meeting occur BEFORE any more work is done by staff on the Stein Oil development proposal. Two topics that we would like to discuss with the City Planning staff are:

- First, we would like to discuss that an "over lay" be added to this specific commercial area which allows general commercial, but the over-lay limits the commercial to lighter uses which are more compatible with the residential communities located along Pacific Drive. Such allowed uses in an over-lay might be low rise offices for medical, dental, small use retail for dog groomers, etc. An overlay such as this would provide a needed buffer between the residential areas and the commercial development. Tualatin, very often, provides a buffer between residential areas and commercial and industrial zones. Most recently, Councilor Beikman in the last City Council work session gave her concern that there needs to be more of a buffer between the residential areas and the proposed commercial and industrial areas in Basalt Creek planning area. The same consideration should be given this heavily residential area with its many children and aged populations.
- Second, we are concerned about the width of Pacific Drive and needed improvements to accommodate future commercial growth.

In summary, we would like to work with City planning staff to prepare an over-all design for this area which all can agree with and which gives proper consideration to the existing residential area and, also, allows for "light" commercial businesses to be successful.

And last, I am also asking the City Planning staff and our City Councilors to consider the negative impacts of the Stein Oil development proposal prior to annexation and approval of the plan.

In the interest of time, I will simply summarize some the adverse affects:

1. Traffic to and from a 24 hour/ 7 days a week gas station will create a large volume of traffic
2. Safety- the high population of elderly and children are unnecessarily put at risk with this type of commercial use
3. Property Value- the presence of a gas station will de-value our owner-occupied properties due to the 24/7 traffic, lights, etc. of a gas station in such close proximity to the residential areas.

Thank You,

Ata (Ted) Saedi

atasaedi@hotmail.com 503-925-9625

Sept 10, 20015

Attachment 104 - Comments Received at Neighborhood Meeting Page 9

Letterhead (if available)

(Date)

(Name)

(Address)

(City, State Zip)

RE: (Project name, description, location)

Dear Property Owner:

You are cordially invited to attend a meeting on (this date) at (this time) and at (this location). This meeting shall be held to discuss a proposed project located at (address of property, cross streets). The proposal is to (describe proposal here).

The purpose of this meeting is to provide a means for the applicant and surrounding property owners to meet and discuss this proposal and identify any issues regarding this proposal.

Regards,

(Your name)

(Company name)

(Contact phone number and email)

As the applicant for the Stein Woodbar LLC

project, I hereby certify that on this day, August 28, 2015 notice of the

Neighborhood / Developer meeting was mailed in accordance with the requirements of the

Tualatin Development Code and the Community Development Department - Planning

Division.

Applicant's Name: DAVE KIMMEL
(PLEASE PRINT)

Applicant's Signature: Dave Kimmel

Date: 8-29-15

PDG Planning Design Group
1335 SW 66th Ave. #201
Portland, Oregon 97225
PH: 503-329-5399
Email: pdgplanning@comcast.net

August 26, 2015

RE: Stein Oil Annexation with Gas Station, Convenience Store and Card Lock

Dear Property Owner:

You are cordially invited to attend a meeting on September 10, 2015 at 6:00 PM and at 18878 SW Martinazzi (Tualatin Library Community Room). This meeting shall be held to discuss a proposed project located at 18600 Pacific at the intersection of Highway 99W and Cipole. The proposal is to annex the property and then develop a Gas Station, Convenience Store and Card Lock fueling facility.

The purpose of this meeting is to provide a means for the applicant and surrounding property owners to meet and discuss this proposal and identify any issues regarding this proposal.

Regards:

David P. Kimmel
PDG Planning Design Group
1335 SW 66th Ave., Suite 201
Portland, OR 97225
503-329-5399
pdgplanning@comcast.net

PDG Planning Design Group
1335 SW 66th Ave. #201
Portland, Oregon 97225
PH: 503-329-5399
Fax: 503-327-8456
Email: pdgplanning@comcast.net

September 14, 2015

Neighborhood Development/Annexation Meeting
Meeting Date: 9/10/15
Time: 6:00 PM
Location: Tualatin Public Library

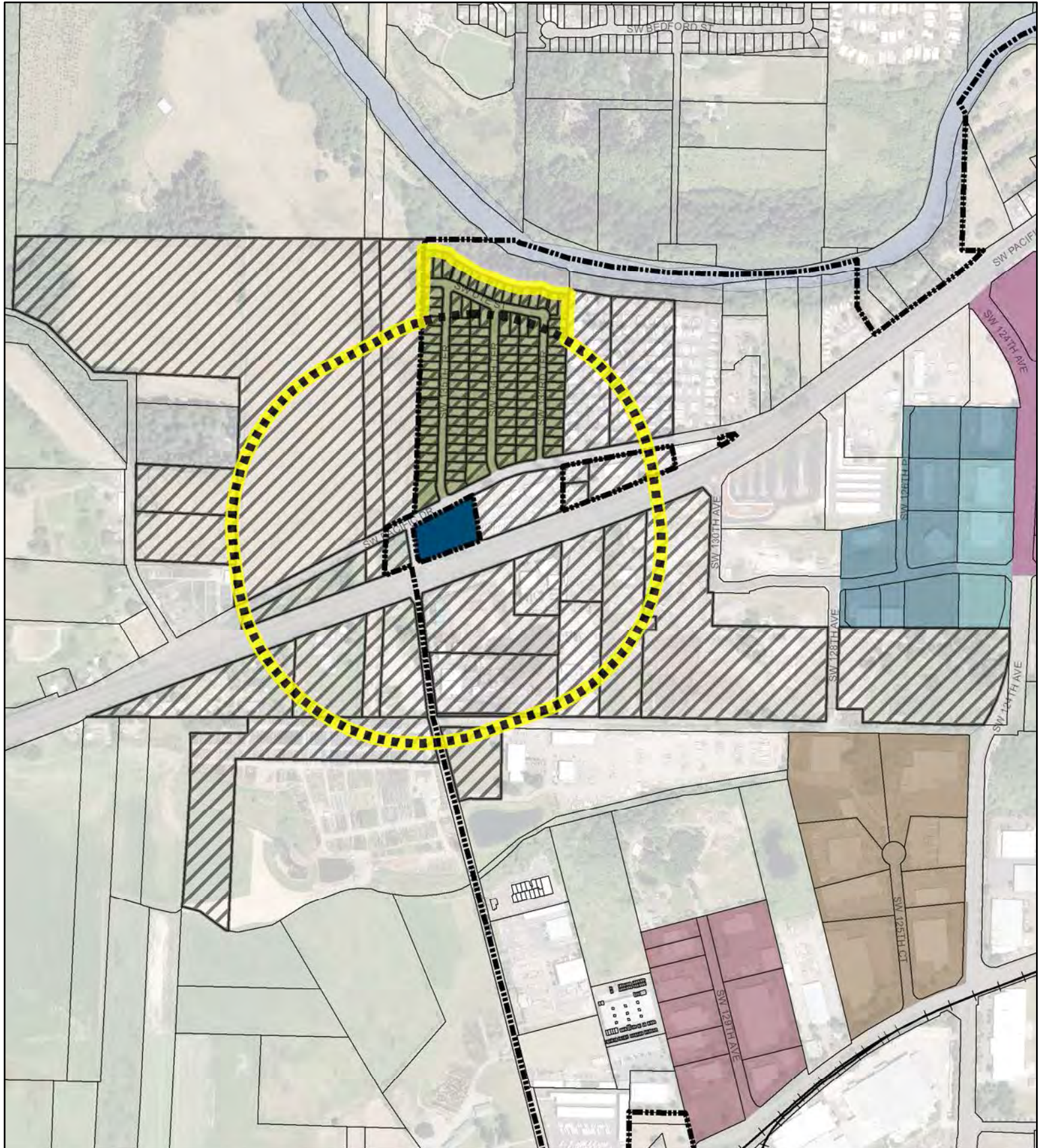
Dave Kimmel, Planning Design Group, introduced himself, welcomed the attendees and began the presentation shortly after 6:00 PM. (See three attached Sign In sheets for list of attendees). He also introduced Bob Stein, Sue Stein and Ann Stein as the new property owners.

The following notes summarize his presentation to the group and responses from the group including letters submitted by neighbors.

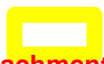
The proposed project is to annex the existing parcel into the City of Tualatin and develop a Chevron Gas Station with a 4,000 square foot convenience store with coffee drive-thru and a card lock facility for commercial vehicles. Mr. Kimmel expressed that this plan is the concept and includes all the items that the developer would like to construct, but that not all would be constructed initially. The card lock facility would initially consist of a single island, with the possibility of future expansion to add a second fueling island.

Land use approval for the proposed project will involve two steps: first, annexation into the City of Tualatin; and second, architectural review and approval by the City of Tualatin. This meeting is intended to cover both aspects of the proposed development plan. Mr. Kimmel attempted to explain the annexation procedures, and was assisted by Cindy Hahn from the City who was also in attendance.

The property is in the City of Tualatin's General Commercial Plan District which allows the gas station, convenience store and the card lock facility. Access is proposed to be from both Highway 99W and also a single driveway on Pacific Drive. The developer will be providing additional property dedication along all three frontages as well as installing needed public improvements including sidewalks, bike lanes and landscape buffers as required by the City Engineering department.



1000' Buffer



1000' Buffer with Subdivisions



Selected Taxlots

Attachment 104 - Comments Received at Neighborhood Meeting Page 13



Comments Received as of March 7, 2016		
	Name	Comment
1.	John Maer	<p>September 13, 2015 Dear Mr. Mayor and City Council Members,</p> <p>I am writing to let you know how upset I am over the consideration by our City to annex the property and allow a gas station and quick-stop to be built on the corner of 99W and Cipole Rd. which is directly across from my neighborhood, Pony Ridge Estates. The first I heard of this was when I received an invitation to attend a meeting on the 10th of this month, which I plan to attend (and hope you do as well), but I get the feeling that the decision has already been made by my City representatives and this is just to appease the individuals whose neighborhood will be ruined by their decision.</p> <p>How can you possibly justify approving an action that would so adversely affect an entire neighborhood and do it with total disregard for the impacted individuals? That is truly appalling. The decision to build your fuel station will forever change the environment of our neighborhood and none of it in a positive way:</p> <ul style="list-style-type: none"> • The crime in our neighborhood will likely rise due to the increased exposure from the greater traffic flow on our road. Our crime rate currently is likely one of the lowest in the City. This is because we are off of the ‘beaten path’. I know individuals who have lived in Tualatin 20 years and never knew our development was here. • Our children will be less safe due to the increased traffic—including tractor-trailers which cannot stop or maneuver as quick as automobiles. • Increased noise 24/7 from a variety of sources including traffic. Our neighborhood is currently a very quiet one. • Increased traffic congestion from all of the new traffic entering and exiting your new facility 24/7—including semi trucks. Pacific Highway and Cipole Road were not designed to carry the amount of traffic that your station will generate. • You are negatively impacting my investment. This is currently a desirable place to live—the most recent home that sold here was on the market for one day and sold for \$319,000. Home prices will go down due to your actions. I should have some say in this matter. This is not only the biggest monetary investment of my life, it is where I live—we chose this location based on it being ‘off the beaten path’ and quiet and not much traffic—now you are changing <i>all</i> of that. Why? <p>Would you <i>even consider</i> doing this in your own neighborhood if even one of the above bullets affected you? I <i>know</i> you would not tolerate it. I cannot comprehend a city making decisions that impact its citizens without their input early on before things went beyond the point of no return.</p> <p>How is this decision representing our community’s best interest? I do not see any benefit to the</p>

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		<p>City for annexing this property and zoning it to allow a fuel station to be constructed. The proposed station would be a 24/7 business with fuel, a quick-stop and lock-key system for semi-trucks. It is not like we are lacking gas stations or quick stops along 99W. If you are only looking at it as an income source for the City what will happen when 120 homes lose a third of their value?</p> <p>Our city’s website brags about our community being one of America’s best cities and your genuine care for people...how does putting a gas station in what is basically my front yard enhance my life here? Are we not a part of the community as well? We already have to live with Grimm’s Fuel; do you think ‘oh well, these people deal with <i>that</i> every day, they won’t mind another annoyance—on top of the odor lets add light pollution and more traffic’? If you are really concerned about us who live on the fringe of the city why not re-zone this land when you annex it and turn it into something beneficial...maybe a small park for our children?</p> <p>Please consider your actions carefully and with our best interest in mind—as taxpaying citizens of Tualatin. As I stated, this decision has a huge impact on my both my quality of life and my financial investment. What I hear at Thursdays meeting will determine if/when I contact my senator concerning this. I am anxious to hear how the City believes this is a good idea and benefits the City of Tualatin and my neighborhood.</p> <p>Respectfully, John Maher</p>
<p>Name Comment</p>		
<p>2.</p>	<p>John Maher</p>	<p>From: John & Kathy Date: 9/17/2015 5:43 PM Subject: Re: Letter to Tualatin City Council Regarding Proposed Chevron Fuel Station</p> <p>Dear Mr. Mayor, Thank you for your response. My wife and I attended the meeting held by Stein Oil and it terrified us. Our home is our largest investment and home prices are just recovering. Once this gas station is built, even if we wanted to sell our home we wouldn’t be able to. A realtor attended the meeting and informed us that the most common lenders would not approve loans to buyers located this close to a fuel station with large underground tanks—this is both terrifying and unacceptable! Not to mention that due to this loan restriction coupled with a fuel station in our back yard our home values will plummet. As mentioned before to you, I am a retired veteran from the U.S. Air Force and I cannot afford to start over again—I am counting on any equity I may build in my home as I am sure each of you are.</p> <p>My understanding of the situation is that the land that Mr. Stein recently purchased from the County was zoned residential but that the City of Tualatin has planned to zone it commercial upon annexation—commercial to the degree that allows just about anything including a fuel station. I am <i>pleading</i> with you that when the City reviews the annexation that a more realistic commercial zoning category be applied. One that would keep in line with the current businesses already on our road (an RV business,landscaping...).</p> <p>The room the meeting was held in was full and individuals brought medical studies pointing out</p>

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		<p>the health hazards of living within our distance of fuel stations...serious and scary health hazards from chemicals such as benzene. I can provide these to you if you would like to see them. Our community has numerous children and elderly people already exposed to health hazards from Grimm's Fuel, please don't add to that risk.</p> <p>Again, <i>I am pleading with you and the City Council</i> to zone this land in a more appropriate way—one that does not financially and medically affect the lives of hundreds of <i>your</i> citizens. I cannot believe that just knowing the few facts that I have pointed out here that any responsible community would allow this. There are many other business opportunities for this land other than this option. Just as a courtesy, I want you to know that I am writing a letter to our Senator to bring this to his attention as well. Thank you very much.</p> <p>Respectfully, John Maher</p>
	Name	Comment
3.	Angela DiPilato	<p>From: Angela DiPilato Sent: Wednesday, October 07, 2015 8:54 AM Subject: Re: Engineering Information - Future Development</p> <p>Hi All - I contacted you in February regarding some future development of land behind my current home. You were extremely helpful in giving me details about planning and I really appreciated it!</p> <p>This week, I saw signs up at the end of our street (SW 135th Terrace) discussing a proposal to Annex a plot of land for Stein oil to build a gas station. Many people in our neighborhood are against this proposal and some people have reached out to the city of Tualatin for explanations and options to voice our opinions. One resident suggested we write letters to city council. Do you have any more information on timing of the project or whether or not this gas station will be approved?</p> <p>Not only will it affect the value of our homes being so close to a gas station, but more importantly, it is bad for our children's health and if the gas station is 24 hours like people are suspecting, that will bring unwanted clientele to our quiet neighborhood at all hours of the night.</p> <p>Thanks for your understanding. Please let me know if I should address my concerns to a different department.</p> <p>Kind Regards, Angela</p>
	Name	Comment
4.	Patrick & Gerry McGuire	<p>Patrick McGuire Subject: Please help us fight against the ruination of our neighborhood Date: Saturday, October 17, 2015 3:08:25 PM Attachments: STEIN OIL too close to homes.pdf</p> <p><i>Some people live next to gas stations, but no one wants or chooses to.</i> No one chooses to purchase the property next</p>

		<p>door if they can buy elsewhere. A proposed gas station/ card lock facility/ mini-mart by Stein Oil near the Pony Ridge Development in Tualatin (corner of Hwy 99W and Cipole/Fischbuck) will take away any choice in the matter for current residents and severely impact and disrupt their quality of life & property values. Stein Oil is requesting annexation from the city of Tualatin, who has zoned this property general commercial when annexed. None of the five other Stein Oil gas station/card lock facilities are in such close proximity to residential homes but are in solely industrial areas or have large buffer zones. There are approximately 500 people in this quiet & private neighborhood – not many people know this neighborhood exists. Besides single family homes, there is a senior and assisted living facility “Prestige Senior Living Riverwood” and “Angel Haven” mobile home community. Even with all the safeguards that are required today, tanks will leak and fumes escape while filling tanks. This poses very real health risks to those nearby especially the elderly and children who live adjacent to the property. The home we just bought at the beginning of the year is the closest property and would be directly affected by 24-hour light pollution, noise, mini-mart loitering, and higher risks of crime as well as known health risks. The wall of our house is 34 feet from where their curb will be. Future sale of the properties and property values will be impacted instantly – FHA financing has restrictions of proximity to large fuel tanks. We have tried to make our voices heard in meetings with Stein Oil and the city of Tualatin and fear no one cares about the impending ruination of what Riverwood’s website says:</p> <p><i>“Tucked away on the banks of the Tualatin River and in a quiet residential neighborhood, Riverwood Assisted Living is a perfect location for relaxation and reflection.”</i></p> <p>It won’t be for long with the increased traffic down our tiny narrow street: fuel trucks, cars and commercial rigs. Please help us get our voices heard! The following pages show other Stein Oil locations with the same facilities in appropriate locations – not next to homes.</p>
	Name	Comment
5.	Clyde Holmes	<p>From: mblholmes To: council <council@citualatin.or.us> Sent: Sun, Feb 28, 2016 5:41 pm Subject: Stine oil co.</p> <p>The normal reaction to anything new is to reject the project as with the Stein oil co. on Pacific Dr. and Cippole. I have looked at this project and thought very hard. The project is not well suited for the location. There are too many car wrecks at Hwy 99 and Cippole ,It is located to close to many houses which would be put in danger of many toxic fumes . Should there be a</p>

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		<p>major spill it would run down to the Tualatin reserve . Even putting in a containment tank will not stop the runoff if we have another great rain like we have had this year and what about a flood like we had a few years back. We also do not need to draw more people into the neighborhood who WILL look for an easy score. You have a fuel line that crosses pacific Dr. and Hwy 99 Just on the other side of where this project is located. I have many more objections to this project ,but I want to be brief. Please do not approve this project to be approved,allow a business that would be better suited for our neighborhood Thank you Clyde Holmes a Pony Ridge resident</p>
Name		Comment
6.	Henry Russo	<p>From: HENRY RUSSO Sent: Sunday, February 28, 2016 5:02 PM To: Council Subject: to Stein Oil Co. Application</p> <p>Esteemed City Council members,</p> <p>I have been a resident of Pony ridge for 10 yrs., as such I can only be opposed to any business that would negatively impact the health, safety, security and property value of the Pony ridge neighborhood. The neighborhood charm truly speaks for itself, and the local should be zoned to allow only those businesses that would be more compatible with our neighborhood character.</p> <p>Sincerely, HJ Russo</p>
Name		Comment
7.	Mark Rieniets	<p>From: Mark Rieniets Sent: Sunday, February 28, 2016 8:36 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Tualatin Council, I am a resident of 135th Ter Tualatin and live within a few hundred meters of the site which the Stein Oil Co is seeking permission to build a Gas station/Mini mart on Highway 99W.</p> <p>Although I have no opposition to a commercial development on this site, I am opposed to the current proposal of the Gas station/Mini mart. I do not believe this type of business is well suited to a family orientated community such as we have in the Pony Ridge community.</p> <p>This type of business introduces environmental and physical risks to our community should</p>

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		<p>any type of accident or spillage occur, but more importantly, it brings through traffic and foot traffic into our community at all hours of the day which may have a detrimental effect on the safety and wellbeing of our family orientated community.</p> <p>I thank you in advance for your consideration of my request to reject the Stein Oil Co proposal in favor of a commercial development which is better suited for our community.</p> <p>Thanks Mark</p>
Name		Comment
8.	Nancy Davis	<p>From: nancy davis Sent: Monday, February 29, 2016 7:44 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Sirs/Madame, As a resident of Angel Haven Mobile Home park, I strongly oppose the construction of a gas station/convenience store being proposed for the corner of Pacific Dr. and Cipole. This facility would cause a tremendous increase in traffic both foot and vehicle, and will only cause the possibility of vehicle accidents in the area. We currently enjoy a quiet neighborhood and this kind of facility will only bring crime and congestion to our neighborhood.</p> <p>Thank you, Nancy Davis</p>
Name		Comment
9.	Susan Forste	<p>Sent: Tuesday, March 01, 2016 7:10 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Councilors and Mayor</p> <p>I oppose the building of the gas station/mini mart due to the possible health risks, traffic congestion, safety issues, and lower property values that it is likely to cause. I have lived in this development for about 12 years now. It has been a nice small quiet community but I am concerned that by building this particular kind of business that will drastically change. I would ask the council to consider a business that would better reflect the neighborhoods character.</p> <p>Thank you, Susan Forste</p>

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	Name	Comment
10.	Quentin Rieniets	<p>From: Quentin Rieniets Sent: Monday, February 29, 2016 8:42 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>To Tualatin City Council Members, I live in the Ponyridge community. I am writing to you in opposition of having a gas station built on Pacific Drive off 99W. There are many families in this community that will be negatively impacted if there were a gas station so close to our neighborhood, with many people stopping off the highway and being in such close proximity to children playing. My other concern is that it is so close to the wildlife refuge. Having spills and contamination of soils around an important water shed, as well as a vital wildlife habitat, would be irresponsible.</p> <p>Thank you for your time,</p> <p>Quentin Rieniets</p>
	Name	Comment
11.	Jack Paris	<p>From: Jack Paris Sent: Tuesday, March 01, 2016 8:27 AM To: Council Subject: Opposition to the Stein Oil Co. application</p> <p>Greetings to the Mayor and all of our Councilors.</p> <p>I would like to express my opposition and my grave concern about the Stein Oil Co. application. I don't see this application as a good or relevant fit for our neighborhood. I can imagine that it could create something of a traffic nightmare for us and it would also expose our quiet neighborhood to a lot of people who have no business being in or around our neighborhood.</p> <p>Thank you all for your consideration and we hope that you will join us in opposing this application.</p> <p>Jack Paris Controller Oregon Museum of Science and Industry</p>

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	Name	Comment
12.	Brenna Bastian	<p>From: Brenna Bastian Date: 3/1/2016 7:37 PM (GMT-08:00) To: Council <COUNCIL@ci.tualatin.or.us> Subject: Opposed to Stein Oil Co. Application</p> <p>My family lives in Pony Ridge. Our children are 17, 10 & 7. They are not opposed. They are excited about the prospect of being able to walk to buy overpriced stale candy. ☹️. My husband and I are concerned about the safety of our neighborhood because a 24 hr gas station will attract unsavory people to our small neighborhood and will be more difficult for us to get in and out if Pacific drive becomes a one way street. Also concerned about the value of our home dropping and becoming difficult to sell.</p> <p>We would like to see a different business that is more family friendly</p> <p>Brenna Bastian</p>
	Name	Comment
13.	Virgina Green	<p>From: Virginia Green Sent: Tuesday, March 01, 2016 5:33 PM To: Council Subject: Opposed to Stein Oil Company Application</p> <p>I am a resident of Pony Ridge and a homeowner for 6 years. I have been <u>very happy</u> here <u>but that contentment has been threatened by the news of a gas station/mini mart/key lock facility proposed to be developed just feet away from our single family homes here.</u> It will effect the value of homes that FHA would not finance (within 300 ft of a gasoline underground tank) and the value of homes beyond that limit would now be devalued in that it would negatively impact a potential buyer when they would be faced with the <u>enormously increased traffic that would include trucks, tankers hourly entering and exiting on the only access street from our neighborhood.</u></p> <p>The visual effect of a 24/7 lighted gas station within view of my home at the end of my block - 135th Terrace is very disturbing.</p> <p>Over and above monetary value the negative effect on my quality of life is <u>disturbing to contemplate.</u></p> <p>Please think a minute of your own neighborhood and picture a huge gas station/mini mart/ key lock facility within feet of your home and the security, well being and safety</p>

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		<p>of your family.</p> <p>I urge you to <u>delay the annexation of this property</u> and consider a more compatible development in keeping with what is now a lovely Tualatin community – Pony Ridge.</p>
Name		Comment
14.	Cristine Olsen	<p>From: Cristine Olsen Sent: Tuesday, March 01, 2016 4:24 PM To: Council Subject: Fw: NO GAS STATION ON CIPOLE</p> <p>On Tuesday, March 1, 2016 4:22 PM, Cristine Olsen wrote:</p> <p>THIS IS CRAZY! THE LAND ACROSS CIPOLE AND PACIFIC DR. IS VACANT. WHY CAN'T THE GAS STATION BE THERE? THERE WOULD BE LESS IMPACT ON THE NEIGHBORHOOD AND TRAFFIC COULD GO BACK OUT TO 99W OR EAST PACIFIC INSTEAD OF DOWN WEST PACIFIC. THE SMELL IS DEFINITELY BE A PROBLEM FOR ME AS I HAVE ONGOING ALLERGIES AND SINUS PROBLEMS. THE NOISE OF BIG TRUCKS GOING DOWN PACIFIC DR. IS ALSO AN ISSUE. I WILL HEAR EVERY BRAKE AND GEAR SHIFT AND OUR NEIGHBORHOOD CHILDREN WILL NOT BE SAFE. THE EMPTY LAND BY THE NURSERY WOULD WORK ALSO. PUT YOURSELVES IN OUR PLACE, WOULD YOU LIKE TO HAVE A GAS STATION ACROSS THE STREET FROM YOUR HOUSE? I DON'T THINK SO. MY HOUSE IS CLOUSE ENOUGH TO THIS PROPOSED LOCATION THAT IT WILL EFFECT MY RESALE VALUE. ARE YOU GOING TO COMPENSATE ME FOR THAT? NEEDLESS TO SAY BUT JUST TO BE CLEAR, I AM TOTALLY AGAINST THIS!</p> <p>CRISTINE OLSEN</p>
Name		Comment
15.	Dean & Kathleen Johnston	<p>From: dean johnston Sent: Wednesday, March 02, 2016 5:18 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Mayor and Councilors, As we can not be at the meeting, my wife and myself want to let you know how we feel about this Stein Oil application.</p>

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		<p>1. Having increased traffic on Pacific Dr with Semi-trucks, other heavy vehicles and cars would put the children in our neighborhood in added danger waiting for school buses and when playing outside in the nice weather,</p> <p>2. Pacific Dr is not wide enough or can handle the large and heavy trucks that would quickly break down the road surface.</p> <p>3. Having this increased traffic 24/7 also would put a strain on us that live in Pony Ridge. Having large heavy vehicles driving in residential is an unsafe idea.</p> <p>Again, we oppose this application.</p> <p>Thank you</p> <p>Dean & Kathleen Johnston</p>
	<p>Name</p>	<p>Comment</p>
<p>16.</p>	<p>Delores Wageman</p>	<p>From: Lorie Wageman Sent: Wednesday, March 02, 2016 11:22 AM To: Council Subject: Opposed to Stein Oil Co. application</p> <p>To whom it may concern:</p> <p>I moved into the Pony Ridge community 5 years ago. I fell in love with the remoteness of the area and the fact that the only people coming by were residents themselves. I am a senior citizen living alone and love that I feel safe. To my knowledge no burglaries have taken place here. <u>Don't take away my security.</u></p> <p>Not only would this type of business bring in more traffic, but often times brings in questionable people that I often see hanging out at these places. Recently I witnessed a drug sale at the gas station off of 99 & Fischer Rd. Once our little hideaway of Pony Ridge is discovered I can see the homeless camping along the river behind our community. Hwy 99 has plenty of nearby gas stops within 1 mile in each direction and doesn't need another.</p> <p>Does this city have to destroy every acre of native landscape? Once the landscape is destroyed it will be forever. We wonder how come the deer & coyotes and coming</p>

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		<p>from other areas to feed. Leave things just as they are, or if this area must be developed let it be a business that benefits this community and not add to the decline. Thank you.</p> <p>Delores Wageman</p>
	Name	Comment
17.	Julie Neumann	<p>Sent: Friday, March 04, 2016 2:30 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Tualatin City Council Members,</p> <p>As a teacher in the Tigard-Tualatin school district for the past 21 years, not a day passes without the SAFETY of children as my greatest concern. I am writing to you today to voice my concerns and opposition to the Stein Oil Company application to place a gas station on the property within feet of the Pony Ridge neighborhood on Pacific Drive.</p> <p>Currently our neighborhood is very safe and peaceful. If a gas station is placed in our backyard, the safety of our children, our vulnerable adult friends living in Angel Haven, and the elderly being cared for in the Memory Care facility will be seriously compromised. The safety of the adult drivers going to and coming home from work everyday will be seriously compromised. The gas station promises to create dangerous and endless traffic situations at an already unsafe section of Hwy. 99 and Cipole.</p> <p>I appreciate your consideration of my concerns and look forward to meeting with you on March 14th.</p> <p>Sincerely, Julie Neumann</p>
	Name	Comment
18.	George Pongracz	<p>From: georgeponggracz@yahoo.com [mailto:georgeponggracz@yahoo.com] Sent: Friday, March 04, 2016 3:14 PM To: Council Subject: Opposed to stein oil Co.Application</p> <p>I've been living in the pony ridge neighborhood for 13 years. I chose to buy her because it was off the beaten path and a very quite peaceful neighborhood. I don't want to drive into my neighborhood and see a ugly</p>

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		<p>gas station that will bring our property values down and make it more difficult to sell our homes. I don't have any children but if I did I would be scared to let them play out side because of all the extra traffic, loiterers and prowlers entering our neighborhood. It puts our children's and seniors health and safety at risk. I would like to see a type of business that is more compatible with our neighborhood go in instead of a gas station that will just bring unwanted problems to our peaceful neighborhood.</p>
	Name	Comment
19.	Renee Dubarko	<p>From: Renee Dubarko Sent: Sunday, March 06, 2016 1:48 PM To: Council Subject: Annexation for the Stein Oil Gas Station</p> <p>To Whom It May Concern:</p> <p>I am writing to let you know how I feel about you allowing the Annexation of the property in Pony Ridge in Tualatin. We are a quiet close knit community that watch out for each other. Right now we feel safe walking around the neighborhood at night but if there is an all night gas station there, we will no longer feel safe in our community.</p> <p>We also have a lot of children that ride their bikes and play in the streets. We don't have very much traffic right now and the parents feel safe allowing the kids to ride their bikes and play in the street. However, if there is A LOT more traffic and people hanging around the gas station, The children will no longer feel or be safe in their own neighborhood.</p> <p>Our property value will decrease immensely! There are a lot of people who just moved into this neighborhood because it is so quiet and safe and now their property values are going to drop drastically right after they just moved in.</p> <p>I would like to ask how you would feel if a gas station was put in right next door to your house? Would you enjoy the traffic all night long? Would you enjoy the people hanging around at all hours of the day and night? What would you feel if this was put in by your children or grandchildren?</p> <p>We don't have a problem with a business going in there, just one that doesn't cause us to feel unsafe and create so much more traffic. A park for children or dogs would be ideal since it is a neighborhood but a 9-5 office would be ok as well.</p> <p>Please do not allow the Annexation of this business. There is a card lock station on Tualatin Sherwood Rd. Why do we need another so close? There are a lot of other vacant lots that are not in a neighborhood that they can use for their business just please don't ruin our quiet,</p>

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		<p>happy neighborhood with this nightmare business.</p> <p>Sincerely,</p> <p>Renee Dubarko</p>
Name		Comment
20.	Gene and ViAnn Austin	<p>From: Renee Dubarko Sent: Sunday, March 06, 2016 11:51 AM To: Council Subject: Opposed to Stein Oil Company</p> <p>To Whom It May Concern:</p> <p>Now this is a quiet neighborhood off the beaten path of traffic so we have a low crime rate. Also, just 1.3 miles to the East there is already a Mini Mart and a large gas station. Why do we need another one so close?</p> <p>Gene R. Austin and ViAnn Austin</p>
Name		Comment
21.	Anneke Bloomfield and Jerry Paster	<p>From: Anneke Bloomfield Sent: Saturday, March 05, 2016 7:38 AM To: Council Subject: Stein Oil</p> <p>Regarding that Stein Oil wants to put a station on the corner of Cipole. Please do not put such type of business into our quite neighborhood. It would make it unsafe for the families with young children living that close. It would make it uneasy for my evening walks and would mess up the traffic for our neighbors unsafe. There are many more other type of businesses to bring to that corner. But please no constant traffic of big trucks, evening beer buyers, cigarette sales and with that most likely drug dealings.</p> <p>We like to keep our corner of Tualatin quiet and very important, SAFE!</p> <p>Anneke Bloomfield and Jerry Paster</p>

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	Name	Comment
22.	Bebee Crow	<p>Sent: Sunday, March 06, 2016 1:51 PM To: Council Subject: Gas station.</p> <p>Hello, My name is Bebee Crow and I live on [REDACTED]. I am opposed to the gas station and mini mart being proposed to be built on the corner of 99 w and Cipole road. Right now I feel very comfortable walking my dog at 10 or 11 pm, but I will lose that security that I feel if that gas station is in this area. I have counted 14 gas stations on 99 alone, from Costco Tigard thru Sherwood. WHY DO WE NEED ANOTHER ONE???????</p> <p>Sincerely Bebee Crow</p>
	Name	Comment
23.	Kristine Koneck	<p>From: Kristine Koneck Sent: Sunday, March 06, 2016 3:10 PM To: Council Subject: Proposed Gas Station adjacent to Pony Ridge</p> <p>I would like to add my voice in urging you to change the zoning of the property for the proposed Stein Chevron gas station and mini-mart to one more compatible with the neighborhood.</p> <p>I am strongly opposed to the current proposal. The traffic exit onto Pacific Drive is not a good solution for a street that is not sufficient for the traffic and parking that it currently handles. The proposed placement of tanks place the health of our children and senior citizens at risk. Many studies show the dangers posed by these chemicals.</p> <p>I am also very concerned about the loiterers and prowlers that would be attracted to the neighborhood. I work many hours each week to pay my taxes and mortgage. This will add risk to the neighborhood that I am unwilling to bear. My home was purchased in August, 2015 because I viewed this neighborhood as a quiet, friendly community. I am just learning what a nice city Tualatin is. I hate to think about leaving before I've had a chance to get settled. I am concerned also about what will happen to property values if this business is placed on that property. As a senior, I can't afford to have the bottom drop out of the value of my home.</p> <p>The businesses along Pacific highway are ones that don't generate a huge amount of traffic and are closed after 6 PM. The neighborhood is quiet and attractive for people to be out</p>

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		<p>walking dogs, children riding bikes and doing yard week.</p> <p>Please consider the wishes of the adjacent community. We want a type of business that is more compatible with out neighborhood.</p> <p>Thank you.</p> <p>Kristine Koneck</p>
	Name	Comment
24.	Chicory Eddy	<p>From: Chicory Eddy Sent: Sunday, March 06, 2016 9:51 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Mayor and city councilors,</p> <p>I am opposed to the Stein Oil Co. application to build a gas station and mini mart on the corner of SW Pacific Dr. and SW Cipole because it would be a detriment to this little neighborhood. This is a very quiet and residential neighborhood, and the few businesses currently on Pacific Dr. are small, quiet, and standard business hour type businesses.</p> <p>The plot of land in question is literally a stone's throw from the closest houses. The constant traffic created by a gas station would severely and negatively affect both the amount of noise and the air quality (vehicle exhaust and odor of gas/diesel fuel) in the neighborhood. The 24 hour mini mart would add insult to injury in this case, keeping traffic going around the clock. I am concerned it would also attract less than desirable people to the neighborhood in the middle of the night. There are a lot of children and elderly people in this neighborhood and I would have serious concern about their safety with the dramatically increased traffic on SW Pacific Dr. trying to access the gas station/mini mart.</p> <p>There is not a need for either a gas station or mini mart in this area. We are so close to many of these businesses in both King City and Sherwood.</p> <p>A more appropriate use of this land would be another small business similar to what is already there. Something with standard business hours and would not dramatically increasing traffic. Examples would be a bicycle shop, computer repair business, pet store, or sports shop (like Fleet Feet, Foot Traffic, etc).</p>

Attachment 105 Comment Log

		<p>Thank you for your time and consideration.</p> <p>Sincerely,</p> <p>Chicory Eddy, DVM</p>
Name		Comment
25.	Jillian Cesena	<p>From: Jillian Cesena Sent: Sunday, March 06, 2016 4:38 PM To: Council Subject: Gas station in pony ridge</p> <p>I am writing to voice my opposition and concerns regarding the gas station proposal near the Pony Ridge neighborhood in Tualatin. I am a single mother of a teenager and have enjoyed raising her in this peaceful secluded neighborhood. I believe firmly that a gas station at the end of our street would have changed our experience for the last 10 years. I do not have any problem with a business there, but a gas station is not the appropriate business to be in our neighborhood. Please consider carefully the impact you will have on so many people's lives in our neighborhood if you choose to allow this gas station to be built.</p> <p>Thank you very much for your consideration regarding this decision.</p> <p>Respectfully, Jillian Cesena</p>
Name		Comment
26.	Keith & Vickie Gearhart	<p>From: Gearsdad Sent: Thursday, March 03, 2016 8:34 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>To our Mayor and all City Councilors, Please vote no to the Stein Oil Company's application to put in a gas station/mini mart at the end of my street in the Pony Ridge Addition at [REDACTED]. There is only one narrow road, SW Pacific Drive, that is available for access to our already busy neighborhood. With the other businesses that are currently located on this access road, the increased traffic and congestion from allowing the gas station to be put in would be detrimental and not compatible with our neighborhood character.</p> <p>Again, we would appreciate a NO vote to this application. Keith & Vickie Gearhart</p>

Attachment 105 Comment Log

	Name	Comment
27.	Marie & Gregg Schapp	<p>From: Marie Schapp Sent: Friday, March 04, 2016 8:24 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>To Whom It May Concern:</p> <p>I am writing to oppose the proposed development of a Gas Station on the corner of 99w and Cipole road that is being proposed by Stein Oil. As a homeowner in the neighborhood directly affected by this proposal, I have several concerns about the location and nature of this business.</p> <p>The intersections of Cipole and Pacific where the entrance and exit of the gas station are being proposed are not conducive to the kind of traffic that a gas station will bring in. The intersection of 99w and Cipole to get to the gas station is an extremely challenging intersection to navigate; several accidents within the last few years highlight this. Adding a soon-to-be busy gas station/convenience store will only further add traffic congestion to this already confusing intersection. Additionally, this community is a family based community with bus stops and young children at play. Children and adults are on the corners of pacific daily, and many run for safety due to speeding cars. The addition of a large gas station/convenience store will only create an additional traffic burden on an already over-burdened intersection.</p> <p>Together, our neighbors are working to make Pony Ridge a safe and family friendly community. Many families have bought homes in the Pony Ridge area specifically for its family based atmosphere and quiet streets that allow for children to play outside and be creative. Adding a large scale gas station/convenience store to this mix not only takes away from this appeal, it threatens the safety of pedestrians and local homeowners. The scale of this project is one you would expect on a large highway not near a residential community, nor on a street that only allows for smaller vehicles to commute to work or take their children to school.</p> <p>More than 300 people of our small community have asked that the consideration to stop the development be accepted by the city. We are open to a more family focused establishment that would be conducive to a community full of children vs a busy gas station. For example a smaller coffee shop with outdoor play options or park allowing for kids to continue their outdoor exploration. Please take this into consideration as you make your decision. Pony Ridge is a family-friendly, livable, diverse community. It does not deserve a twenty-four hour gas station/convenience store in the middle of it. We can do better for our city residents, we ask you do better by making the appropriate decision in this annexation request.</p> <p>Thank you Marie and Greg Schapp Homeowners</p>

Attachment 105 Comment Log

	Name	Comment
28.	Mary Frost & Family	<p>From: Mary Frost Sent: Friday, March 04, 2016 9:47 AM To: Council Subject: Proposed Gas Station/Mini Mart Concerns</p> <p>Hello to you our City Councilors & our Mayor,</p> <p>I am sending this on behalf of our household living in the Pony Ridge neighborhood at SW [REDACTED], Tualatin with respect to the proposed building of a Gas Station & Mini Mart at the corner of SW Pacific Drive and SW Dipole Road by Stein Oil Company.</p> <p>This lot of land is also boarding Highway 99W, however the entrance & exit points of this lot would be directly on SW Pacific Drive.</p> <p>We have great concern for the negative impact with building a Gas station at this lot for several reasons.</p> <p>**First and foremost, <u>Residential Safety from large vehicles & additional traffic.</u> Any large trucks/semi's would have to use SW Pacific Drive to gain access as the corner from SW Cipole is too tight for large rigs ... we know, we watch the RV's come through at the RV business on SW Pacific and see how much space there is for maneuvering - not the most spacious of corners. Large trucks/rigs would be forced to use the entire road and block traffic just to get into or out of the lot. (not exactly fair to the truck driver either to force them use of the road in this way & potentially cause accidents due to taking up both sides of the road). We also believe a gas station would attract a variety of vehicles and the additional "muffler" and traffic noise would greatly impact the neighborhood.</p> <p>**This stretch of SW Pacific Drive borders a large family housing area at SW 133rd, SW 134th & SW 135th, it also borders a gated community for 55 & over as well as a facility for assisted living / alzheimer's residents. There are many kids of a variety of ages in the area as well as many folks of all ages & abilities who regularly walk their dogs along the paths in the neighborhood including along SW Pacific Drive. <u>Safety for the people who live here and use the area is a huge concern of ours.</u> <i>It's very frightful that a company that doesn't reside here (nor will reside here) want to come in and cause such unsafe situations towards the people who do live here.</i></p> <p>**<u>Environmental concerns are also present.</u> There is already a business across Highway 99W that causes the air in the neighborhood to absolutely stink at times. This is from the product they are making/using in the form of bark-o-mulch / landscape materials. It's bad enough to have to endure those smells and now Stein Oil Company are choosing to add to poor air quality with the smells of their gasoline/diesel products. I also don't believe for once instance that their fuel products will remain in a clean status for the ground either - I'm very concerned</p>

		<p>about the impact to the ground soil, trees and nearby gardens.</p> <p>**Way too close to Residents. It is our understanding that for a business such as a Gas Station to be in a residential area, that Gas Station would need to have a minimum distance from the residences. We have reviewed the maps as we live really close to SW Pacific & SW 134th, so we believe that to put a Gas Station at the corner of SW Pacific Drive & SW Cipole Road would violate this safety distance.</p> <p>Our house hold does believe that the corner lot at SW Pacific Drive and SW Cipole Road could do with cleaning up and a better use - whether for business or private use. <u>However for the sake of the environment and residential safety, we implore you to reject the application by Stein Oil Company for our reasons above.</u></p> <p>Our household trusts that you, our City Councilors and Mayor, will find an agreeable solution to future use of this lot by continuing good communications with the residents of this neighborhood.</p> <p>We appreciate you taking the time to read & include our comments with your decisions.</p> <p>Sincerely,</p> <p>Mary Frost & Family [REDACTED] Tualatin, OR</p>

ATTACHMENT 106

ANN-15-0002: ANALYSIS AND FINDINGS

The subject is a petition for annexation of a property known as the Stein Oil Company property and as Tax Lot 1100 on Washington County Assessor's Map 2S1 21A located at 18600 SW Pacific Highway and withdrawing the territory from the Washington County Enhanced Sheriff Patrol District and the County Urban Road Maintenance District. The applicant is Dave Kimmel, President, PDG Planning Design Group, representing Stein Woodburn LLC, owners of the 2.05-acre Tax Lot 1100.

The City Council must find that the annexation conforms to Tualatin Development Code (TDC) Objectives 4.050(20) and (21), and the applicable criteria in Metro Code 3.09 and Oregon Revised Statutes (ORS; TDC 31.067[6]). The applicant submitted application materials that address the annexation requirements (Attachment 103), and staff reviewed the application materials and the applicant's response below.

A. Metro Code, 3.09.050(d) states that an approving entity's final decision on a boundary change shall include findings and conclusions addressing the following criteria:

1) Consistency with directly applicable provisions in an urban service provider agreement or annexation plan adopted pursuant to ORS 195.065.

Applicant Response: At this time there are no agreements, pursuant to ORS 195.065, in place between Tualatin and any service provider. This provision is not applicable.

Staff Response: There is no urban service provider agreement pursuant to ORS 195.065 that applies to the subject property. Therefore, there are no applicable provisions of an urban service agreement or annexation plan with which the proposed annexation can be reviewed for consistency.

This site is currently located within the Clean Water Services (CWS) boundary and will remain in the CWS boundary after annexation. The property will now conform to the 2005 Intergovernmental Agreement (IGA) and a 2015 Amendment between CWS and the City as per the agreement. Currently the site is vacant and does not have any utility improvements. The property would be served by City water and sewer. The site is not currently in a parks district, but would be served by the City Community Services Department upon annexation. The property will be removed from the Washington County Sheriff's Department patrols and will have City police service following annexation. The site is currently served by Tualatin Valley Fire and Rescue (TVF&R), and fire protection service would continue upon annexation. Sherwood School District 88J will continue to serve this property after annexation.

The criterion is not applicable.

2) Consistency with directly applicable provisions of urban planning or other agreements, other than agreements adopted pursuant to ORS 195.065, between the affected entity and a necessary party.

Applicant Response: The subject property is within the portion of Washington County that is inside the acknowledged Tualatin Urban Boundary. Annexations within the established Urban Boundary are consistent with Tualatin's Urban Planning Area Agreement with Washington County.

Staff Response: The subject property is within the portion of Washington County that is inside the acknowledged Tualatin Planning Boundary reflected by TDC [Map 9-1](#).

As required by the [Urban Planning Area Agreement \(UPAA\)](#) between the City of Tualatin and Washington County, staff notified the County of this proceeding via first class mail. Annexations within the established Planning Boundary are consistent with the UPAA. In accordance with TDC 1.030(6) and UPAA Section III(H), the subject property will automatically assume the General Commercial (CG) Planning District designation on the effective date of the annexation. Per UPAA Section III(G), the County does not oppose this annexation.

The criterion is met.

3) Consistency with specific directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facility plans.

Applicant Response: Because the area to be annexed is within the City's Planning Area Boundary and the Metro Urban Growth Boundary, services can be provided at the property owner's expense. This is consistent with Tualatin's Community Plan (Comprehensive Plan).

Staff Response: The applicable standards or criteria in the TDC for boundary changes are 4.050(20) and (21). TDC 4.060(1) is also relevant to boundary changes.

4.050(20) Initiate annexation of property within the Urban Growth Boundary planned for residential development only when petitioned to do so by owners of the affected property, including cases involving unincorporated "islands" of property surrounded by land annexed previously.

The subject property is within the Urban Growth Boundary (UGB) and will be within the General Commercial (CG) Planning District upon annexation. It is not planned for residential development. The criterion is not applicable.

4.050(21) Territories to be annexed shall be in the Metro Urban Growth Boundary.

The subject property is currently within the existing Metro UGB. The requirement is met.

4.060(1) A long-range growth boundary is necessary to predict the amount and location of urban land needed in the future. The establishment of this boundary provides a framework for the orderly conversion of rural land to urban uses. The growth boundary establishes the City's intent to annex and provide urban services to specific properties over a specific period of time. Thus, the growth boundary establishes the basis of a City annexation policy and provides landowners with some assurance as to the City's intent for the future use of their land.

4.060(1) is not a directly applicable standard or criteria for boundary changes, but is relevant. Because the annexation territory falls within the Urban Planning Area that accounts for future growth, the boundary is a long-range growth one, and the annexation is in support of the statement contained in TDC 4.060(1).

4) Consistency with specific directly applicable standards or criteria for boundary changes contained in the Regional Framework Plan or any functional plan.

Applicant Response: The Regional Framework Plan and Functional Plan have no provisions directly related to annexation. Because services and transportation facilities are available in the area and all property within the Urban Growth Boundary and Urban Planning Area Boundary were included in calculations for facility capacity, housing and employment, annexation is consistent with the Framework and Functional Plans.

Staff concurs with the applicant's response. The criterion is met.

5) Whether the proposed change will promote or not interfere with the timely, orderly, and economic provisions of public facilities and services.

Applicant Response: All needed urban services are available as a result of previous development surrounding the subject property.

Staff Response: Potable water, sanitary sewer, and stormwater public lines are available from SW Pacific Drive and SW Cipole Road.

Pedestrian, cyclist, and vehicular access to the subject property is available via SW Pacific Drive, SW Cipole Road and SW Pacific Highway.

Following annexation and upon development, a developer will be required to construct stormwater management improvements for adequate treatment, detention and conveyance to serve the subject property. Staff informed the applicant about the availability of public facilities at the annexation pre-application meeting.

Future street rights-of-way (ROWs), including their functional classifications and prospective alignments, were established as part of the Tualatin Transportation System Plan (TSP), which is incorporated into TDC [Chapter 11](#). State of Oregon planning rules stipulate that the TSP must be based on the current comprehensive plan land use map and provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan. (The Tualatin Community Plan, which is Chapters 1-30 of the TDC, is the Tualatin comprehensive plan, and TDC Map 9-1 Community Plan Map is the comprehensive plan land use map.) Although actual alignment of roadways may be negotiated during development review, the general capacity needs and the associated alignments of the Tualatin transportation system have been established and planned for via the TDC. (Any existing and future local streets, collector or arterial roads, or highways or expressways that are in the general vicinity of the subject property have been established as part of the TSP.)

The general alignment and potential functional classification of such streets and roads can be found in TDC [Figure 11-1](#) Functional Classification and Traffic Signal Plan and [11-3](#) Local Street Plan. Though the annexation itself affects no public street needs, the City determines that because the street and road network and vehicular capacity planning has already been established as part of the TSP, future development will not interfere with the provision of this type of service in the area. The ability of the transportation to serve development on the subject property and the need for street improvements to serve this property would be determined in a land use process upon proposal of development.

The annexation process addresses the orderly provision of services and the adequacy and suitability of existing improvements on the subject property for existing and future development, as well as conformance with the Tualatin Development Code (TDC) and Tualatin Municipal Code (TMC).

Staff finds that because the subject property can be served by these public facilities, the annexation will not interfere with the timely, orderly and economic provision of public facilities and services.

The criterion is met.

6) If the proposed boundary change is for annexation of territory to Metro, a determination by the Metro Council that the territory should be included in the Urban Growth Boundary shall be the primary criterion for approval.

Applicant Response: Not applicable because the subject property is already within the Metro jurisdictional boundary.

Staff Response: Because the subject site is already within both the Metro Service District Boundary and UGB, the criterion is not applicable.

7) Consistency with other applicable criteria for the boundary change in question under state and local law.

A traffic impact analysis addressed the Transportation Planning Rule Oregon Administrative Rule 660-012-0060.

Applicant Response: A Transportation Planning Rule (TPR) is required for the proposed development, since annexation of the subject property into the City of Tualatin will result in a change of zoning. The TPR is intended to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable portions of the TPR are quoted in *italics* below, with responses directly following.

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9), or (10) of this rule.

...

(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met:

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

The proposed zoning is consistent with the existing comprehensive plan map designation and will not change the comprehensive plan map. The City of Tualatin's zoning map indicated that the subject property is outside the city, but is included in the planning area and is designated as having future CG zoning. Tony Doran and the City of Tualatin have confirmed that the proposed zoning is consistent with the acknowledged TSP. The annexed property was not exempted from this rule upon amending the urban growth boundary.

Based on the analysis, the proposed zone change is in conformance with the City of Tualatin's Comprehensive Plan, and the levels of development allowable under the proposed CG zoning were already included in the City's planning model and the Transportation System Plan. Accordingly, the City of Tualatin may find that the proposed zone change does not significantly affect an existing or planned transportation facility, and the Transportation Planning Rule is satisfied.

Conclusions

Based on the operational analysis, the study area intersections are projected to operate within ODOT, Washington County, and City of Tualatin performance standards through year 2017 with or without full build-out of the proposed development. At the year 2035 planning horizon, the unsignalized intersections are projected to continue to operate acceptably either with or without the addition of site trips from the proposed zone change. The signalized intersection of SW Pacific Highway at SW Cipole Road is projected to operate with volumes exceeding capacity during the peak hours.

Based on the queuing analysis, the projected 95th percentile queues at the study area intersections are provided adequate vehicle storage space and queues are not projected to back up to adjacent intersections. Therefore, no queuing-related mitigations are recommended.

Left-turn lane warrants are not projected to be met for any of the study area intersections along SW Pacific Drive under any of the year 2017 analysis scenarios.

Right turn lane warrants are projected to be met for the proposed right-in site access along SW Pacific Highway under 2017 build-out conditions.

Due to insufficient main and side-street traffic volumes, traffic signal warrants will not be met for any of the unsignalized study area intersections under any of the year 2017 analysis scenarios.

Based on detailed analysis, adequate sight distance is projected to be available for the proposed site access along SW Pacific Drive. No sight distance mitigations are necessary or recommended.

Based on the most recent five years of crash data at the study area intersections crash rates are relatively low, crash severity was relatively low, and no significant crash patterns are evident. The crash data does not appear to be indicative of any significant safety hazards. Accordingly, no safety mitigations are recommended.

Based on the analysis, the proposed zone change is in conformance with the City of Tualatin's Comprehensive Plan, and the levels of development allowable under the proposed CG zoning were already included in the City's planning model and the Transportation System Plan. Accordingly, the City of Tualatin may find that the proposed zone change does not significantly affect an existing or planning transportation facility, and the Transportation Planning Rule is satisfied.

Staff Response: The discussion and findings provided by the applicant are generally with consistent with staff's review. The General Commercial (CG) planning district and the potential uses were already included in the City's planning model and the Transportation System Plan. Staff finds that the proposed zone does not significantly affect an existing or planned transportation facility, and the Transportation Planning Rule is satisfied. The area in which staff has a different view is the assertion of a zone change. The Oregon Department of Transportation views this property as changing from its current status under County zoning as FD-10 (Future Development 10-acre District) to a proposed zone of General Commercial upon successful annexation. Neither the City nor the applicant is proposing a Plan Map Amendment as part of this application. If the annexation is successful then the property will assume a predetermined Planning District of General Commercial.

The Transportation Planning Rule is satisfied.

Applicant Response: No other criteria have been determined to be applicable.

Staff Response: Two other items in Oregon Revised Statutes Chapter 222 *City Boundary Changes; Mergers; Consolidations and Withdrawals* apply to annexations.

ORS 222.111(1) states, "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."

The subject property is not currently within a city and is contiguous to Tualatin city limits on all sides.

This requirement is met.

ORS 222.520(1) states, “Whenever a part less than the entire area of a district named in ORS 222.510 becomes incorporated as or annexed to a city in accordance with law, the city may cause that part to be withdrawn from the district in the manner set forth in ORS 222.120 or at any time after such incorporation or annexation in the manner set forth in ORS 222.524. Until so withdrawn, the part of such a district incorporated or annexed into a city shall continue to be a part of the district.”

The subject territory is in the Washington County Enhanced Sheriff Patrol District and the Washington County Urban Road Maintenance District. As part of this annexation, the subject territory will be withdrawn from the Enhanced Sheriff Patrol District and the Urban Road Maintenance District. The City of Tualatin will provide police services. Because the proposed boundary change is consistent with state and local law, the requirement is met.

The criterion is met.

B. Metro 3.09.050(g) states that, “Only territory already within the defined Metro Urban Growth Boundary at the time a petition is complete may be annexed to the city or included in territory proposed for incorporation into a new city.”

The subject property is currently within the Metro UGB and was so at the time the petition for annexation was filed on September 21, 2015.

The requirement is met.

C. Conclusion

Based on the application and the above analysis and findings, the approval criteria of Metro Code 3.09.050(d), the Tualatin Development Code, and Oregon Revised Statutes are met.



Annexation Public Hearing
ANN15-0002
18600 SW Pacific Highway
City Council
March 14, 2016



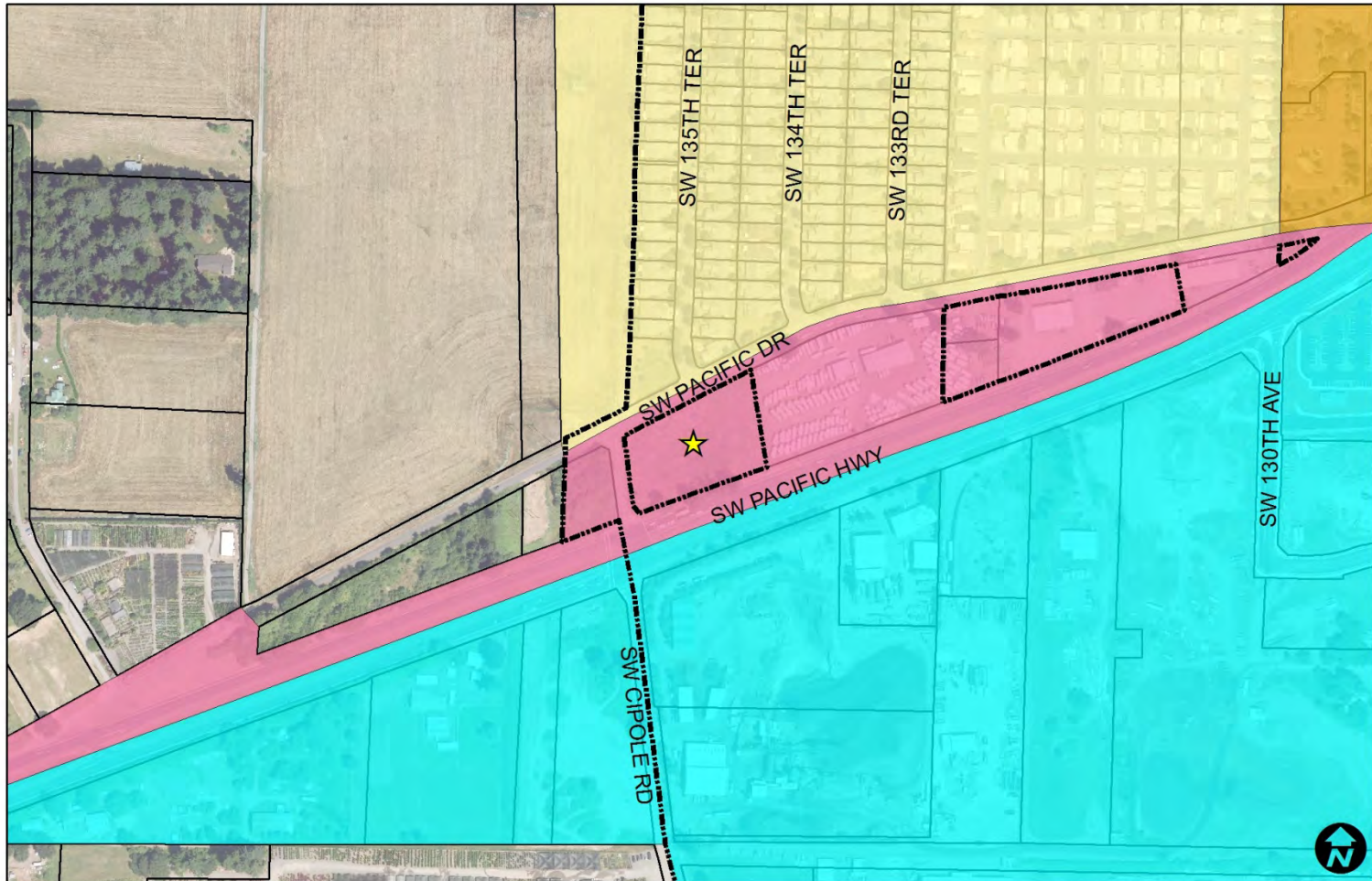
City of Tualatin

Purpose of Tonight's Meeting

- Annexation Request reviewed in a quasi-judicial evidentiary hearing procedure (TDC 31.077)
- Petition by property owner to annex the 2.05-acre subject property
- General Commercial Planning District designation

Vicinity Map

18600 SW Pacific Highway



- General Commercial
- Medium High Density Residential
- Medium Low Density Residential
- General Manufacturing
- City Boundary

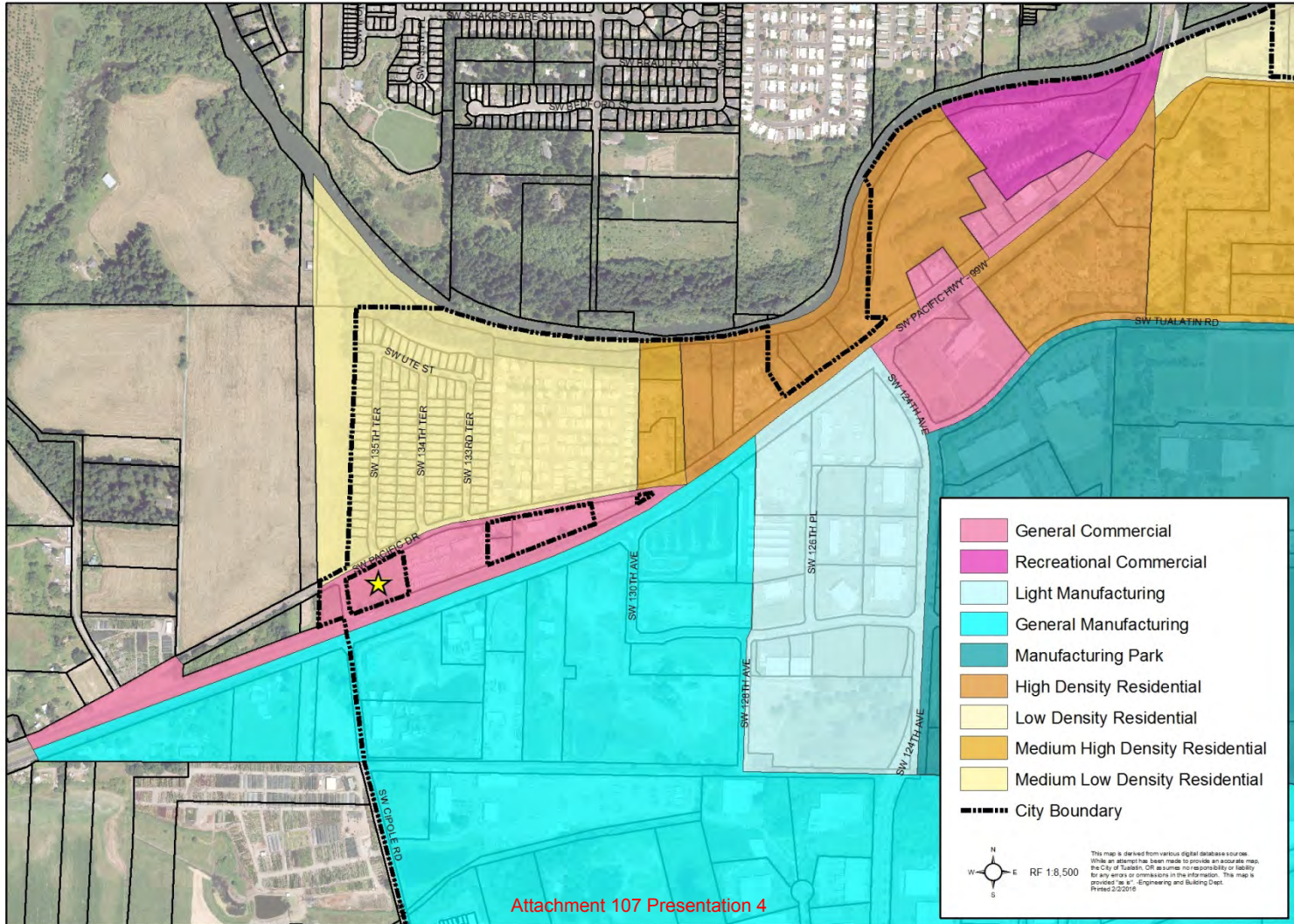
Attachment 107 Presentation 3



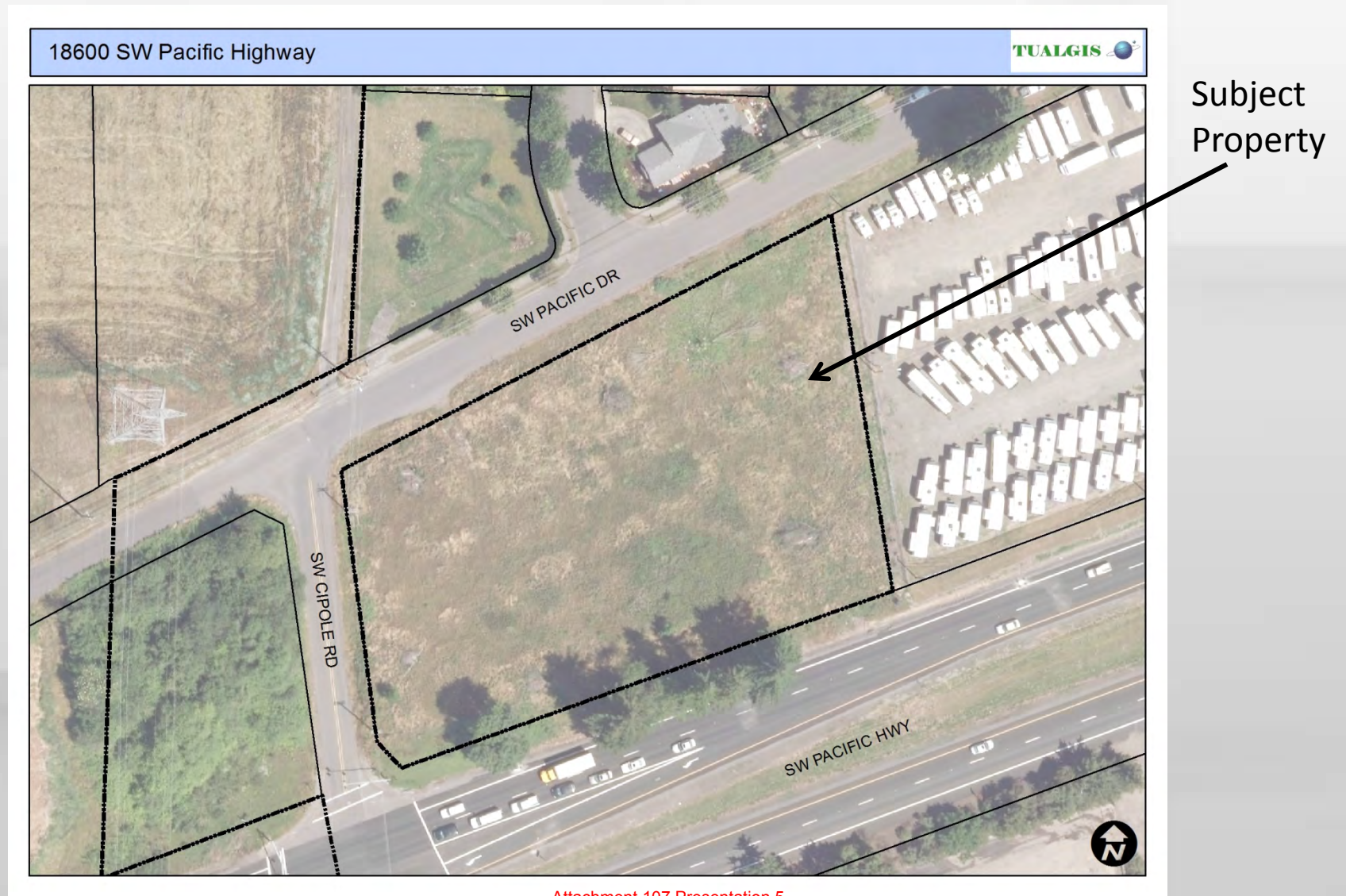
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Engineering and Building Dept. Printed 3/28/2019

Vicinity Map *(zoomed out)*

18600 SW Pacific Highway



Existing Conditions



Conclusions

- City Council must find that the annexation conforms to Tualatin Development Code, the applicable criteria in Metro Code, and Oregon Revised Statutes
- Analysis and findings show that the petition meets the above criteria.

Summary of Criteria

- Consistent with Urban Service Provider agreements
- Consistent with Urban Planning Area Agreement
- Property owner initiated
- Availability of public utilities (storm, water, sewer, and transportation)
- Within Metro Urban Growth Boundary
- Contiguous to City boundary
 - Analysis and findings show that the petition meets the above criteria.

Steps to Development

- Site development is subject to an Architectural Review land use decision
- If the annexation is approved any permitted uses in General Commercial may locate here
- Conditional uses can only locate if they are approved by the City Council in a public hearing

Permitted uses, upon annexation

General Commercial Uses are defined as:

- “Uses particularly suitable for businesses needing direct access to the freeway and arterial streets such as:”
 - Automotive services
 - Drive in restaurants and restaurants
 - Car washes
 - Gas stations
 - Motels
 - Sales of building & home improvement materials & supplies
 - Veterinary office or animal hospital
 - Sales of Boats, recreational water, snow and land vehicles
 - Pet Day Care

Questions?

18600 SW Pacific Highway



SUBMITTED FOR THE RECORD
By: Ata Saedi
Date: 2/22/16
Agenda Item No.: Citizen's comment
Recording Secretary: A. Mazzio

February 22, 2016

Tualatin City Council Members
8513 S.W. Tualatin Road
Tualatin, OR 97062

Subject: Enclosed Petition regarding Stein Oil Co. Annexation Application

Dear City Council Members:

Enclosed is a petition signed by 300 residents of Pony Ridge Development located on 135th Terr., 134th Terr., 133rd Terr. and Ute St, and Angel Haven Mfg. Home Community located on Pacific Drive. This petition is being submitted at this time in order to allow sufficient time for the City Council to consider the petition request in advance of the hearing on March 14, 2016.

Since various members of our neighborhood have spoken in the past to the Council in opposition to Stein Oil Company's plan to build a gas station facility at 18600 S.W. Pacific Dr., you are aware of the issue.

Sincerely,

No Gas Station Committee Members:

Ata Saedi
Barbara Ouellette
Brian Craker
Julie Neumann
Jane Wilson
Andy Wilson
Virginia Green
Dan Hardy
Patrick McGuire
Gerry McGuire



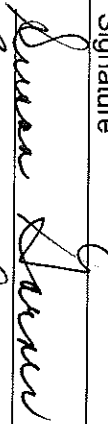
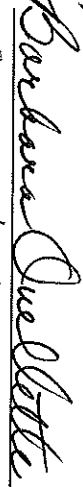

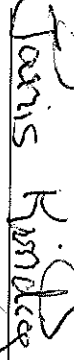
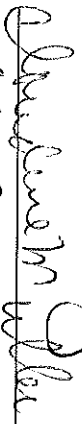







Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

Petition Action: We, the undersigned, as residents of the Angel Haven community:

- Oppose the proposed Stein Oil fueling station development, Annexation-15002 as the proposed use is incompatible with our nearby residential neighborhoods.
- Request the City of Tualatin delay the annexation proposal until the City designates the parcel as a commercial planning district with designated uses compatible with our nearby residential communities. A suggestion is Neighborhood Commercial Planning District (CN).

Signature	Printed Name	House Number	Street
	Susan Garner	41	
	Barbara Duquette	21	
	Roy Kindig	50	
	Janis Kindig	50	
	Claudine Miller	55	
	Linda E. Wenzler	48	
	Paul R. Wenzler	48	
	KEVIN MORGENSTERN	17	
	Constance Morgenstern	18	
	NELLY KLASSEY	112	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

Petition Action: We, the undersigned, as residents of the Angel Haven community:

- Oppose the proposed Stein Oil fueling station development, Annexation-15002 as the proposed use is incompatible with our nearby residential neighborhoods.
- Request the City of Tualatin delay the annexation proposal until the City designates the parcel as a commercial planning district with designated uses compatible with our nearby residential communities. A suggestion is Neighborhood Commercial Planning District (CN).

Signature	Printed Name	House Number	Street
<i>Marilyn Blosser</i>	Marilyn Glover	#88	
<i>Carol Blair</i>	CAROL BLAIR	#97	
<i>Jan Blair</i>	JANINE BLAIR	#97	
<i>Mary Turner</i>	MARY T. TURNER	#96	
<i>Evelyn Averill</i>	Evelyn Averill	95	
<i>Priscilla Ricks</i>	PRISCILLA RICKS	#101	
<i>Glynda Vickers</i>	GLYNDA VICKERS	#75	
<i>Corinne Callahan</i>	CORINNE CALLAHAN	#76	
<i>Bob Carroll</i>	Bob Carroll	#79	
<i>Bob V. Rabe</i>	Bob V. Rabe	#79	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

Petition Action: We, the undersigned, as residents of the Angel Haven community:

- Oppose the proposed Stein Oil fueling station development, Annexation-15002 as the proposed use is incompatible with our nearby residential neighborhoods.
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Signature	Printed Name	House Number	Street
	KEVIN VANDAGNIK	#23	SW Pacific
	MARCIA MOORE	#67	
	Brian Strosser	#4	
	Dale George	1	
	Jasmine George	1	
	Joy ROTH	8X	
	Richard Liberty	86	
	Mary Buck	134	
	STEVE WATTS	132	
	Patti Hargrath	129	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mtg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

Petition Action: We, the undersigned, as residents of the Angel Haven community:

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Signature	Printed Name	House Number	Street
<i>John Wallen</i>	JOHN WALLEN	123	
<i>Sebastian Schuck</i>	SEBASTIAN SCHUCK	# 118	
<i>Patricia Schuck</i>	PATRICIA SCHUCK	118	
<i>Ella M. Faulkner</i>	ELLA M. FAULKNER	#90	
<i>John Callahan</i>	JOHN CALLAHAN	#78	
<i>Imogene Nelson</i>	Imogene Nelson	#94	
<i>Wayne D. Beom</i>	WAYNE D. BEOM	# 127	
<i>Ethel Marlin</i>	ETHEL MARLIN	# 119	
<i>Steve Carroll</i>	Steve Carroll	# 115	
<i>Henry Glover</i>	Henry Glover	# 88	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

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Signature	Printed Name	House Number	Street
<i>Lucinda J. Goff</i>	Lucinda J. Goff	# 38	Pacific Dr
<i>Delores Halleck</i>	DELORES HALLECK	# 11	Pacific Dr,
<i>J. P. Hankens</i>	L. P. HANKINS	# 39	Pacific Dr
<i>Carlos A. Purny</i>	Carlos A. Purny	# 39	Pacific Dr
<i>Carleeta A. Johnson</i>	Carleeta A Johnson	# 98	Pacific Dr
<i>Joy Martinelli</i>	Joy Martinelli	# 5	Pacific Dr.
<i>Jim + Don Ducharme</i>	Jim + Don DUCHARME	# 26	Pacific Dr
<i>Michelle Ducharme</i>	Michelle DUCHARME	# 26	Sheward
<i>Ken + June Moore</i>	June Moore	# 80	Pacific Drive

⊕ Husband unable to sign due to stroke

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

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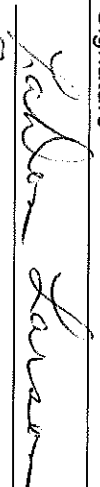


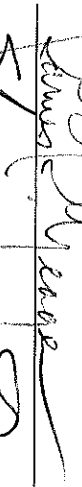






Signature	Printed Name	House Number	Street
<i>G. Bennett</i>	GABRIELLE BENNETT	503-625-5623	# 9
<i>Lucy B. Baker</i>	Lucy H. Baker	# 104	
<i>Barbara Setzler</i>	BARBARA SETZLER	# 83	
<i>Denise Grant</i>	Denise C. Grant	# 128	
<i>Mary Grandles</i>	Mary Grandles	# 25	
<i>Jane A. Famuliser</i>	Jane A Famuliser	# 130	
<i>Rae Ann Gae</i>	Rae Ann Gae	# 130	
<i>Tanice M. Rennock</i>	Tanice M. Rennock	# 27	
<i>Linda A. Williams</i>	LINDA A. WILLIAMS	# 27	
<i>Jane Newport</i>	Jane Newport	# 81	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

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Signature	Printed Name	House Number	Street
	L. Don Larson	#82	18485 SW Pacific Dr.
	Elaine Farber	#20	18485 S.W. Pacific Dr.
	E.S. Yeager	#18	" " " "
	James J. Yeager	#18	" " " "
	Sharon Quigg		
	Susan O. Wallen	#123	" " " "
	Ruth Arnold	#64	
	Suzanne L. Kampstra	#126	
	Robert L. Rogers	#106	
	Steven Rogers	#106	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

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Signature	Printed Name	House Number	Street
<i>Debbie Oakley Sherman</i>	Debbie Dealing-Hansen	58	
<i>Melinda Klier</i>	MELINDA KLIER	131	
<i>Antanita Fortune</i>	ANTANITA FORTUNE	15	
<i>Vern Klier</i>	VERN KLIER	131	
<i>Gerard Foster</i>	GERARD FOSTER	69	
<i>Melvin Frost</i>	MEVELYN FROST	3	
<i>Duane C. Anderson</i>	Duane C. Anderson	24	
<i>Georgia Murray</i>	GEORGA MURRAY	23	
<i>Cecelia Wiley</i>	CECELIA WILEY	23	PO BOX 232222 WILSON
<i>W. Corrigan</i>	W. CORRIGAN	58	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

Petition Action: We, the undersigned, as residents of the Angel Haven community:

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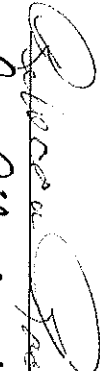



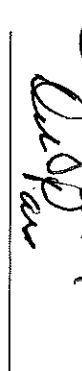
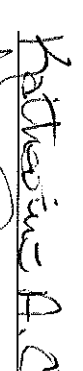




Signature	Printed Name	House Number	Street
<i>Boris E. Clark-Brown</i>	BORIS E CLARK-BROWN	63	
<i>Esther Clark</i>	ESTHER CLARK	121	
<i>Walter A Clark</i>	WALTER A CLARK	121	
<i>Barbara Robb</i>	BARBARA ROBB	119	
<i>Annabel Blomfield</i>	ANNABEL BLOWFIELD	69	
<i>Paulson Raymond</i>	MATTHEW RAYMOND	47	
<i>Robert F Raymond</i>	ROBERT F RAYMOND	47	
<i>Monique Klaser</i>	MONIQUE KLASER	112	
<i>Robert Carver</i>	ROBERT CARVER	#78	
<i>Gloria J. Darling</i>	GLORIA J. DARLING	#58	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

Petition Action: We, the undersigned, as residents of the Angel Haven community:

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- Request the City of Tualatin delay the annexation proposal until the City designates the parcel as a commercial planning district with designated uses compatible with our nearby residential communities. A suggestion is Neighborhood Commercial Planning District (CN).

Signature	Printed Name	House Number	Street
	Rebecca Roszbach	# 43	
	Edward Roszbach	# 43	
	Taryla Archer	# 42	
	Cheryl A. Garcia	# 49	
	Debra Parsons	# 46	
	Katherine A. Cole	# 72	
	Nancy Davis	# 87	
	Denny E. Larson	# 82	
	Linda A. Seniak	# 68	
	Norman Schick	# 68	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

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Signature	Printed Name	House Number	Street
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<i>Shirley Kelton</i>	SHIRLEY KELTON	52	
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Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of Angel Haven Mfg. Home Community, 18485 S.W. Pacific Drive, Tualatin.

Petition Action: We, the undersigned, as residents of the Angel Haven community:

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Signature

Printed Name

House Number

Street

Patricia J Dimbat

Patricia J Dimbat


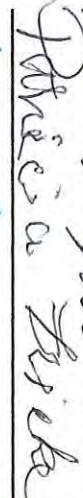








#6)

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets

Petition Action: We, the undersigned, as residents of the Pony Ridge community:

- Oppose the proposed Stein Oil fueling station development, Annexation-15002 as the proposed use is incompatible with our nearby residential neighborhoods.
- Request the City of Tualatin delay the annexation proposal until the City designates the parcel as a commercial planning district with designated uses compatible with our nearby residential communities. A suggestion is Neighborhood Commercial Planning District (CN).

Signature	Printed Name	House Number	Street
	Ronald W. Fricke	18381 SW 135 th Terrace	
	Patricia Fricke	Same	
	Donna Warner	18259 SW 135 th Terrace	
	Kevin Adams	18292 SW 135 th Terrace	
	Lisa Adams	18302 SW 135 th Terr.	
	Stephen Lanning	18404 SW 135 th Terr.	
	Kristin Lanning	18404 SW 135 th Terr	
	Melissa Campbell	18415 SW 135 th Terr	
	Jason Campbell	18415 SW 135 th Terr	
	Atchaff Saeidi	18397 SW 135 th Terr	135 th Terr

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets

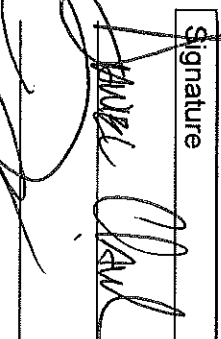
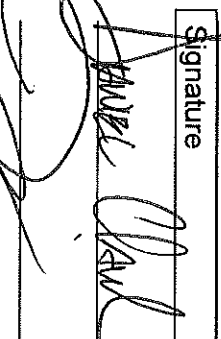
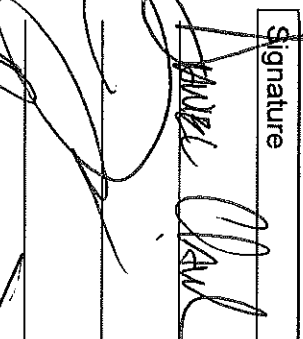
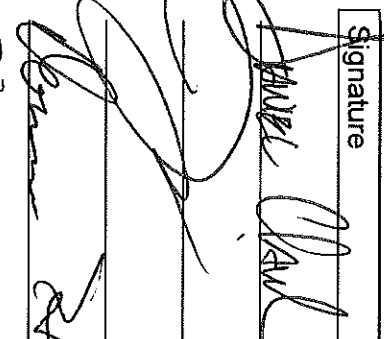

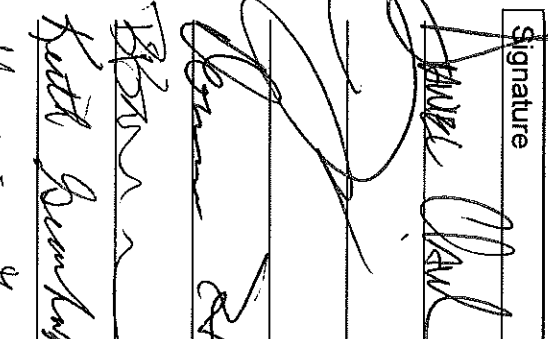

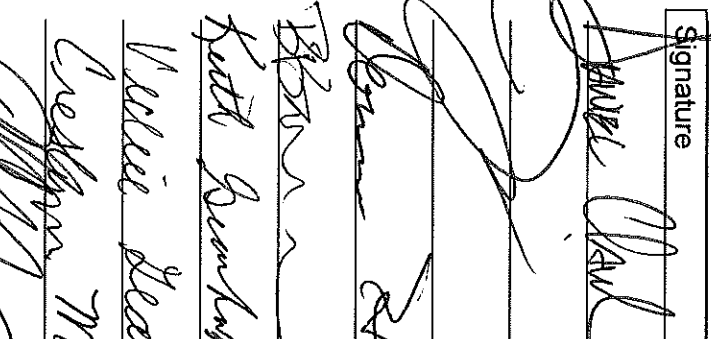

Petition Action: We, the undersigned, as residents of the Pony Ridge community:

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- Request the City of Tualatin delay the annexation proposal until the City designates the parcel as a commercial planning district with designated uses compatible with our nearby residential communities. A suggestion is Neighborhood Commercial Planning District (CN).

Signature	Printed Name	House Number	Street
<i>[Handwritten Signature]</i>	SHARRON HOAS	18217 SW 135 TH TER	TUALATIN 97062
<i>[Handwritten Signature]</i>	Shelley Clark	18448 SW 135 TH TER	Tualatin 97062
<i>[Handwritten Signature]</i>	Jayson Price	18370 SW 135 TH TER	Tualatin 97062
<i>[Handwritten Signature]</i>	Rachel Potwin	18285 SW 135 TH TER	Tualatin 97062
<i>[Handwritten Signature]</i>	Tammy C. Keil	18426 SW 135 TH TER	Tualatin, 97062
<i>[Handwritten Signature]</i>	Mahvash K. Saedi	18397 SW 135 TH TER	Tualatin, 97062
<i>[Handwritten Signature]</i>	Jamara D. Miller	18314 SW 135 TH TER	Tualatin 97062

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

- Petition Group:** Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets
- Petition Action:** We, the undersigned, as residents of the Pony Ridge community:
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Signature	Printed Name	House Number	Street
	Daniel Clark	18448 SW 135 th Ave	Tualatin, OR
	Jen Price	18370 SW 135 th Ave	Tualatin, OR
	Donna Huffman	18268 SW 135 th Terrace	
	Brenna Bastian	18127 SW 135 th Terrace	
	Keith Gearhart	18291 SW 135 th Terrace	
	Vickie Gearhart	1111	11
	Crestynn Morris	18224 SW 135 th Terr.	Tualatin, OR
	Doris Morris	"	"
	Vicki Vignone	18156 SW 135 th Terr.	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets

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Signature	Printed Name	House Number	Street
	GERRY MCGUIRE	18640	135th TERRACE
	PATRICK MCGUIRE	18640	135th TERRACE

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and

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135th

Signature	Printed Name	House Number	Street
Ann L. Westerberg	Ann L. Westerberg	19302	SW 135th
Ann L. Westerberg	Ann L. Westerberg	18300	SW 135 th Terrace
Ann L. Westerberg	Ann L. Westerberg	18345	SW 135th Terrace
Ann L. Westerberg	Ann L. Westerberg	18336	SW 135 th Terrace
Ann L. Westerberg	Ann L. Westerberg	18336	SW 135th Terrace
Ann L. Westerberg	Ann L. Westerberg	18358	SW 135 th Terrace
Ann L. Westerberg	Ann L. Westerberg	18358	SW 135th Terrace
Ann L. Westerberg	Ann L. Westerberg	18363	SW 135 th Terrace

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets

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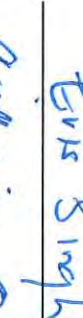


Signature	Printed Name	House Number	Street
	HUYNH SAM Susan Norgaard	503-329-8355	18156 #135
	Jeff Watson	1819D	SW 135 th Terrace
	K. ELIZABETH WATSON	1819D SW	135 th TERRACE
	Michael Goston	18212	SW 135 th
	Kimberley Crossin	18212	SW 135 th
	Kellen Crossin	18212	SW 135 th terrace
	Jerren Huffman	18268 SW	135 th TERRACE
	Linora Doubray	18280 SW	135 TERRACE
	ARTHUR R DOUBRAY	18280 SW	135 TERRACE

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

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Signature	Printed Name	House Number	Street
	CHANA FREDERICK	18439 SW 135 th	135 th
	HENRY RUSSO	18307 SW 135 th	"
	Alex Potvin	18235 SW 135 th	135 th
	JEFF GARCIA	18183 SW 135 th Terrace.	
	Christine Garcia	18103 SW 135 th	135 th
	Lori Birkeland	18145 SW 135 th	135 th
	Dharmen Singh	18111 BISH Terrace	
	Evis Singh	18111 SW 135 th Ter	
	CATHARINE PARKER	18099 SW 135 th Ter	135 th
	Bert H. Parshler	18099 SW 135 th Ter	135 th Ter

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets

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Signature	Printed Name	House Number	Street
<i>Jamie Wilson</i>	JAMIE WILSON	18325	SW 135 th TER.
<i>Andrew Wilson</i>	Andrew Wilson	18325	SW 135 th Terrace
<i>Chas F Chandler</i>	Charles L. Chandler	18273	SW 135 th Terrace
<i>Lillie M. Chandler</i>	Lillie M. Chandler	18273	SW 135 th Terrace
<i>Dawling M. Rivniets</i>	PAULINE RIVNIETS	18134	SW 135 th TERR.
<i>QUENTIN RIVNIETS</i>	QUENTIN RIVNIETS	18134	SW 135 th TERRACE
<i>Jessica Rivniets</i>	Jessica Rivniets	18134	SW 135 th Terrace
<i>Xavier Rivniets</i>	Xavier Rivniets	18134	SW 135 th Terrace
<i>Brett Bastin</i>	Brett Bastin	18127	SW 135 th Ter
<i>Virginia Green</i>	Virginia Green	18363	SW 135 th Terrace

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets

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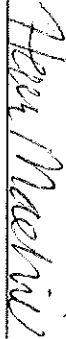






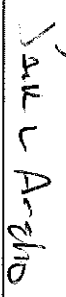
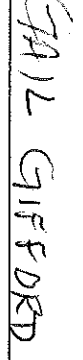
Signature	Printed Name	House Number	Street
Margie Sergentz	Margie Sergentz	18267	134 th
Stevany Sergentz	Stevany Sergentz	18267	134 th
Nancy Frost	Nancy Frost	18357	134 th
Susan Gilchrist	Susan Gilchrist	18419	134 th
Paul NGUYEN	Paul NGUYEN	18299	134 th
Chris Nicholas	Chris Nicholas	18315	134 th
Danielle	Danielle	18315	134 th
Christine Olsen	Christine Olsen	18395	134 th

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets

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Signature	Printed Name	House Number	Street
	YUKIO NACCHI	18280 SW 134 th TER	
	Hana Machii	18280 SW 134 th TER	
	Kathryn Stirling	18383 SW 134 th TER	
	Ronald Millsbaugh	18326 S.W. 134 th TER.	
	April Mulder	18326 SW 134 th TER	
	Kacy Donovan	18275 SW 134 th TER.	
	Matthew Danner	11	
	Kristine Koneck	18205 SW 134 th TER.	
	Jack Acebo	18371 SW 134 th TER	
	Gail Gifford	18159 SW 134 th TER	

Petition Regarding Proposed Annexation-15002, Stein Oil Co.

Petition Group: Residents of the Pony Ridge residential community which includes SW Pacific Dr. and 133rd, 134th, 135th and Ute Streets

Petition Action: We, the undersigned, as residents of the Pony Ridge community:

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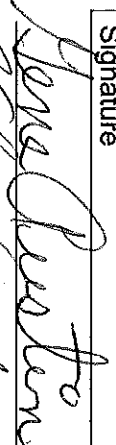





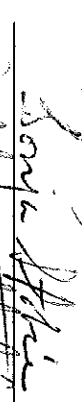


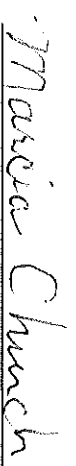
Signature	Printed Name	House Number	Street
<i>Samuel Pacheco</i>	Elizabeth Pacheco	18424	134 th Terr.
<i>Randy Gilchrist</i>	Randy Gilchrist	18419	134 Terr.
<i>Andy Strling</i>	Andy Strling	18383	SW 134 th Terr
<i>Marcha L. Acero</i>	MARCHA L. ACERO	18371	SW 134 th Terr
<i>Rubin Stephenson</i>	Rubin Stephenson	18333	SW 134 th Terr.
<i>Ryan Hebert</i>	Ryan Hebert	18333	134 th Terr.
<i>Jodie Jacobs</i>	Jodie Jacobs	18184	134 th Terr.
<i>Doug Jacobs</i>	Doug Jacobs	18189	134 th Terr.
<i>McMull Sigler</i>	McMull Sigler	18214	134 th Terr.
<i>Lola L. Eriksson</i>	LOLA L. ERIKSSON	18221	134 th Terr.

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Signature	Printed Name	House Number	Street
	Gene Austin	18364	134 th
	V Ann Austin	18304	134 th
	Alex Gonzalez	18342	134 th
	Emily Gonzalez	18342	134 th
	Michael Drlik	18360	134 th
	Aracely Drlik	18360	134 th
	Sonya Stobie	18386	134 th
	Jeffrey Stobie	18386	134 th
	Jennifer Thomas	18378	134 th
	Marcia Church	18424	134 th

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Signature	Printed Name	House Number	Street
	Renee D Duberko	18192	134 th
	Renee D Duberko	18192	134 th
	REBECCA D CROSS	18192	134 th
	TRISH LINK	18166	134 th
	KHANDI KHAN	18166	134 th
	DAWN N NGUYEN	18166	134 th
	Brian Sykes	18214	134 th
	George Pongracz Bartha	18233	134 th
	Charles Garrett	18238	134 th
	Dolores Dageman	18256	134 th
	JILL OSENA	18272	134 th

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Signature	Printed Name	House Number	Street
<i>[Signature]</i>	Denise Schaeckel	503 625-1996	1826 th 133 rd St
<i>[Signature]</i>	ART Schaeckel	"	"
<i>[Signature]</i>	Minkyu Yi	503-625-3507	1804 th SW 133 rd St
<i>[Signature]</i>	Rita & Janice Kostel	503-810-5548	18500 SW 155 th Terrace
<i>[Signature]</i>	"	"	"
<i>[Signature]</i>	Angela Ott	951-208-8084	18374 SW 133 rd Terr.
<i>[Signature]</i>	Toni Scott, Connie Davis	583625-4145	18 th 26 th SW 133 rd St
<i>[Signature]</i>	Sandra Van Valin	503-925-8265	18207 SW 133 rd St Tualatin
<i>[Signature]</i>	Chicory Eddy	503-798-8475	13503 SW Ute St

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Signature	Printed Name	House Number	Street
<i>Julie Neumann</i>	Julie Neumann	18277 SW	133 rd Terrace
<i>John C. Courcun</i>	JOHN C. COURCUN	18348 SW	133 rd TER.
<i>Doug Kildwiler</i>	Doug Kildwiler	18367 SW	133 rd TER
<i>Judy Reinier</i>	Judy Kildwiler	" "	" "
<i>John D. Maher</i>	John D. Maher	18385 SW	133 rd Ter
<i>Kelly McDonald</i>	Kelly McDonald	18231 SW	133 rd Terrace
<i>Ryan McDonald</i>	Ryan McDonald	18231 SW	133 rd Terrace
<i>Don Nguyen</i>	DON NGUYEN	18173 SW	133 rd TERRACE
<i>Brian Leaney</i>	Brian Leaney	18253 SW	133 rd Ter.
<i>Alison Craker</i>	Alison Craker	18253 SW	133 rd Ter

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Signature	Printed Name	House Number	Street
<i>[Handwritten Signature]</i>	Robert M Shaw	18295	133 rd Terr.
<i>[Handwritten Signature]</i>	Kathy Maher	18385 SW	133 rd Terr.
<i>[Handwritten Signature]</i>	Thomas Snelker	18309 SW	133 rd Terr.
<i>[Handwritten Signature]</i>	Rocky Birby	18126 SW	133 rd Terr.
<i>[Handwritten Signature]</i>	Cheyl Birby	18126 SW	133 rd Terr.
<i>[Handwritten Signature]</i>	MARL CORNMAN	18399 SW	133 rd Terr.
<i>[Handwritten Signature]</i>	Linda CORNMAN	18399 SW	133 rd Terr.
<i>[Handwritten Signature]</i>	David Job	19215 SW	135 th Terr.

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Signature	Printed Name	House Number	Street
<i>William Anderson</i>	Don Hodson	503 486-1113	18210 SW 133 rd Ter.
<i>James E Stone</i>	JAMES E STONE	503 347-2259	18194 SW 133 rd Terrace
<i>Claudia K Stone</i>	Claudia K Stone	503-347-2252	18194 SW 133 rd Ter.
<i>Chris Nordling</i>	Chris Nordling	503 915-6800	18100 SW 133 rd Ter.
<i>Sally Nordling</i>	Sally Nordling	503-267-9747	18100 SW 133 rd Ter.
<i>Rochelle Lutz</i>	Rochelle Lutz	503-720-9467	18108 SW 133 rd Ter.
<i>Michelle LaPre</i>	MICHELLE LA PRE	503-720-0417	18108 SW 133 rd Ter.
<i>Clara LaPrade</i>	Clara LaPrade	503-708-3030	18144 SW 133 rd Ter.
<i>Steph M. Fox</i>	Steph M. Fox	503-330-0053	18142 SW 133 rd Ter.
<i>Sharon Fox</i>	Sharon Fox	18338 SW 137	Rd 9 Fox Fueling

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Signature	Printed Name	House Number	Street
	Glenda Hill	18352 SW 133 rd Ave	Tualatin
	Diane McHugh	18248 SW 133 rd Terr.	Tualatin
	Colin McHugh	18248 SW 133 rd Terr	Tualatin

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Signature	Printed Name	House Number	Street
<i>Kirsty Moore</i>	Kirsty Moore	13360	Ute
<i>Todd Mathr</i>	Todd Mathr	13360	Ute
<i>Rosalie DeFler</i>	Rosalie DeFler	133302	Ute
<i>Douglas J. Decker</i>	Douglas J. Decker	133302	Ute
<i>Nathaniel Einuf</i>	Nathaniel Einuf	13478	Ute
<i>John Thompson</i>	John Thompson	13539	Ute
<i>Susan D. Rudin</i>	Susan D. Rudin	13515	Ute
<i>Robert W. Cate</i>	Robert W. Cate	13815	Ute
<i>JD McCann</i>	JD McCann	13489	Ute
<i>Jane Daessens</i>	Jane Daessens	13429	Ute

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Signature	Printed Name	House Number	Street
<i>[Handwritten Signature]</i>	Susan Forste	13467	SW Ute St 13464
<i>[Handwritten Signature]</i>	William Forste	13467	SW Ute St
<i>[Handwritten Signature]</i>	Alke Miles	13461	SW Ute St.
<i>[Handwritten Signature]</i>	Kristen Hardy	13348	8th Ute Street Tualatin OR
<i>[Handwritten Signature]</i>	Daniel R. Hardy	13348	SW Ute St. Tualatin, OR 97062
<i>[Handwritten Signature]</i>	Everett R. Zornowski	13397	SW Ute St Tualatin OR
<i>[Handwritten Signature]</i>	Cheryl Zornowski	13397	SW Ute St Tualatin OR

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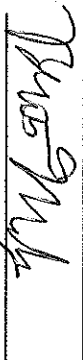

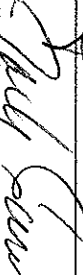


Signature	Printed Name	House Number	Street
<i>[Handwritten Signature]</i>	Rosalee Delmer	13359	SW Ute St
<i>[Handwritten Signature]</i>	Donna Delnick	13359	SW Ute St.
<i>[Handwritten Signature]</i>	Cups Holmes	13373	SW Ute St
<i>[Handwritten Signature]</i>	Dan Szymborski	13478	SW Ute St
<i>[Handwritten Signature]</i>	Susan Szymborski	13478	SW Ute St.
<i>[Handwritten Signature]</i>	Judy Smith	13464	SW Ute St
<i>[Handwritten Signature]</i>	Terres Hendren	13452	SW Ute St
<i>[Handwritten Signature]</i>	Cary Hendren	13452	SW Ute St
<i>[Handwritten Signature]</i>	Kathleen Johnston	13311	SW Ute St
<i>[Handwritten Signature]</i>	Dean Johnston	13311	SW Ute St

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Signature	Printed Name	House Number	Street
	Jerry Allen	13335	SW Ute Street
	Doris Allen	13335	S.W. Ute St.
	Amanda Miles	13335	SW Ute St.
	Mark Kinnert	18134	SW 135 th Ter.
	Morgan Verkost	18453	SW 135 th Ter.
	Brett McKee	18314	SW 135 th Ter.
	Zujey Kautzky	18316	SW 133 rd Ter.
	Janel Parks	15401	SW UTE ST
	Jessica M. Garner	18169	SW 135 th Ter
	Michael E. Taylor	18415	SW 135 th TER

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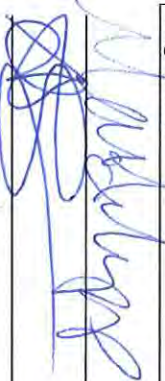



Signature	Printed Name	House Number	Street
<i>Shant Rad</i>	HAMID RAD	13443	SW UTE ST.
<i>Melvin Razavi</i>	MELVIN RAZAVI	13443	SW UTE ST.

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Signature	Printed Name	House Number	Street
	Marie Schapp	18453	SW 135th Ter
	Greg Schapp	18453	SW 135th Ter
	Maria Gander	18169	S.W. 135th Ter
	Christopher L. Kautzky	18316	SW 133rd Ter.

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Signature

Printed Name

House Number

Street

Mary Holmes

Mary Holmes

13373 SW Ute

Comments Received as of March 11, 2016		
	Name	Comment
1.	Kacy & Matt Donovan	<p>From: Kacy Donovan Date: 3/10/2016 12:41 PM (GMT-08:00) To: Council <COUNCIL@ci.tualatin.or.us> Subject: Opposed to Stein Oil Co Application</p> <p>I'm writing as a resident of 134th Ter in the Pony Ridge neighborhood. Along with most everyone in this neighborhood, we are asking that you do not allow the plans for a gas station/mini mart at 99W/Pacific Drive/135th Ter to move forward.</p> <p>My husband and I purchased our very first home here just under 2 years ago. We chose this neighborhood because of its seclusion, safety, and close proximity to nature. Adding a gas station would erase all of those things.</p> <p>There are many issues that concern our neighborhood regarding this proposed gas station: pollution increase, safety of pedestrians (kids) and drivers due to increased traffic, potential crime increase as a result of a 24 hour establishment, decreased home values, and accessibility. Just to name a few.</p> <p>The entrances and exits are already very limited in this neighborhood, it scares me to think how all who live here (Pony Ridge homes, Angel Haven, Senior Living Homes, and Alzheimer's Care) would quickly and safely exit if there were ever some type of emergency, accident, leak, fire, etc., at this proposed gas station.</p> <p>Please reconsider developing this land into a gas station and keep our neighborhood safe and family friendly.</p> <p>Thanks for your time,</p> <p>Kacy & Matt Donovan</p>
	Name	Comment
2.	Art Doughty	<p>From: Art Doughty Sent: Thursday, March 10, 2016 11:02 AM To: Council Subject: Stein Oil app.</p> <p>As homeowners in Pony Ridge, my wife and I are troubled by the intentions of Stein Oil. We are not opposed to annexation, only the intended use of the property. We ask that this application be denied at this time, in the hope that Stein Oil will alter their plan and then reapply with something more in keeping with the tone of our</p>

		neighborhood. Another gas station is not needed with several others so close by. Arthur Doughty
	Name	Comment
3.	Andy and Katie Stirling	<p>From: Andy and Katie Stirling Sent: Wednesday, March 09, 2016 4:42 PM To: Council Subject: Opposed to Stein oil Co. Application</p> <p>Dear council members,</p> <p>My name is Kathryn Stirling and I am writing you to ask you to please do not vote in the gas station. Before 1996 prior to the pony ridge neighborhood being built a gas station would of been an ok fit but please consider that is no longer the case. Our childrens bus stop is located right in front of where this gas station would be increased risk of accidents by drivers loosing control and children getting hurt or possibly killed. A gas station that sells alcohol can contribute to intoxicated people whom don't live in our neighborhood causing trouble, we have already had a few problems with homeless people living in the blackberry bushes. The smell of gas alone is not something I like to smell mix that with the Grimms odor and well this can become a very not nice place to live . My third point is that there is a huge increase in cancer rates for people who live this close to gas stations. Think of your children and grandchildren would you want an increase risk of this. If this was your neighborhood would you want a gas station less than 30 feet from your front door? not to mention there is a 24hour card lock station meaning that any car or truck that has a card locking card can fill up and lets be honest a semi at 2am is not quiet . My last point is that scientists have stated we are over date for a 9.0 earthquake no matter what codes are put in place a 9.0 earthquake will snap any pipes and tanks will burst we will have an instant explosion killing likely all in about 300ft of the gas station depending upon the supply at the time. I grew up in NE Portland so I am used to several buildings business ect. You would be hard pressed to find a gas station so close to homes. Please consider having something going in here like a little neighborhood market which will add to the community and will foster childhood memories like I remember hanging out with friends on a summer day and walking down to the market to get ice cream or a soda ect. Please lets remember what Tualatin is and it's historical importance is taken from the Indian word Tuality meaning slow,restful and peaceful. If this Gas station is permitted the people of the</p>

Attachment 110 Comment Log #2

		<p>pony ridge and Angel haven communities of Tualatin as well as the Alheimers resident center will not have a slow restful or peaceful place to call home. I am all for business but when it is not good placement it does not help the community it hinders it. there are gas station 1 mile down in Tigard and 1.5 mile into Tualatin and 3 gas stations located down in Sherwood 1.2 miles away. We don't need another one to add pollution so close to the Tualatin wildlife park. Thank you for your consideration I am hopeful you will make the correct choice on this matter and not allow a gas station or any other business not suitable for a neighborhood. Please think what if it was me in this position would I want to have this here.</p> <p>Thank you,</p> <p>Kathryn Stirling</p>
	Name	Comment
4.	William Forste	<p>From: William Forste Sent: Wednesday, March 09, 2016 4:43 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Councilors and Mayor</p> <p>I oppose the building of the gas station/mini mart due to the possible health risks, traffic congestion, safety issues, and lower property values that it is likely to cause. I have lived in this development for about 12 years now. It has been a nice small quiet community but I am concerned that by building this particular kind of business that will drastically change, and I probably would relocate if this went through. I would ask the council to consider a business or a playground that would better reflect the neighborhoods character.</p> <p>Thank you,</p> <p>William Forste</p>
	Name	Comment
5.	Jeffrey &	<p>From: Sonja Stobie</p>

Attachment 110 Comment Log #2

	<p>Sonja Stobie</p>	<p>Sent: Wednesday, March 09, 2016 3:42 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Mayor Ogden and City Councilors:</p> <p>We have been residents of Tualatin for 20 years and don't get involved politically; except for voting.</p> <p>However, currently a proposal is under consideration by you, the governing body of Tualatin, to allow Stein Oil Co. to construct a gas station/mini-mart on the corner of S.W. Cipole Road and S.W. Pacific Hwy (99W).</p> <p>We believe that this type of business would alter the character of our otherwise quiet and low-crime neighborhood.</p> <p>We also feel that underground fuel tanks pose both a fire and a bio-hazard danger to the neighborhood.</p> <p>Please consider a different type of business establishment that would be more compatible with our neighborhood character.</p> <p>Thank you for your attention regarding this matter.</p> <p>Respectfully,</p> <p>Jeffrey and Sonja Stobie</p>
	<p>Name</p>	<p>Comment</p>
<p>6.</p>	<p>Karen S. Smith</p>	<p>Sent: Wednesday, March 09, 2016 2:05 PM To: Council Cc: karens365 Subject: Opposed to Stein Oil Co application</p> <p>I am a retired resident /homeowner of Angel Haven Manufactured Home Park. The proposed Chevron gas station with attached 24/7 mini mart will have a marked impact on this park and the surrounding neighborhoods. That impact can only be guessed at for the current time but here are my thoughts.</p> <p>The entrance/exits should be located from either/or SW Pacific Hwy (99W) or Cipole Rd with no exit/entrance traffic from SW Pacific Dr. which is a narrow street handling the traffic of several small businesses, deliveries to said companies plus residential traffic which includes school buses several times a day. It is not built to handle anything more than that and then only because most of the traffic is early morning and later afternoon. One would hope it is not expected to handle more than this.</p>

Attachment 110 Comment Log #2

		<p>Also under consideration should be some form of sound blocking behind this proposed business, preferably along SW Pacific Dr. where it would be most appropriate and needed. This type of business is going to bring with it an increase in noise pollution, light pollution and the inevitable pollution from vehicles whether it be from dust or vehicle emissions and protection for the residents should be foremost on the Councils minds. We all have invested our time and money in our homes and do not wish to have this type of business put a negative impact on our lives.</p> <p>I cannot fathom how the Council could consider this business to fill any kind of need, there is a full service Chevron station 1.5 miles south on 99W and several other stations within a 1-2 mile radius, all on 99W.</p> <p>There are many other types of businesses that would be a better match for this type of mixed environment, residential/small business and it is my hope you would consider all other (or preferably none) before allowing this gas station to be built.</p> <p>Respectfully submitted for your consideration</p> <p>Karen S. Smith</p>
	Name	Comment
7.	Janine Wilson	<p>From: Janine W Sent: Wednesday, March 09, 2016 2:15 PM To: Council Cc: ponyridgetualatin@gmail.com Subject: Opposed to Stein Oil Co. Application</p> <p>I am a resident of Pony Ridge, just 8 houses from the proposed gas station. To my knowledge, the City has never allowed a gas station/ mini mart to be constructed adjacent to single family homes. There is a lack of land space to place adequate land use and/or landscape buffers between the Stein development and the neighborhoods of Pony Ridge and Angel Haven. I will be prepared to list several other conflicts when I address the Council at the hearing on 3/14. Thank you for you time. Janine Wilson</p>
	Name	Comment
8.	Andy Wilson	<p>From: andy Date: 3/9/2016 5:52 PM (GMT-08:00) To: Council <COUNCIL@ci.tualatin.or.us> Subject: Opposed to Stein Oil Co. Application</p> <p>Members of the Council,</p>

Attachment 110 Comment Log #2

		<p>I am a resident of Pony Ridge on, about 500 feet north of the proposed gas station site.</p> <p>My concerns are to the traffic and livability that a service station/mini-mart will have on my quality of life and daily routines. I have seen the application and included traffic study, and am of the opinion that the conclusions understate or ignore real-life scenarios. Putting a human face on things, imagine 600 cars and trucks going through the same stop sign and signal you do, and at the same times. It will be a miserable experience, repeated day after day.</p> <p>Please think about the daily life of the residents of Tualatin when making your decisions. Government leads by improving the lives of its citizens, not by blindly following rules without thought to the effects and consequences.</p> <p>Thank you, Andy Wilson</p>
	<p>Name</p>	<p>Comment</p>
<p>9.</p>	<p>Michael Drlik</p>	<p>From: Michael Drlik Sent: Wednesday, March 09, 2016 11:24 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Hello, I live in Pony Ridge and I am opposed to the building of a gas station by Stein Oil Company. The negative impact that this type of business will have on our neighborhood will be due to increased traffic, health issues as well as property values and the ability of home owners to sell their property, should they ever choose to.</p> <p>Pacific Drive or Old State Hwy 99W is technically not considered a standard road due to its width, which falls 9 feet short of what is considered a normal street. When cars are parked along either side of the street, it is difficult for two cars, coming from opposite directions, to safely pass each other. If a gas station were to be built at the end of this street, it goes without saying that many more cars would travel along this path. In addition, it has been shown that proposed construction plans include cars from Hwy 99 (southbound traffic) entering the gas station complex from a hard right turn drive way, then up an embankment. There is no mention of a freeway off-ramp-style lane to be constructed, which would allow cars that want to enter the gas station, a chance to slow down in order to make this right hand turn. Vehicle speeds along this stretch of Hwy 99 are usually in excess of 60 mph. I believe that the posted speed is 45-55 mph but I know from watching and driving this segment myself that usually cars are going a bit faster than the posted speed. I anticipate an increase in traffic collisions, should a gas station be build here as currently designed without this slow down turning lane included.</p> <p>Living so close to a facility that stores and dispenses a product which contains benzene is extreme harmful to humans. Benzene is a carcinogen, which has been known to greatly increase the risks of leukemia. Several homes in the Pony Ridge neighborhood will be within 25 YARDS of the proposed gas station. There simply is</p>

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		<p>not enough of a buffer zone between the gasoline storage tank and current residences. In addition, the Tualatin River behind the Pony Ridge neighborhood is within 500 yards of the proposed gas station. If any gasoline from the storage tank were to seep into the ground water, this could lead to contamination of the river, affecting all residents and businesses located along its path. As most of you probably already know, this water would eventually join with the Willamette River in Oregon City.</p> <p>It has been brought to the attention of several homeowners, that FHA lenders will not finance a home that is within 1000 feet of a gas station. This means that ALL BUT 27 HOUSES in Pony Ridge will only be sellable to a buyer who pays cash or goes through a lender other than FHA, that WILL finance a home that is this close to a gas station. Pony Ridge consists of 178 houses. 85% of these will NOT be financeable by FHA loans.</p> <p>I encourage the Stein family to build an alternate business on this property that could include a convenience store and/or coffee establishment- anything short of a gas station facility. Other businesses along Pacific Drive include an RV dealership, a landscaping service company and a used car lot. The land at the corner of Cipole and Pacific Drive should only be zoned for light commercial use. I would really like to see a park for kids and pets from our neighborhood to enjoy but this wouldn't make the land owners any money so that's a mute point. Perhaps the City of Tualatin could buy this land and build such a park here?</p> <p>Thank you, Mike Drlik</p>
	<p>Name</p>	<p>Comment</p>
<p>10.</p>	<p>Jennifer Thomas</p>	<p>From: Jennifer Thomas Sent: Wednesday, March 09, 2016 10:20 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Mayor Ogden, Councilors Beikman, Brooksby, Bubenik, Davis, Grimes & Truax, As a relative newcomer to the Pony Ridge neighborhood I am compelled to express my strong opposition to the service station being proposed by Stein Oil. As a grandmother on the brink of retirement I not only worry about the devaluation of my property, which will surely occur if this development goes forward, but also my safety and that of my small grandchildren. Please protect our citizens by opposing this development and selecting one more appropriate for this "little gem" of a neighborhood. The impact a 24 hr. service station and mini-mart will have on us will be devastating. We are all proud citizens of Tualatin, one of America's Best Cities. I beseech you to stand with us and protect us from this potentially harmful proposal.</p> <p>Respectfully yours, Jennifer Thomas</p>

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	Name	Comment
11.	Jordan Doyle	<p>From: Jordan Sent: Wednesday, March 09, 2016 10:18 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Good Morning Mayor Ogden, and Council Members,</p> <p>I am writing this email with concern over the opposed Stein Oil Co. Application. My mother moved to Pony Ridge not too long ago. We were so excited she found a great hidden location in a great neighborhood with many family's around. All of that would change if a gas station/ mini mart were to be built on her door step.</p> <p>The noise would be hard at night with a 24 hour station. I could not imagine my children being awoken at night by trucks parking and filling up. The people being drawn to the neighborhood would be very upsetting as well. I would always be worried about my mothers safety and the safety of family's around her. Crime would go up. I am also very concerned about her property value. With a service station going in property values would go down. Not to mention the research that has been done regarding service stations and the affect on health issues with people who live around them. Many peoples developed respiratory issues as well as cancer. This would be very devastating to our family and our mother if this station is allowed.</p> <p>I ask that you please think about the people who live in this great area. And all of the impact it would have on family's and children.</p> <p>Thank you for your time. Jordan Doyle</p>
	Name	Comment
12.	Robin Stephenson	<p>From: Robin Hebert Sent: Wednesday, March 09, 2016 7:32 AM To: Council Subject: Opposition to the Building of a Gas Station/Minimarts/Card Lock Facility</p> <p>Dear Tualatin City Councilors,</p> <p>I am writing to you to seriously consider delaying the decision for such Gas Station, et al...</p> <p>Certainly, Stein oil could find another location as huge trucks coming down Pacific ave. (behind the rev and proposed station is ludicrous considering the quiet residential area including our older citizens from the manufactured homes that go up and down Pacific ave</p>

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		<p>walking and in their motorized wheelchairs. Pony ridge also has the children who play in the area.</p> <p>I look forward to hearing a delay and denial of Stein oil co. application.</p> <p>This is your chance to do what's right for the Pony ridge neighborhood.</p> <p>Sincerely, Robin Stephenson Tualatin, OR. 97062</p>
Name		Comment
13.	Mahvash Saedi	<p>From: Mahvash saedi Sent: Wednesday, March 09, 2016 10:03 AM To: Council Subject: Stein Oil Development at Pacific Dr.</p> <p>Dear Tualatin City Councilors and Mayor,</p> <p>We are living in Pony Ridge for 18 years and we wanted to live here for the rest of our retirement. With the proposed building of a gas station complex so close to our home, will definitely have a serious negative impact in our community and in our lives. It will completely change the neighborhood fabric in opposite direction. Tualatin is a great city to live and we are expecting our city government to keep enhancing the livability of its citizens. This type of development will degrade it. Devaluation of our property, security of our homes specially at nights, traffic at Pacific Drive, etc. are real and worrisome.</p> <p>We are respectfully asking that you do what it is in your power to change the course of building a gas station in Pony Ridge and allow for types of businesses that would preserve and enhance our neighborhood.</p> <p>Regards, Mahvash Saedi</p>
Name		Comment
14.	Patrick McGuire	<p>From: Patrick McGuire Sent: Tuesday, March 08, 2016 9:25 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Mayor Ogden and City Councilors':</p> <p>I am opposed to the Stein Oil Application (Request for Annexation) for the reason that it will devalue my recently purchased rental home located directly across Pacific Drive at 18460 SW</p>

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		<p>135th Terrace, Tualatin. The near proximity of the proposed Gas station/Convenience store will make it difficult to find tenants to rent my home which could lead to foreclosure as the result of my inability to pay the mortgage. It could also result in having to sell the home at a substantial loss causing me economic harm. These are just a few reasons why there are no gas stations near Tualatin homes.</p> <p>Please allow a type of business establishment that would be compatible with our neighborhood character.</p> <p>Sincerely, Patrick E. McGuire</p>
	Name	Comment
15.	Jeff & Elizabeth Watson	<p>From: Jeff Watson Sent: Tuesday, March 08, 2016 5:42 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Mayor Ogden and Tualatin Council,</p> <p>We are writing to express our deep concern and frustration over the planned development of a 24-hour gas station and mini mart at the entrance to our neighborhood. The property formerly a private residence at 18600 SW Pacific Hwy has been annexed by the City of Tualatin and re-zoned in a manner that in no way complements or enhances the livability of our quaint, safe and secluded neighborhood. It does quite the opposite, promoting congestion along the only access road leading into our subdivision (Pony Ridge), 24-hour movement of big rigs along the same access road (Pacific Drive) running parallel with Hwy 99W and offering nothing but a complete disruption, eye sore and invitation to prowlers to what now is a quiet, safe and detached section of homes. We are original owners having purchased our home in 1996 and there is a reason we bought and have remained here for the better part of 20 years. We have felt safe and secure in our home living in an area surrounded by beautiful open space and have benefited from property values that have risen modestly over the years. All of this is at stake. The nature and character of our neighborhood will change forever and we won't stand for it!!</p> <p>We are emphatic that this cannot go forward and urge you to consider another use of the land to be more compatible with and which complements the Pony Ridge subdivision. Please consider that our neighborhood along with the Angel Haven park is mainly comprised of young families and the elderly. Putting a 24-hour gas station& minimart complex at our doorstep may pull in additional tax revenue to the City but will have a lasting and harmful effect to many of your residents. We will be at the hearing on March 14th to voice our opposition.</p> <p>Sincerely,</p>

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		Jeff & Elizabeth Watson
	Name	Comment
16.	Robyn Shaw	<p>Sent: Tuesday, March 08, 2016 4:19 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Sir or Madam,</p> <p>First of all, I must thank you for your time and efforts being on the council. I appreciate that you take your time and listen to many parties on opposing sides of issues and would only ask that you review this correspondence in the urgent light that it is written.</p> <p>I have lived in the Pony Ridge, Tualatin area for 14 years. I knew that, some day, a business would be built on the corner at issue. There are numerous reasons why the corner is not set up for this kind of business and high traffic volume. The light at Highway 99 for Cipole is infamously short and has been the scene of numerous traffic accidents. I personally, very narrowly avoided being struck by a semi truck that ran the red light on Hwy 99 only due to the fact that I had hesitated entering the intersection for the known dangerous situation. The real problem is that traffic has a very long distance to build up speed from either direction and, needless to say, in a 55 MPH zone, any accident could potentially be a devastating one.</p> <p>Additionally, we live with high power lines directly over a petroleum line with a pump facility nearby on the Tualatin River. I fear that adding very large gas tanks so close to the power lines and petroleum pipeline could pose a trifecta of a disaster when there is an earthquake.</p> <p>I plead that you consider that the development of a gas station at this corner would solely benefit a large oil company and bring only many problems to your constituents. There are so many other businesses that could be compatible with our little neighborhood!</p> <p>I pray that you handle this matter as though you lived just one short block away from this problem.</p> <p>Thank you sincerely,</p> <p>Robyn Shaw</p>
	Name	Comment
17.	Barbara Ouellette	<p>From: Barbara Ouellette Sent: Tuesday, March 08, 2016 3:30 PM To: Council Subject: Opposed to Stein Oil Company Application</p> <p>I ask that the City Council delay the Stein Oil annexation decision until the City can designate the parcel of land as a planning district with designated uses compatible with our mostly residential neighborhood. Keep crime out of our neighborhood. Keep huge numbers of</p>

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		<p>vehicles including large trucks off our little street. Keep our neighborhood one we can be proud of.</p> <p>Thank you - Barbara Ouellette</p>
	Name	Comment
18.	Marcia Church	<p>From: Marcia Church Sent: Tuesday, March 08, 2016 2:40 PM To: Council Subject: Opposed to Stein Oil Co. application</p> <p>Please do not allow a gas station in our residential neighborhood. It would cause too much traffic . Children only have the streets to have games and other play. Something more compatible, such as a park, would be an asset. NO ONE WANTS A GAS STATION HERE! You would not want a gas station next to your home. We don't either. Sincerely, Marcia Church</p>
	Name	Comment
19.	Jason Campbell	<p>From: Jason Campbell Sent: Tuesday, March 08, 2016 2:12 PM To: Council Subject: Concerns about proposed gas station in Pony Ridge Neighborhood</p> <p>Dear Councilors,</p> <p>As a resident in the Pony Ridge Neighborhood (on 135th Terrace), I am writing to express my concerns regarding the proposed gas station to be built on the corner of Cipole and Hwy 99. Such a business is not compatible with the neighborhood that contains many small children and families that would be negatively impacted by the construction of such a large and busy commercial facility.</p> <p>Numerous studies have been conducted regarding both the environmental impact as well as property values of the nearby houses, many of which would be within a stone's throw of the proposed facility.</p> <p>See the following for information from credible sources regarding the environmental impact on the nearby families:</p> <p>http://www.sciencedaily.com/releases/2011/02/110204130315.htm</p> <p>http://news.discovery.com/earth/gas-stations-are-toxic-neighbors.htm</p>

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		<p>There are many businesses that our residents would gladly welcome that would not have such a negative impact on the cheerful, safe, and quiet neighborhood hundreds of us now enjoy. Please consider these alternatives in your adjudication of the zoning and construction issues surrounding this project.</p> <p>Many thanks,</p> <p>Jason Campbell Resident</p>
	Name	Comment
20.	Chana Frederick	<p>From: Chana Frederick Sent: Tuesday, March 08, 2016 2:03 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Hello Tualatin City Council members and Mayor;</p> <p>I wanted to express my deep concern for the Stein Oil application to put a gas station in our quiet neighborhood. I chose this neighborhood specifically because it was away from major businesses. A gas station at this location would make a huge impact on my home specifically because it is very close to the proposed location (18439 SW 135th Terrace). We walk this neighborhood with our pets and kids and I fear this would no longer be possible with all the traffic into our neighborhood. Our safety would be greatly impacted. Not to mention the additional noise and light pollution from a 24 hour facility. The only way to access this site would be through the neighborhood which is unacceptable. We adamantly oppose this type of business at this location.</p> <p>Please consider a more neighborhood friendly business at this location that would have limited traffic and hours of operation.</p> <p>Thank you for your time and consideration of our concerns.</p> <hr/> <p>Chana Frederick, CPE</p>
	Name	Comment
21.		

CITY OF TUALATIN
RECEIVED
MAR 07 2016
COMMUNITY DEVELOPMENT
PLANNING DIVISION

Kristin Lanning
18404 SW 135th Terrace
Tualatin, OR 97062

March 2, 2016

Attention: Aquilla Hurd-Ravich, Planning Manager
City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, OR 97062

As I write this, I am 9 months pregnant, due in 5 days, and feeling the contractions and kicks of my little boy. We wait out these last few days in eager anticipation of his arrival, our first child and the first grandchild on my husband's side. We moved to the Pony Ridge neighborhood about 2.5 years ago with the specific purpose of filling our 3-bedroom house with our children-to-be, and are so thrilled to live in a neighborhood that is filled with young families, safe streets, and a developing community.

My reason for writing this letter is simple: I have serious concerns about the health risks involved with the proposal to annex and develop the property located at 18600 SW Pacific with a gas station. There are a variety of reasons of why this specific type of business will disrupt our neighborhood—from noise, light, and air pollution to environmental impact on nearby nature to lowering property value—but my biggest concern is for the health and safety of my son and my family.

According to the American Cancer Society, which reviewed a number of studies related to this issue, **children living near gas stations have a quadrupled risk of developing leukemia.** Adults also have an increased of two types of leukemia and other blood-related cancers. This risk is related to high levels of exposure to the chemical benzene, which is found in high concentrations near gas stations for a variety of reasons that are not manageable or controllable by gas station companies. The use of a card lock system at this particular development, and the consequently unmonitored refueling, increases this risk further.

In addition to the American Cancer Society, the health risks of benzene are well documented by other agencies as well, including The International Agency for Research on Cancer (IARC), which is part of the World Health Organization (WHO). Based on a review of the evidence, the IARC determined that **benzene is linked to severe illnesses including three types of leukemia, multiple myeloma (a blood cancer) and non-Hodgkin lymphoma.** Additionally, the National Toxicology Program (NTP), which is a joint venture with the National Institutes of Health,

Centers for Disease Control, and the Food and Drug Administration, has **classified benzene as a carcinogen**—that is, a chemical known to cause cancer, as does US Environmental Protection Agency.

Locating a gas station near a residential area exposes families to benzene on a daily, long-term basis, and the health risks of benzene are known to increase with the length of exposure. Due to these risks to human health, studies recommend that gas stations be located at least 100 meters from residential areas, particularly in areas with vulnerable people such as children and older adults. My home is located four houses away from the proposed development and within the 100 meter zone, as are at least 15 other families.

Leukemia is the most common form of childhood cancer, and occurs most often in children ages 2 to 4. For children in this age range, the cancer survival rate is only about 50%. The link between benzene exposure from gas stations and childhood leukemia has been demonstrated by multiple studies, a very small sample of which is included at the end of this letter.

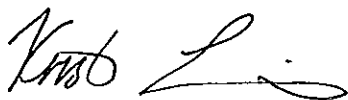
In a few days, my son will become Tualatin's youngest and among its most vulnerable residents. The idea of putting a gas station near my home and the homes of my neighbors is both terrifying and heartbreaking for me and my husband. We will live daily with the knowledge that our son—the little boy whose little face I have not yet seen—has a very real, elevated risk of developing a devastating form of cancer, and one in which his chances of survival are only 1 in 2.

Though I do not expect a company such as Stein Oil to consider or care about these risks and the impact of their actions on the surrounding community, my sincere hope is that the City of Tualatin will take action to protect the health and safety of its citizens, especially the most vulnerable ones. There are actions the city can take, such as rezoning this lot to reflect its proximity to residential homes.

I cannot stress enough how this development poses an irreversible and life-threatening impact on my family and the other families in my neighborhood. I am including with my letter one of the original ultrasound pictures taken of my son – an irreplaceable keepsake for me that I hope will represent and remind you of how my son's life is also irreplaceable.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristin Lanning', with a stylized flourish at the end.

Kristin Lanning

References:

EPA website: Underground Storage Tank Program: <http://www.epa.gov/oust/aboutust.htm>

American Cancer Society: Benzene: www.cancer.org

Center for Disease Control and Prevention: Facts about Benzene:
<http://www.bt.cdc.gov/agent/benzene/basics/facts.asp>

Study published in Epimideology Journal (2003): "Leukemia risk associated with low-level benzene exposure." <http://www.ncbi.nlm.nih.gov/pubmed/14501272>

Study published in Published by Occupational Environmental Medicine (2009): "Acute childhood leukaemia and residence next to petrol stations and automotive repair garages: the ESCALE study (SFCE)." <http://www.ncbi.nlm.nih.gov/pubmed/19213757>

Article published by Johns Hopkins University (2014): "Small Spills at Gas Stations Could Cause Significant Public Health Risks Over Time" <http://www.jhsph.edu/news/news-releases/2014/small-spills-at-gas-stations-could-cause-significant-public-health-risks-over-time.html>)

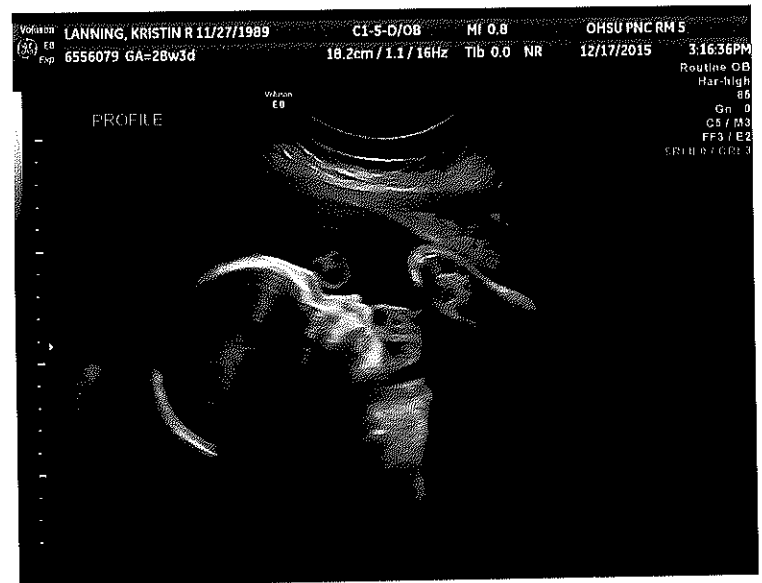
Sierra Club report (2004): "Leaking Underground Storage Tanks: A Threat to Public Health & Environment" <http://www.csu.edu/cerc/documents/LUSTThreattoPublicHealth.pdf>

Article published by Front Porch (2015): "Risks of Benzene Emissions from Gas Stations" <http://frontporchstapleton.com/article/risks-benzene-emissions-gas-stations/>

Article published by Scientific American (2009): "Is it safe to live near a gas station?" <http://www.scientificamerican.com/article/is-it-safe-to-live-near-gas-station/>

Article published by Discovery News (2011): "Gas stations are toxic neighbors" <http://news.discovery.com/earth/gas-stations-are-toxic-neighbors.htm>


Article published by ScienceDaily (2011): "Gas stations pollute their immediate surroundings, Spanish study finds" <http://www.sciencedaily.com/releases/2011/02/110204130315.htm>



Comments Received as of March 14, 2016		
	Name	Comment
1.	Susan Diane Rudin	<p>From: Susan Diane Rudin Date: 3/11/2016 6:13 PM (GMT-08:00) To: Council <COUNCIL@ci.tualatin.or.us> Subject: opposed to Stein Oil Co. application</p> <p>My husband and I are both opposed to the building of a gas station with a mini mart on Cipole and Pacific. This will cause traffic problems with our neighborhood, the smell of patrolium, and the volume of people going through our small subdivision. We will be at the City Council Annexation hearing on March 14th at our senior Center on Tualatin road.</p>
	Name	Comment
2.	Lori Birkeland	<p>From: Lori Birkeland] Sent: Saturday, March 12, 2016 9:19 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Hello,</p> <p>I am writing to express, as a homeowner in Pony Ridge area and as a 14 year resident of Tualatin, my opposition for the council to grant the application to Stein Oil Co. for the gas station/mini mart.</p> <p>My reasons really are simple:</p> <ul style="list-style-type: none"> • The traffic going in and out of the gas station would increase the proposed corner significantly spilling over into the entrances of our neighborhoods. • My understanding is that one day the farm land directly across the corner and behind pony ridge will someday be developed by Metro who owns the land be a nature walking path. Having a gas station right in the middle of a scenic nature walk and wildlife conservation area does not make sense. • Its bad enough having the smelly Grimms across 99 w where we smell the fumes on a regular basis, and having a motor home/camper facility almost in our neighborhood without adding a gas station to boot. <p style="text-align: right;">This area is a quiet residential area, not an area for manufacturing and industrial. If Stein and council want to place a gas station then why not</p>

		<p>look more in the industrial parts of Tualatin? Why must it be right up against a residential neighborhood?</p> <p>Please if we must have a business establishment on this corner, please at least consider a compatible type of business that would lend to the enhancement of our neighborhood and mesh with being in a residential neighborhood area not continue to push more industrial types of businesses. Gas stations and mini marts attract, sorry for my bluntness, but they attract all sorts of types of people and some not so conducive to hanging around our peaceful, family neighborhood.</p> <p>Thank you so much for your serious consideration of this proposal and let's take some time and search for a better alternative for this corner than a gas station please.</p> <p>Respectfully,</p> <p>Lori Birkeland</p> <p>Pony Ridge Homeowner and 14 year Tualatin resident</p>
3.	Name	Comment
	<p>Gerry McGuire</p>	<p>Sent: Monday, March 14, 2016 7:51 AM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Mayor and City Councilors,</p> <p>I am writing to let you know that I am opposed to the application for annexation to Stein Oil. I own the home at [REDACTED] in Pony Ridge, which is directly across the street from the proposed gas station complex. I understand that that land is slated for commercial use but nowhere in this city are homes so close to a gas station. No one wants to live next to a gas station – that would be a choice of last resort by the desperate. Property values plummet. We just bought this home 1 year ago and rent it out to help fund our retirement. This will cause us economic harm. There are more than 10 gas stations on Hwy 99 – another is not needed – especially one next to homes with limited access to enter and exit the neighborhood. All traffic would come to a standstill. School buses and neighborhood cars would be in gridlock with gas station clientele. There would be no flow possible. This reduces the livability of this neighborhood to a huge frustration.</p> <p>Stein Oil's other properties are in appropriate areas: Not next to single family homes, Not gridlocking traffic, Not where there are already so many stations nearby.</p> <p>This is not the use of what should be annexed into the city for this property.</p>

Attachment 111 Comment Log #3

		<p>Please do not destroy this neighborhood, it's health, it's peace, or it's hope.</p> <p>Sincerely,</p> <p>Gerry McGuire, owner</p>
	<p>Name</p>	<p>Comment</p>
<p>4.</p>	<p>Kristin Lanning</p>	<p>From: Kristin Lanning Sent: Sunday, March 13, 2016 7:50 PM To: Council Subject: Opposition to proposed gas station at 135th and Pacific Drive</p> <p>Greetings,</p> <p>I plan to attend the meeting on Monday evening to express my concerns regarding the proposed development of a gas station on 135th and Pacific Drive. Here is a copy of a letter I sent to the Planning Manager on March 2nd which outlines my concerns. I also plan on speaking at the meeting to reiterate these points.</p> <p>Thanks,</p> <p>Kristin Lanning </p> <p>March 2, 2016</p> <p>As I write this, I am 9 months pregnant, due in 5 days, and feeling the contractions and kicks of my little boy. We wait out these last few days in eager anticipation of his arrival, our first child and the first grandchild on my husband's side. We moved to the Pony Ridge neighborhood about 2.5 years ago with the specific purpose of filling our 3-bedroom house with our children-to-be, and are so thrilled to live in a neighborhood that is filled with young families, safe streets, and a developing community.</p> <p>My reason for writing this letter is simple: I have serious concerns about the health risks involved with the proposal to annex and develop the property located at 18600 SW Pacific with a gas station. There are a variety of reasons of why this specific type of business will disrupt our neighborhood—from noise, light, and air pollution to environmental impact on nearby nature to lowering property value—but my biggest concern is for the health and safety of my son and my family.</p> <p>According to the American Cancer Society, which reviewed a number of studies related to this issue, children living near gas stations have a quadrupled risk of developing leukemia. Adults also have an increased of two types of leukemia and other blood-related cancers. This risk is related to high levels of exposure to the chemical benzene, which is found in high concentrations near gas stations for a variety of reasons that are not manageable or controllable by gas station companies. The use of a card lock system at this particular development, and the consequently unmonitored refueling, increases this risk further.</p> <p>In addition to the American Cancer Society, the health risks of benzene are well documented by other agencies as well, including The International Agency for Research on Cancer (IARC), which is part of the World Health Organization (WHO). Based on a review of the evidence, the IARC determined that</p>

benzene is linked to severe illnesses including three types of leukemia, multiple myeloma (a blood cancer) and non-Hodgkin lymphoma. Additionally, the National Toxicology Program (NTP), which is a joint venture with the National Institutes of Health, Centers for Disease Control, and the Food and Drug Administration, has **classified benzene as a carcinogen**—that is, a chemical known to cause cancer, as does US Environmental Protection Agency.

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Leukemia is the most common form of childhood cancer, and occurs most often in children ages 2 to 4. For children in this age range, the cancer survival rate is only about 50%. The link between benzene exposure from gas stations and childhood leukemia has been demonstrated by multiple studies, a very small sample of which is included at the end of this letter.

In a few days, my son will become Tualatin's youngest and among its most vulnerable residents. The idea of putting a gas station near my home and the homes of my neighbors is both terrifying and heartbreaking for me and my husband. We will live daily with the knowledge that our son—the little boy whose little face I have not yet seen—has a very real, elevated risk of developing a devastating form of cancer, and one in which his chances of survival are only 1 in 2.

Though I do not expect a company such as Stein Oil to consider or care about these risks and the impact of their actions on the surrounding community, my sincere hope is that the City of Tualatin will take action to protect the health and safety of its citizens, especially the most vulnerable ones. There are actions the city can take, such as rezoning this lot to reflect its proximity to residential homes.

I cannot stress enough how this development poses an irreversible and life-threatening impact on my family and the other families in my neighborhood. I am including with my letter one of the original ultrasound pictures taken of my son – an irreplaceable keepsake for me that I hope will represent and remind you of how my son's life is also irreplaceable.

Thank you for your time and consideration.

Sincerely,

Kristin Lanning

References:

EPA website: Underground Storage Tank Program: <http://www.epa.gov/oust/aboutust.htm>

American Cancer Society: Benzene: www.cancer.org

Center for Disease Control and Prevention: Facts about Benzene: <http://www.bt.cdc.gov/agent/benzene/basics/facts.asp>

Study published in Epimideology Journal (2003): "Leukemia risk associated with low-level benzene exposure." <http://www.ncbi.nlm.nih.gov/pubmed/14501272>

		<p>Study published in Published by Occupational Environmental Medicine (2009): "Acute childhood leukaemia and residence next to petrol stations and automotive repair garages: the ESCALE study (SFCE)." http://www.ncbi.nlm.nih.gov/pubmed/19213757</p> <p>Article published by Johns Hopkins University (2014): "Small Spills at Gas Stations Could Cause Significant Public Health Risks Over Time" http://www.jhsph.edu/news/news-releases/2014/small-spills-at-gas-stations-could-cause-significant-public-health-risks-over-time.html</p> <p>Sierra Club report (2004): "Leaking Underground Storage Tanks: A Threat to Public Health & Environment" http://www.csu.edu/cerc/documents/LUSTThreattoPublicHealth.pdf</p> <p>Article published by Front Porch (2015): "Risks of Benzene Emissions from Gas Stations" http://frontporchstapleton.com/article/risks-benzene-emissions-gas-stations/</p> <p>Article published by Scientific American (2009): "Is it safe to live near a gas station?" http://www.scientificamerican.com/article/is-it-safe-to-live-near-gas-station/</p> <p>Article published by Discovery News (2011): "Gas stations are toxic neighbors" http://news.discovery.com/earth/gas-stations-are-toxic-neighbors.htm</p> <p>Article published by ScienceDaily (2011): "Gas stations pollute their immediate surroundings, Spanish study finds" Gas stations pollute their immediate surroundings, Spanish study finds</p>
	<p>Name</p>	<p>Comment</p>
<p>5.</p>	<p>John & Kathy Maher</p>	<p>From: John & Kathy Sent: Sunday, March 13, 2016 7:40 PM To: Council Subject: Opposed to Stein Oil Co. Application</p> <p>Dear Council Members,</p> <p>I have sent several e-mails to you and the Mayor since learning about Stein Oil Co. purchasing the land on the corner near my home and their plans to build a fuel station on it. As you know, my wife and I are very much opposed to this plan for all of the reasons I have given you in the past and will not repeat here. After conversations with our Senator and Representative they agree with us that they would not want a gas station this near to their homes either as I'm quite sure that none of you would stand for it to be built anywhere near your homes.</p> <p>My comment to you today concerns the annexation and zoning of this property. As you know, it is currently zoned general commercial. This zoning decision occurred years ago before our housing development was even built. I am asking that the zoning be revisited and a more appropriate zoning for this land be applied. When the city gave this property the current zoning designation the property did not even belong to the city. The conditions surrounding this land have changed enormously since the property was zoned and it would only make sense to me that now that the city wants to annex the land that the zoning should be reviewed and updated according to the current environment. This seems to be a very</p>

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		<p>basic and responsible action for the city to perform to ensure the safety, health and protection of their citizens is being looked out for which is a responsibility we have entrusted upon you each.</p> <p>It is my hope that a more appropriate zoning designation would result from this review and that the review, if it is to occur, is not simply a cursory exercise completed simply to be able to check a box in the annexation process but rather a comprehensive review that takes into account what I mentioned above and is one that is completed with the consideration of what is best for your citizens.</p> <p>Sincerely,</p> <p>John Maher</p>
	Name	Comment
6.	<p>Joyce Fox</p> <p>Sandy Van Vain</p> <p>Don Hodgdon</p> <p>Gloria & Pedro Calderon</p>	<p>From: Joyce Fox Sent: Friday, March 11, 2016 10:20 AM To: Council Subject: Stein Oil Co. Annexation Ann-15-0002</p> <p>TO: Tualatin Mayor Lou Ogden FROM: Tualatin Homeowners</p> <p>Council President Monique Beikman Joyce Fox</p> <p>Councilor Wade Brooksby Sandy Van Vain</p> <p>Councilor Joelle Davis Don Hodgdon</p> <p>Councilor Wade Brooksby Gloria & Pedro Calderon</p> <p>Councilor Nancy Grimes</p> <p>Councilor Ed Truax</p> <p>DATE: March 6, 2016 RE: Stein Oil Co. Annexation Application</p> <p>We, the six undersigned home owners, object to proposed Annexation Ann-15-0002 of property located at 18600 SW Pacific Hwy, requested by Stein Oil Company, for the purposes of constructing a gas station, card lock fueling facility and general convenience store. We have compiled our reasons which are listed below and urge you to vote against this proposal.</p> <p>The three proposed buildings would bring three times an increase in vehicular traffic, three times an increase in noise levels, and three times an increase in various types of pollution.</p>

	<p>These particular types of businesses would also introduce the negative element of personal harm/theft/safety into our community.</p> <p>The increase in car and truck traffic on SW Pacific Drive/SW Cipole Road is an objectionable concern for us from several standpoints. The first is personal safety for us and other residents. Residents from 133, and 134 and 135 Terrace streets, plus seniors from Angel Haven Manufactured Home Park (residents must be 55 yr +) regularly walk with/without animals along the sidewalks and along pathways around the SW Pacific Drive. Sherwood school buses have regular morning and afternoon stop routes in this area. Children and adults bike along this area throughout the day from early morning into evening hours. This drive also provides the only access points to the park-like paved community walkway located behind Ute Street which is utilized by many people. Tri met has two Pacific Hwy 99 bus stops (one north, one south) which are reached via walking along SW Pacific Drive/SW Cipole Rd. An increase in vehicle traffic poses a decrease in safety not only to us, but to all of these individuals who are our friends and neighbors.</p> <p>Employees for Fun Time RV business park along the sides of SW Pacific Drive (even where No Parking is posted) during their work hours. This business is only open weekdays, but the three new businesses currently proposed could have 24/7 access not only increasing traffic, but also adding congestion from parked vehicles. If "No Parking" was enforced, additional parking would then move onto 133 rd & 134, 135th Terrace streets -- in front of private homes adding congestion and blocking the view of drivers and homeowners driving in & out of their own driveways. This poses safety issues for children playing and people walking and biking, again making our own neighborhood unsafe.</p> <p>An increase in traffic also brings concerns for individual personal safety since people seeking rides, requesting money for food & other needs, plus the crimes of theft/robbery/mugging are known to increase with these types of proposed businesses. Needless to say, some of this activity will filter directly down our neighborhood streets.</p> <p>The large, double axial trucks which utilize card-lock fuel station services, compounded by the various types of vehicles driving in & out of a gas station, not only pose traffic problems and risks to person safety, but an increase in noise levels on a possible 24 hr. basis. Our neighborhood is known for being a small, quiet residential area tucked off of the busyness of Pacific Hwy 99 and our monetary house values reflect those desirable qualities in the real estate market. As homeowners we are slowly recovering from a major housing market recession, and do not want future increases in our home values to be hindered. Needless to say, we ourselves do not want to live with the additional noise pollution accompanying the operations of these proposed businesses.</p> <p>Other types of pollution, which would no doubt increase, would include trash and road side litter, accident remaining residue, and gas and exhaust fumes from the operation of not just one, but two, gasoline fuel stations. We already live with the strong odors produced from Grimm's Fuel Company located directly across Pacific Hwy 99. The potential hazards from ground and soil contamination also loom large in our objections to these proposed businesses.</p>
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One last matter we wish to bring to your attention is probably the most practical and costly issue to be addressed. SW Pacific Drive is the only direct access road to-and-from for all of our neighborhood resident streets: Streets 135, 134, 133, two entrances/exits for Angel Haven and the only entrance/exit for Riverwood (senior residence). Not only will the added congestion caused by these three businesses complicate and prolong driving times from our homes, SW Pacific Drive and its three access points from Pacific Hwy 99 are not designed to handle such an increase in traffic, especially heavy truck traffic. The north entrance from Hwy 99 is narrow and twists, and it also presently serves as a Tri met bus stop. Pacific Hwy 99 & Cipole Road intersection access already has been the scene of many accidents, and several have been fatal. South bond traffic exiting Pacific Hwy 99 at this intersections does not have a right turn lane to allow vehicles safe passage when exiting and turning onto SW Cipole Rd. SW Pacific Drive's remaining exit/entrance further south (to Sherwood) is already complicated by limited visibility, payment road angles and other factors which make it difficult and unsafe to use. The need for costly revisions to provide logistic and safer access from Pacific Hwy 99, plus upgrading SW Pacific Drive itself, are very apparent and will necessitate costly revisions, many constructions delays, and probable acquisition of adjacent homeowner properties for road improvements—something no homeowner wants to confront.

We recognize this area is zoned for commercial buildings; however, we would advocate for the addition of businesses with far less vehicle activity. At least consider more residential-neighborhood-friendly businesses, such as a family restaurant, a coffee shop, or even a drive-through/dine-in fast food business.

Thank you for hearing our concerns and we urge you to **vote "NO"** on the current proposed Annexation Ann-15-0002 of property located at 18600 SW Pacific Hwy

for the purposes of constructing a gas station, card lock fueling facility and general convenience store.

Homeowner:

Homeowner:

Joyce Fox

Sandy Van Valin



Tualatin, Oregon 97062

Tualatin, Oregon 97062

Homeowner:


Homeowners:

Don Hodgdon

Gloria & Pedro Calderon

ANN15-0002 Stein Oil Company

Attachment 111 Comment Log #3

		
	Tualatin, Oregon 97062	Tualatin, Oregon 97062



STAFF REPORT

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Sean Brady, City Attorney

DATE: 03/14/2016

SUBJECT: Consider Adopting **Ordinance No. 1388-16** Amending Tualatin Municipal Code Chapter 6-9 To Prohibit The Use Of Tobacco Products and Inhalant Delivery Systems on City Property and Renumbering Certain Provisions

ISSUE BEFORE THE COUNCIL:

Consider adopting Ordinance No. 1388-16 Amending Tualatin Municipal Code Chapter 6-9 To Prohibit The Use Of Tobacco Products and Inhalant Delivery Systems on City Property and Renumbering Certain Provisions.

RECOMMENDATION:

Staff recommends Council consider adopting Ordinance No. 1388-16.

EXECUTIVE SUMMARY:

Ordinance No. 1388-16 is before Council for consideration for adoption to prohibit the use of tobacco and inhalant delivery systems on City property.

On July 28, 2014, representatives of the Tualatin Together organization requested Council restrict smoking and tobacco in the City. At Council's direction, on October 12, 2015, the Council held a work session where staff presented additional information about restricting smoking in parks and other properties owned or managed by the City. Council then directed staff to conduct public involvement about the issue, which staff conducted during November and December of 2015. On January 25, 2016, Council held another work session where staff presented the public input received and Council provided direction on policy alternatives. At that meeting, Council directed staff to prepare a draft ordinance for public hearing. On February 22, 2016, Council held a public hearing on the draft ordinance and selected language to include in the final ordinance for consideration for adoption.

Ordinance No. 1388-16 would prohibit the use of tobacco and inhalant delivery systems on all property owned or managed by the City of Tualatin or the Tualatin Development Commission (hereafter collectively "City"). The prohibition would apply to all City facilities including the library, civic facilities, parklands, plazas, commons, open spaces, easements, greenways, and other City facilities. The prohibitions would also apply to all City parking lots, as well as to

sidewalks and landscape areas immediately adjacent to City property and parking lots.

The Ordinance provides an exception from the prohibitions for any United States Food and Drug Administration (FDA) approved tobacco cessation products or other FDA approved prescription medications.

A violation of the Ordinance is a civil infraction. The amount of a fine for a violation will be \$100 for the first violation and \$500 for each subsequent violation occurring within 12 months of the first violation. A violation would also subject a person to civil exclusion under the provisions of TMC Chapter 5-10.

The Ordinance also renumbers current TMC 6-9-010, adopted by Ordinance No. 1075-01, which will become TMC 6-8-035. The Ordinance deletes TMC 6-9-020 and 6-9-030, adopted by Ordinance No. 1075-01, because those provisions already exist in TMC Chapter 6-8.

If approved, the Ordinance is effective May 31, 2016.

Attachments: [Smoking Ordinance](#)

ORDINANCE NO. 1388-16

AN ORDINANCE AMENDING TUALATIN MUNICIPAL CODE CHAPTER 6-9 TO PROHIBIT THE USE OF TOBACCO PRODUCTS AND INHALANT DELIVERY SYSTEMS ON CITY PROPERTY AND RENUMBERING CERTAIN PROVISIONS.

WHEREAS, the City of Tualatin has general management, control, and supervision of all City property; and

WHEREAS, tobacco use on City property affects public health and safety; and

WHEREAS, smoking and tobacco products consumed in public spaces are often discarded on the ground requiring additional maintenance expenses, diminishing the beauty and cleanliness of such spaces, and posing a risk to children, pets and wildlife, and of fire; and

WHEREAS, it is the desire of the City of Tualatin to protect and promote public health, safety and welfare by providing environments free of smoking, use of inhalant delivery systems, vaping and tobacco use at all City property;

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Municipal Code Chapter 6-9 is amended to add the following provisions:

TMC 6-9-010. Definitions.

- (1) "Inhalant Delivery System" means any noncombustible product that employs mechanical heating element, electronic element, battery, circuit, cartridge, or other system and that is capable of being used to ingest tobacco, nicotine, or other drug or plant solution, and includes electronic cigarettes, devices or products.
- (2) "Smoking" means inhaling, exhaling, burning, or carrying any lighted or heated cigar, cigarette, pipe, grass, plant, liquid, vapor or any other tobacco or tobacco-like product or any substance in any manner or any form. This includes the use of any inhalant delivery system, electronic smoking device, or other delivery devices, which creates smoke, vapor, aerosol or any other byproduct, in any manner or in any form.
- (3) "Tobacco Product" means any product that contains tobacco or nicotine, or is derived from tobacco or nicotine. This includes all combustible, smokeless and electronic products and devices, and includes smokeless tobacco products such as dips, snuffs, and chewing tobacco.

(4) "Tobacco Use" means smoking, inhaling, exhaling, vaping, use of an inhalant delivery system, use of an electronic cigarette or other smoking device, the use of smokeless tobacco products, dips, snuffs, chewing tobacco, and any other ingestion or consumption of a tobacco product.

TMC 6-9-020. Tobacco Use and Use of Inhalant Delivery Systems Prohibited on City Premises.

(1) Tobacco use, smoking, and the use of any inhalant delivery system is prohibited in the following areas:

- (a) All property owned or managed by the City of Tualatin or the Tualatin Development Commission, including but not limited to libraries, civic facilities, parklands, plazas, commons, open spaces, easements, and greenways;
- (b) All parking lots owned or managed by the City of Tualatin or the Tualatin Development Commission; and
- (c) All sidewalks and landscaped areas immediately adjacent to those areas identified in subsections (1)(a) and (1)(b).

(2) The City Manager is directed to post signs at appropriate locations to provide public notice of these prohibitions.

TMC 6-9-030. Exceptions to Prohibition of Tobacco Use on City Premises.

The provisions of TMC 6-9-020 do not apply to tobacco cessation products and prescription medications approved by the United States Food and Drug Administration.

TMC 6-9-040. Violation is Civil Infraction. A person who violates or refuses to comply with this Chapter commits a civil infraction and is subject to a fine. The amount of the fine will be \$100 for the first violation and \$500 for each subsequent violation occurring within 12 months of the first violation. Each violation of this Chapter constitutes a separate civil infraction.

Section 2. TMC 6-9-010, adopted by Ordinance No. 1075-01, is renumbered 6-8-035. TMC 6-9-020 and 6-9-030, adopted by Ordinance No. 1075-01, are deleted in their entirety.

Section 3. Effective Date. This ordinance is effective on May 31, 2016.

Section 4. Severability. If any part of this ordinance is held invalid by a court of competent jurisdiction the remainder of this ordinance remains in full force and effect.

INTRODUCED AND ADOPTED this 14th day of March, 2016.

CITY OF TUALATIN OREGON

BY _____
Mayor

APPROVED AS TO LEGAL FORM

BY _____
City Attorney

ATTEST:

BY _____
City Recorder