



City of Tualatin

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**"NECESSARY PARTIES"
MARKED BELOW**

NOTICE OF APPLICATION SUBMITTAL

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

CASE/FILE: CUP17-0002 (Community Development Dept.: Planning Division)

PROPOSAL	To approve the conditional use of a fire station—pursuant to Tualatin Development Code (TDC) 60.040(1)(f) for Tualatin Valley Fire & Rescue Station 39 on land adjacent to 7100 SW McEwan Road.
-----------------	---

PROPERTY <input type="checkbox"/> n/a	Name of Application	TUALATIN VALLEY FIRE & RESCUE STATION 39			
	Street Address	Adjacent to 7100 SW McEwan Road			
	Tax Map and Lot No(s).	2S1 13DD 01601			
	Planning District	ML	Overlays <input type="checkbox"/>	NRPO <input type="checkbox"/>	Flood Plain <input type="checkbox"/>
	Previous Applications	AR96-33, 93-31, 74-02; VAR93-04, 94-03, 96-03; CUP13-05	Additional Applications:	CIO MANUFACTURING	

DATES	Receipt of application	12/08/2017	Deemed Complete	01/08/2018	CONTACT	Name: Erin Engman
	Notice of application submittal			01/10/2018		Title: Associate Planner
	Project Status / Development Review meeting					E-mail: EENGMAN@tualatin.gov
	Comments due for staff report			01/24/2018		Phone: 503-691-3024
	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		04/09/2018		

- | | | |
|---|---|---|
| <p>City Staff</p> <ul style="list-style-type: none"> <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 Development Director <input checked="" type="checkbox"/> Community Services Director <input checked="" type="checkbox"/> Economic Development 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>Neighboring Cities</p> <ul style="list-style-type: none"> <input type="checkbox"/> Durham <input type="checkbox"/> King City Planning Commission <input type="checkbox"/> Lake Oswego <input type="checkbox"/> Rivergrove PC <input type="checkbox"/> Sherwood Planning Dept. | <ul style="list-style-type: none"> <input type="checkbox"/> Tigard Community Dev. Dept. <input type="checkbox"/> Wilsonville Planning Division <p>Counties</p> <ul style="list-style-type: none"> <input type="checkbox"/> Clackamas County Dept. of Transportation and Development <input checked="" type="checkbox"/> Washington County Dept. of Land Use and Transportation (ARs) <input type="checkbox"/> Washington County Long Range Planning (LRP) (Annexations) <p>Regional Government</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Metro <p>School Districts</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lake Oswego School Dist. 7J <input type="checkbox"/> Sherwood SD 88J <input type="checkbox"/> Tigard-Tualatin SD 23J (TTSD) <input type="checkbox"/> West Linn-Wilsonville SD 3J <p>State Agencies</p> <ul style="list-style-type: none"> <input type="checkbox"/> Oregon Dept. of Aviation <input type="checkbox"/> Oregon Dept. of Environmental Quality (DEQ) <input type="checkbox"/> Oregon Dept. of Land Conservation and Development (DLCD) | <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Oregon Dept. of State Lands: Wetlands Program <input checked="" type="checkbox"/> Oregon Dept. of Transportation (ODOT) Region 1 <input type="checkbox"/> ODOT Maintenance Dist. 2A <input type="checkbox"/> ODOT Rail Division <input type="checkbox"/> OR Dept. of Revenue <p>Utilities</p> <ul style="list-style-type: none"> <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 <input checked="" type="checkbox"/> USPS (Washington) <input type="checkbox"/> USPS (Clackamas) <input checked="" type="checkbox"/> Wash. Co. Consolidated Communications Agency (WCCCA) <p>Additional Parties</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Tualatin Citizen Involvement Organization (CIO) <p>*Paper Copies</p> |
|---|---|---|

- 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*
- 73.320 *Off-Street Parking and Loading*
- 73.470 *Standards*
- 73.500 *Standards*



City of Tualatin

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CONDITIONAL USE PERMIT CERTIFICATION OF SIGN POSTING



18"

24"

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 **lime green** composed of the **RGB color values Red 146, Green 208, and Blue 80**. 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 TVF+R Station 39 (CUP 17-0002) project, I hereby certify that on this day, January 4, 2018 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: Clinton Dorse, Angelo Planning Group
(PLEASE PRINT)

Applicant's Signature: [Signature]

Date: 1/4/18



NOTICE
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PERMIT CUP-17-0662
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Tualatin Valley Fire & Rescue Station #39 Rivergrove

Transportation Impact Study
Tualatin, Oregon

Date:

December 7, 2017

Prepared for:

Tualatin Valley Fire & Rescue

Prepared by:

Daniel Stumpf, EI

Todd Mobley, PE



RENEWS: 12/31/18



**LANCASTER
ENGINEERING**

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Table of Contents

Executive Summary	1
Project Description and Location	2
Introduction	2
Project and Location Description	2
Vicinity Streets	2
Study Intersections	3
Transit	3
Traffic Counts	4
Site Trips	7
Trip Generation	7
Trip Distribution	8
Future Traffic Volumes	10
Background Volumes	10
Background Volumes plus Site Trips	10
Safety Analysis	13
Crash Data Analysis	13
Sight Distance Analysis	13
Warrant Analysis	15
Driveway Width	15
Operational Analysis	18
Capacity Analysis	18
Conclusions	20
Appendix	21

Table of Figures

Figure 1 – Vicinity Map	5
Figure 2 – Existing Conditions	6
Figure 3 – Site Trip Assignment.....	9
Figure 4 – Year 2019 Background Conditions.....	11
Figure 5 – Year 2019 Background Conditions plus Site Trips.....	12
Figure 6 – Turning Movement Analysis (Northbound Entering Vehicle).....	16
Figure 7 – Turning Movement Analysis (Southbound Entering Vehicle).....	17

Table of Tables

Table 1 – Vicinity Roadway Descriptions.....	3
Table 1 – Trip Generation Summary.....	7
Table 2 – Capacity Analysis Summary.....	19

Executive Summary

1. The Tualatin Valley Fire & Rescue Station #39 – Rivergrove, has been proposed for development on a property located near 7100 SW McEwan Road in Tualatin, Oregon.
2. The trip generation calculations show that the proposed development is projected to generate twelve site trips during the morning peak hour and four site trips during the evening peak hour.
3. No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific safety mitigation is recommended.
4. Adequate sight distance is available at both site accesses to ensure safe operation of each proposed intersection along SW McEwan Road. No sight distance mitigation is necessary or recommended.
5. Left-turn lane warrants are not projected to be met at either site access intersection under any of the analysis scenarios through the 2019 build-out year. No new turn lanes are necessary or recommended.
6. Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at the intersection of SW 65th Avenue at SW McEwan Road under any of the analysis scenarios.
7. Based on a turning-movement analysis, a driveway width of 24 feet is sufficient to accommodate entering emergency response vehicles at the north site access intersection.
8. All study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably upon build-out of the proposed development through year 2019. No operational mitigation is necessary or recommended at these intersections.



Project Description and Location

Introduction

The Tualatin Valley Fire & Rescue (TVF&R) Station #39 – Rivergrove, has been proposed for development on a property located near 7100 SW McEwan Road in Tualatin, Oregon. This report addresses the impacts of the proposed development on the nearby street system. The study includes safety and capacity/level-of-service analyses at the following intersections:

- SW 65th Avenue at SW Lower Boones Ferry Road;
- Proposed north site access at SW McEwan Road;
- Proposed south site access at SW McEwan Road; and
- SW 65th Avenue at SW McEwan Road.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

Project and Location Description

The project site is located southwest of SW McEwan Road and east of Interstate 5 (I-5) in Tualatin, Oregon. The subject site is surrounded by a mix of land-uses, with a medical clinic to the north, a U-Haul facility to the south, and self-storage facilities to the east. Two notable developments within a half-mile walking/biking distance of the site include the Meridian Square Shopping Mall to the north and River Grove Elementary School to the east.

Access to the site will be provided via two driveways along SW McEwan Road: a two-way access to the north and an emergency response vehicle egress access to the south.

Vicinity Streets

The proposed development is expected to predominantly impact three nearby vicinity roadways: SW Lower Boones Ferry Road, SW McEwan Road, and SW 65th Avenue. Table 1 provides a description of each of the vicinity roadways.

Table 1 – Vicinity Roadway Descriptions

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
SW Lower Boones Ferry Road	Clackamas County	Arterial	5 to 8 Lanes	35 mph Posted	Not Permitted	Both Sides	Both Sides	Both Sides
SW McEwan Road	City of Tualatin	Major Collector/Local Street	2 to 3 Lanes	25/30 mph Posted	Partially Permitted	Partial Both Sides	Partial Both Sides	Partial Both Sides
SW 65th Avenue	City of Tualatin	Neighborhood Collector/Major Collector	2 to 4 Lanes	25/30 mph Posted	Permitted	None	Partial Both Sides	Partial Both Sides

Study Intersections

The intersection of SW 65th Avenue at SW Lower Boones Ferry Road is a four-legged intersection that is controlled by a traffic signal. The northbound approach has one left-turn lane and one shared lane for all turning-movements. The southbound approach has one shared left-turn/through lane and one right-turn lane served with permitted/overlap phasing. The northbound and southbound approaches operate under split phasing. The eastbound approach has one left-turn lane served with protected phasing, two through lanes, one right-turn lane served with permitted/overlap phasing, and a bicycle lane situated in between the outermost through and right-turn lanes. The westbound approach has one left-turn lane served with protected phasing, two through lanes, one shared through/right-turn lane, and a bicycle lane to the right of the outermost standard travel lane. Crosswalks are marked across all four intersection legs.

The intersection of SW 65th Avenue at SW McEwan Road is a four-legged intersection that is all-way stop-controlled. All four intersection approaches each have one shared lane for all turning-movements. Crosswalks are unmarked across all four intersection legs.

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations is shown in Figure 1 on page 5.

Transit

The project site is located near two transit lines that have stops within a half-mile walking/biking distance north of the site, just east of the intersection of SW 65th Avenue at SW Lower Boones Ferry Road. Complete sidewalks and adequate crossing measures at intersections are available between the project site and each of the transit stop locations allowing for safe and comfortable travel for transit users.

TriMet bus line #36 – *South Shore*, provides service between Tualatin Park & Ride and Portland City Center, with notable stops near Lake Oswego Transit Center, Lake Oswego Library, and Johns Landing. Weekday service is scheduled from approximately 7:00 AM to 7:15 PM and has headways of approximately 30 to 100 minutes.

TriMet bus line #37 – *Lake Grove*, provides service between Tualatin Park & Ride and Lake Oswego Transit Center, with notable stops near Lake Oswego High School and Lake Oswego Library. Weekday service is scheduled from approximately 7:00 AM to 5:30 PM and has headways of approximately 50 to 100 minutes.

Traffic Counts

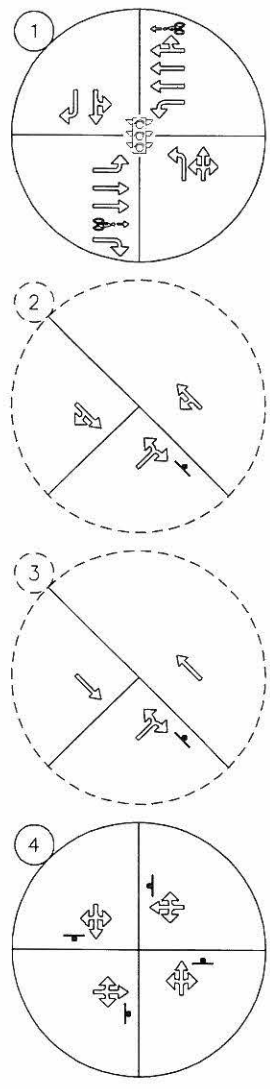
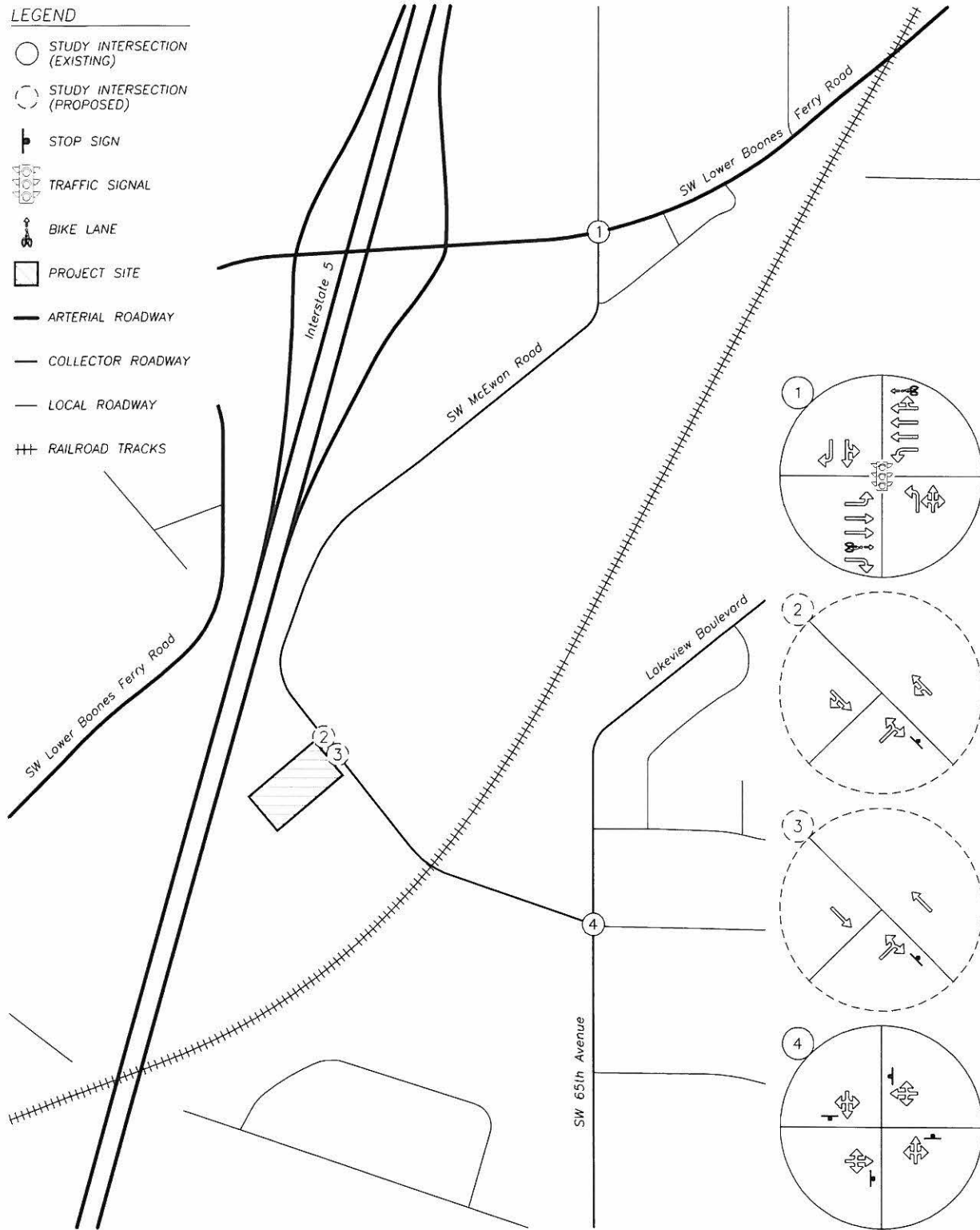
Traffic counts were conducted at the intersection of SW 65th Avenue at SW Lower Boones Ferry Road on Wednesday, November 15th, 2017 and at the intersection of SW 65th Avenue at SW McEwan Road on Tuesday, November 28th, 2017, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Data was used from each intersection's respective morning and evening peak hours.

To determine through volumes along SW McEwan Road at the site access locations, traffic volumes were balanced with the intersections of SW 65th Avenue at SW Lower Boones Ferry Road and at SW 65th Avenue at SW McEwan Road. The highest directional volumes to/from each intersection were utilized, which subsequently provides a conservative assessment of operation at the site access intersections.

Figure 2 on page 6 shows the existing morning and evening peak hour traffic volumes at the study intersections.

LEGEND

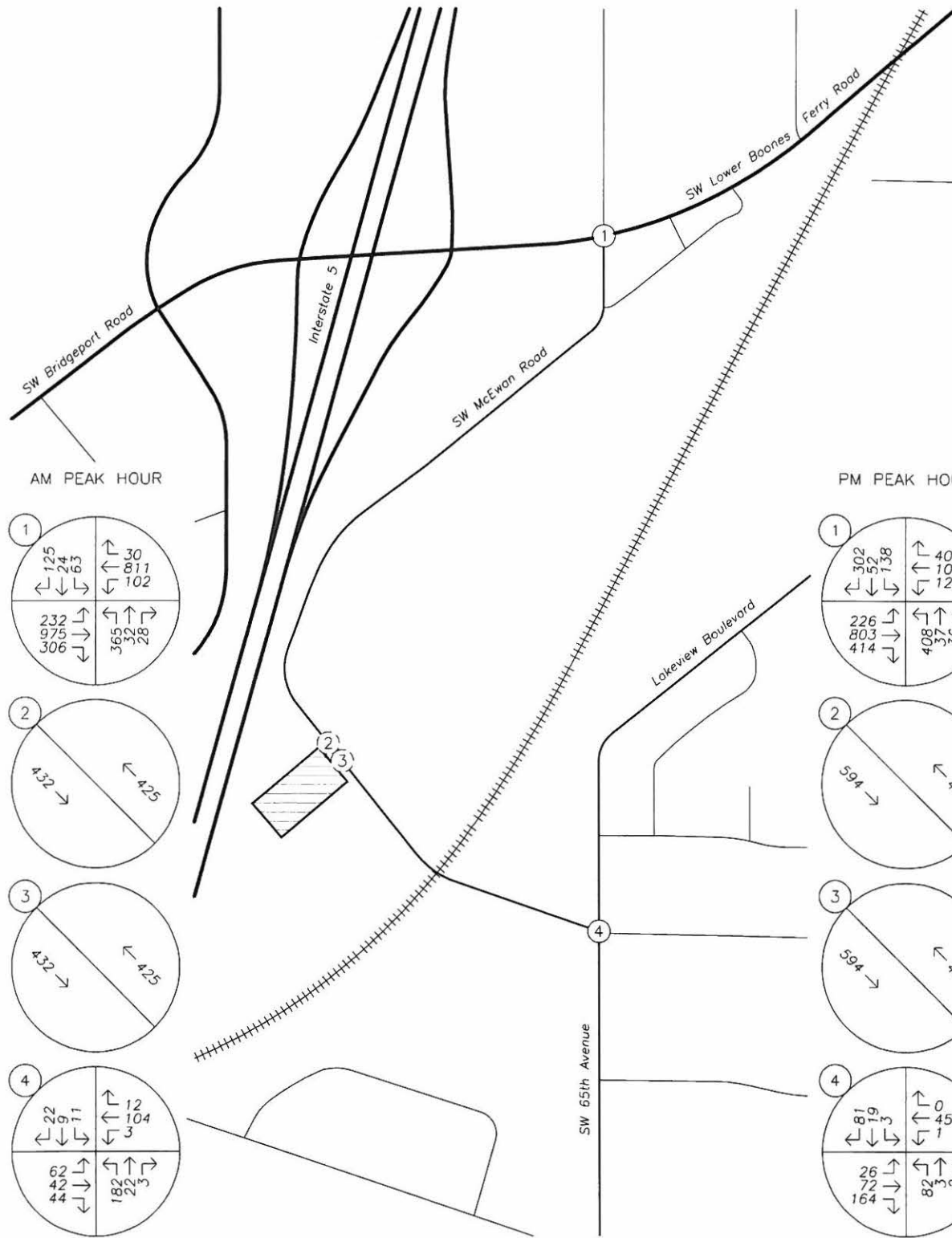
- STUDY INTERSECTION (EXISTING)
- STUDY INTERSECTION (PROPOSED)
- ⊥ STOP SIGN
- ⊞ TRAFFIC SIGNAL
- 🚲 BIKE LANE
- ▭ PROJECT SITE
- ARTERIAL ROADWAY
- COLLECTOR ROADWAY
- LOCAL ROADWAY
- ⊕⊕ RAILROAD TRACKS



VICINITY MAP



FIGURE 1
PAGE 5



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours



FIGURE
2

PAGE
6

2e

Site Trips

Trip Generation

No comparable land-use category exists in the *TRIP GENERATION MANUAL*¹ for fire stations; therefore, the size and operation of the facility was examined in order to best estimate the trip generation of the station. The trip generation calculations shown below are supported by trip data collected at other similar TVF&R stations. The proposed Station #39 is designed for a crew size of six full-time employees. Shifts for full-time employees are 24 hours in duration and shift changes will occur at 7:00 AM. The majority of site trips during the morning peak hour are typically generated from employees. Additional trips corresponding to visitors, deliveries, and emergency response services are also accounted for.

It is estimated that the proposed station will generate a total of twelve morning peak hour site trips, with six employees entering and exiting the site. During the evening peak hour, the site is expected to generate a nominal number individual employee trips to the site; however, two trips entering and exiting the site were included to account for visitors, deliveries, and other miscellaneous traffic. Usage of the TVF&R's Community Room will typically occur after the evening peak hour; therefore, trips generated by the Community Room will increase site's total daily trip generation while not increasing morning or evening peak hour trip generation.

The trip generation estimates of the proposed TVF&R facility are summarized in Table 2 below.

Table 2 – Trip Generation Summary

	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
		Enter	Exit	Total	Enter	Exit	Total	
Proposed TVF&R #39								
Employee Shift Change	6 Employees	6	6	12	0	0	0	12
Community Room	15 People	0	0	0	0	0	0	20
Emergency Calls	4 Events	0	0	0	0	0	0	8
Non-Emergency Calls	2 Events	0	0	0	0	0	0	4
Visitors, Deliveries, etc	5 People	0	0	0	2	2	4	10
Total		6	6	12	2	2	4	54

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

Trip Distribution

TVF&R Station #39 – Rivergrove will predominately serve residents in the surrounding areas of Tualatin, Lake Oswego, and unincorporated Washington and Clackamas Counties. Areas within the site vicinity, particularly the neighborhoods to the east and northeast of the site, generate a significant number of emergency response calls. Non-emergency trips, such as employee commuting, visitors, deliveries, etc, are more likely to travel to/from SW Lower Boones Ferry Road and I-5.

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

The following trip distribution was estimated and used for analysis:

- Approximately 60 percent of site trips will travel to/from the west along SW Lower Boones Ferry Road;
- Approximately 15 percent of site trips will travel to/from the east along SW Lower Boones Ferry Road;
- Approximately 10 percent of site trips will travel to/from the east along SW McEwan Road;
- Approximately 10 percent of site trips will travel to/from the south along SW 65th Avenue; and
- Approximately 5 percent of site trips will travel to/from the north along SW 65th Avenue.

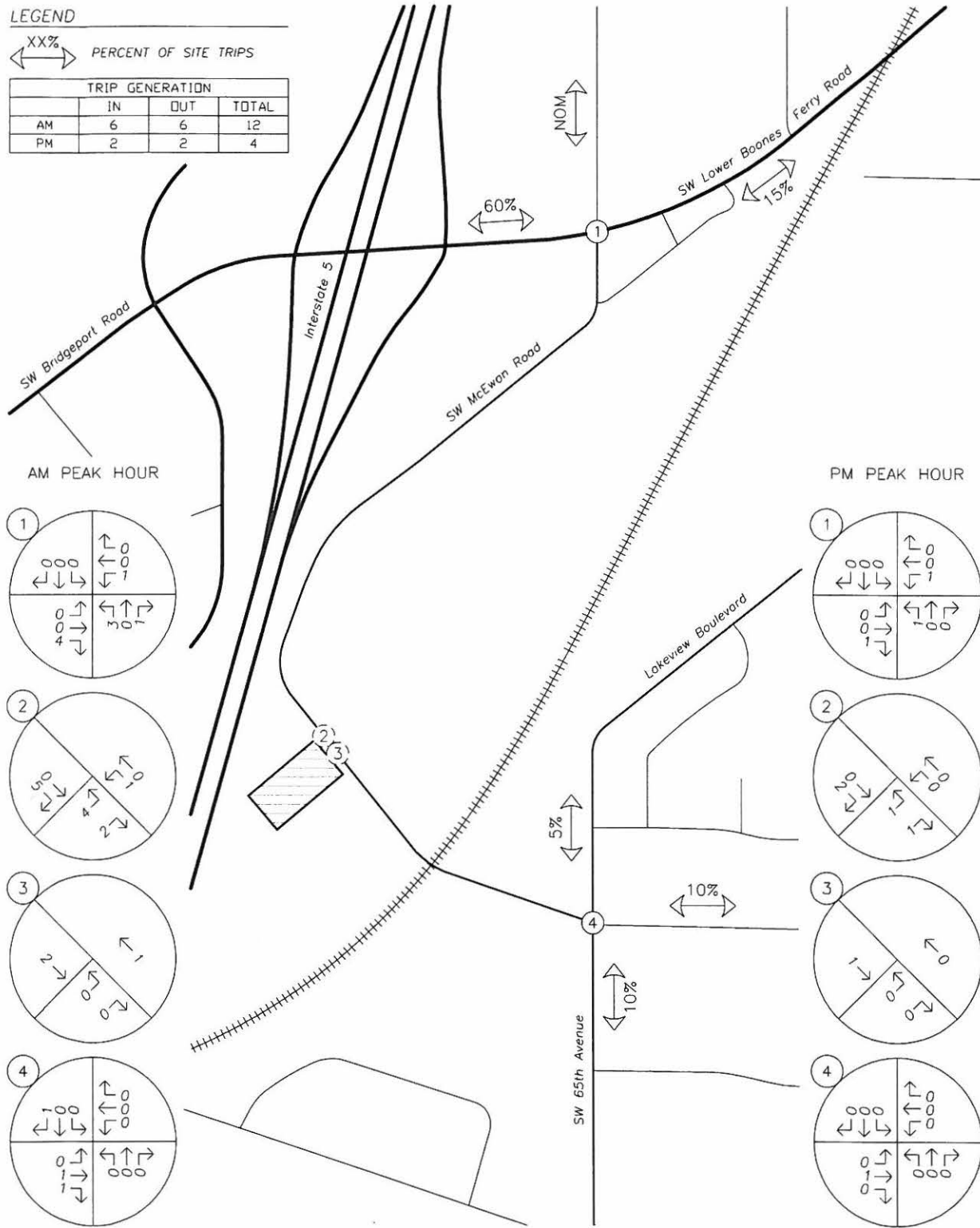
The proposed development will be served by two accesses along SW McEwan Road. The north site access will serve inbound emergency response vehicles and as a two-way access for passenger vehicles while the south site access will serve outbound emergency response vehicles only. Based on the projected trips generated, approximately 20 percent of site trips will result from emergency/non-emergency calls to the station; accordingly, the south access may serve approximately 20 percent of exiting trips throughout a typical day. However, since calls to the station are expected to be uncommon, will occur irregularly, and cannot be anticipated, no response calls were projected during either peak hour. Therefore, all site trips generated during the morning and evening peak hours will utilize the northern access.

The trip assignment for the site trips generated by the proposed development during the morning and evening peak hours are shown in Figure 3 on page 9.

LEGEND

XX% PERCENT OF SITE TRIPS

TRIP GENERATION			
	IN	OUT	TOTAL
AM	6	6	12
PM	2	2	4



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



FIGURE 3

PAGE 9

Future Traffic Volumes

Background Volumes

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 at the study intersections, 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 2019 background conditions.

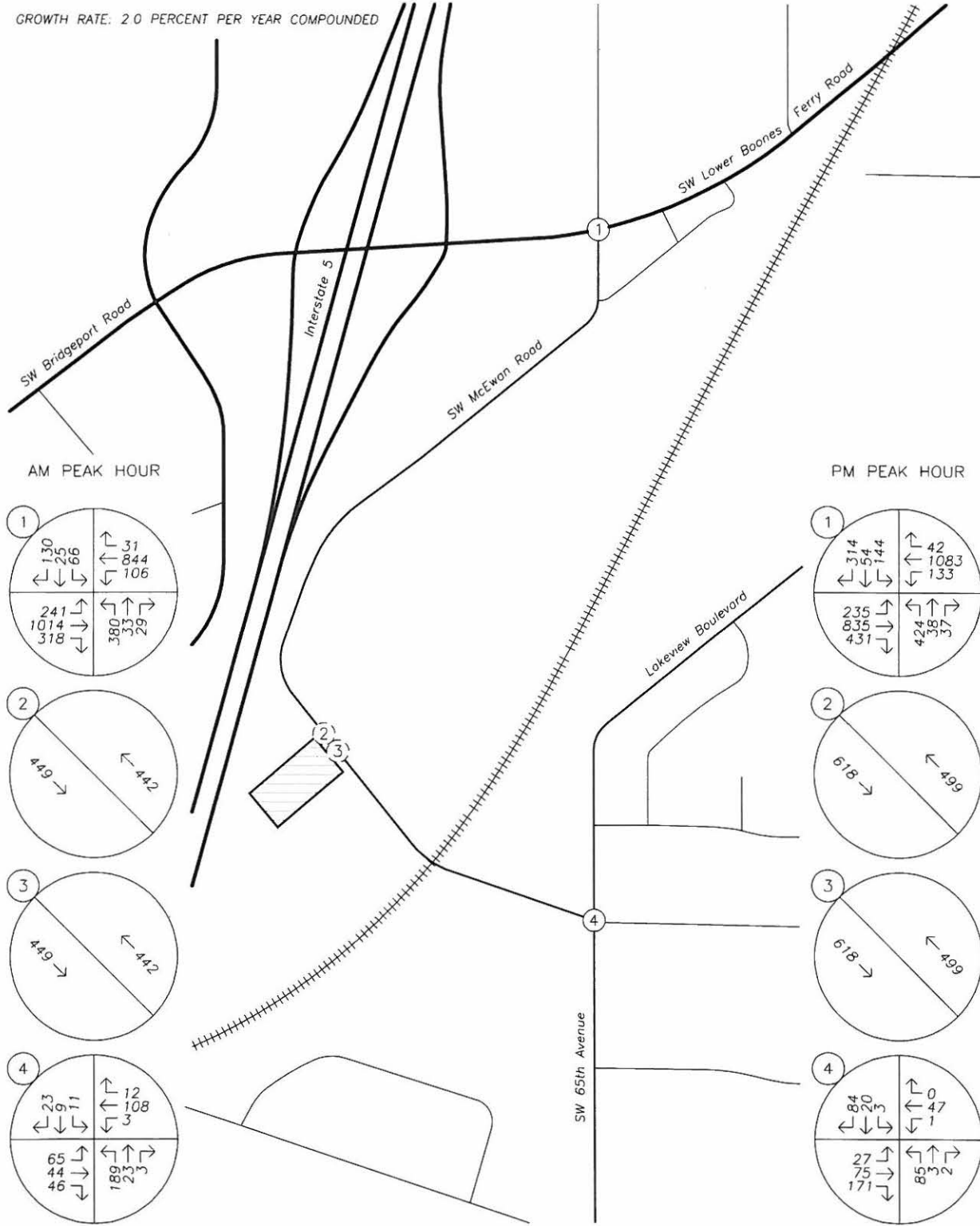
Figure 4 on page 11 shows the projected year 2019 background traffic volumes at the study intersections during the morning and evening peak hours.

Background Volumes plus Site Trips

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the projected year 2019 background traffic volumes to obtain the expected 2019 background volumes plus site trips.

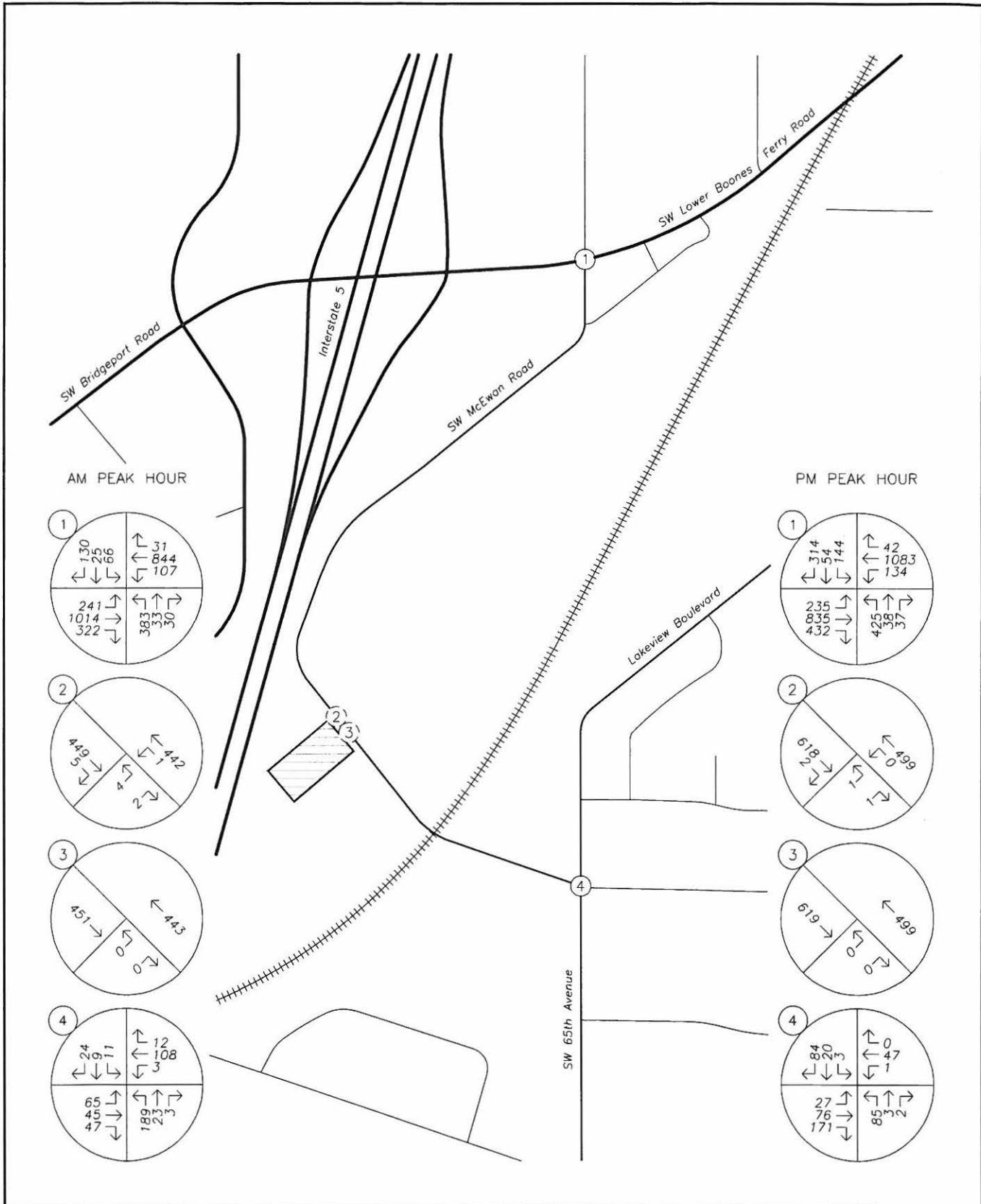
Figure 5 on page 12 shows the projected year 2019 peak hour background traffic volumes plus proposed development site trips at the study intersections during the morning and evening peak hours.

GROWTH RATE: 2.0 PERCENT PER YEAR COMPOUNDED



TRAFFIC VOLUMES
Year 2019 Background Conditions
AM & PM Peak Hours





TRAFFIC VOLUMES
 Year 2019 Background Conditions plus Site Trips
 AM & PM Peak Hours



2e

Safety Analysis

Crash Data Analysis

Using data obtained from the Oregon Department of Transportation's (ODOT) Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (from January 2011 to December 2015) at the study 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 typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak period represents 10 percent of average daily traffic (ADT) at the intersection. Crash rates in excess of one to two crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

The intersection of SW 65th Avenue at SW Lower Boones Ferry Road had ten reported crashes during the analysis period. The crashes consisted of seven rear-end collisions, one angle-type collision, one fixed-object collision, and one turning-movement collision. Of the reported crashes, five were classified as "Property Damage Only" (*PDO*), four were classified as "Possible Injury – Complaint of Pain" (*Injury C*), and one was classified as "Non-Incapacitating Injury" (*Injury B*). The crash rate at the intersection was calculated to be 0.15 CMEV.

The intersection of SW 65th Avenue at SW McEwan Road had one reported crash during the analysis period. The crash was a turning-movement collision that was classified as *PDO*. The crash rate at the intersection was calculated to be 0.11 CMEV.

Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific safety mitigation is recommended.

Sight Distance Analysis

Sight distance was examined for the site access intersections located along SW McEwan Road. Intersection sight distance was measured and evaluated in accordance with the standards established in *A Policy on Geometric Design of Highways and Streets*². According to AASHTO, the driver's eye is assumed to be 15 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

² American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011.

North Site Access

The northernmost site access will serve two-way traffic, where vehicles exiting the site will consist of predominately passenger cars. Therefore, the minimum recommended intersection sight distance was calculated assuming a time gap of 7.5 seconds for a minor-street approaching passenger car. Based on a posted speed of 30 mph, the minimum recommended intersection sight distance for a passenger car turning onto a three-lane roadway was calculated to be 335 feet.

Intersection sight distance at the north site access was measured to be 450 feet to the north, limited by a building located north of the site along the eastern side of SW McEwan Road. Sight distance to the south was measured to be in excess of 550 feet. Based on the measurements conducted at the north site access, adequate sight distance is available to ensure safe operation at the proposed intersection while maintaining unimpeded flow of traffic along SW McEwan Road.

South Site Access

The southernmost site access will serve as a one-way egress access for emergency response vehicles only. Typically, it is expected that when an emergency vehicle exits the site, lights and possibly sirens will be active. In these instances, interrupting the flow of traffic on the major-street is the intent of the emergency vehicle and accordingly maintaining adequate intersection sight distance would generally not be applicable at this access. However, in the event that a non-emergency occurs but requires an emergency response vehicle, adequate intersection sight distance would be necessary at the access.

Since the access will serve vehicles larger than a passenger car, the minimum recommended intersection sight distance was calculated assuming a time gap of 9.5 for a minor-street approaching single-unit truck. Based on a posted speed of 30 mph, the minimum recommended intersection sight distance for a single-unit truck was calculated to be 420 feet.

The south egress access will serve emergency response vehicles, which will likely have drivers seated at a higher position than in regular passenger vehicles. Therefore, in addition to utilizing the standard 3.5-foot high driver's eye height on the minor-street approach, a 7.6-foot truck eye height was also used to measure intersection sight distance at the access.

Intersection sight distance at the south site access was measured to be 492 feet to the north, limited by a building located north of the site along the eastern side of SW McEwan Road. Sight distance to the south was measured to be in excess of 550 feet. Based on the measurements conducted at the south site access, adequate sight distance is available to ensure safe operation at the proposed intersection while maintaining unimpeded flow of traffic along SW McEwan Road.

Based on the analysis, adequate sight distance is available at both site accesses to ensure safe operation of each proposed intersection along SW McEwan Road. No sight distance mitigation is necessary or recommended.

2e

Warrant Analysis

Left-turn and traffic signal warrants were examined for the study intersections where such treatments would be applicable.

A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-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. 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 lanes.

Left-turn lane warrants are not projected to be met at the north site access intersection under any of the analysis scenarios through the 2019 build-out year. Since the south site access will be egress only, left-turn lanes are not applicable at the proposed intersection. Accordingly, no new turn lanes are necessary or recommended.

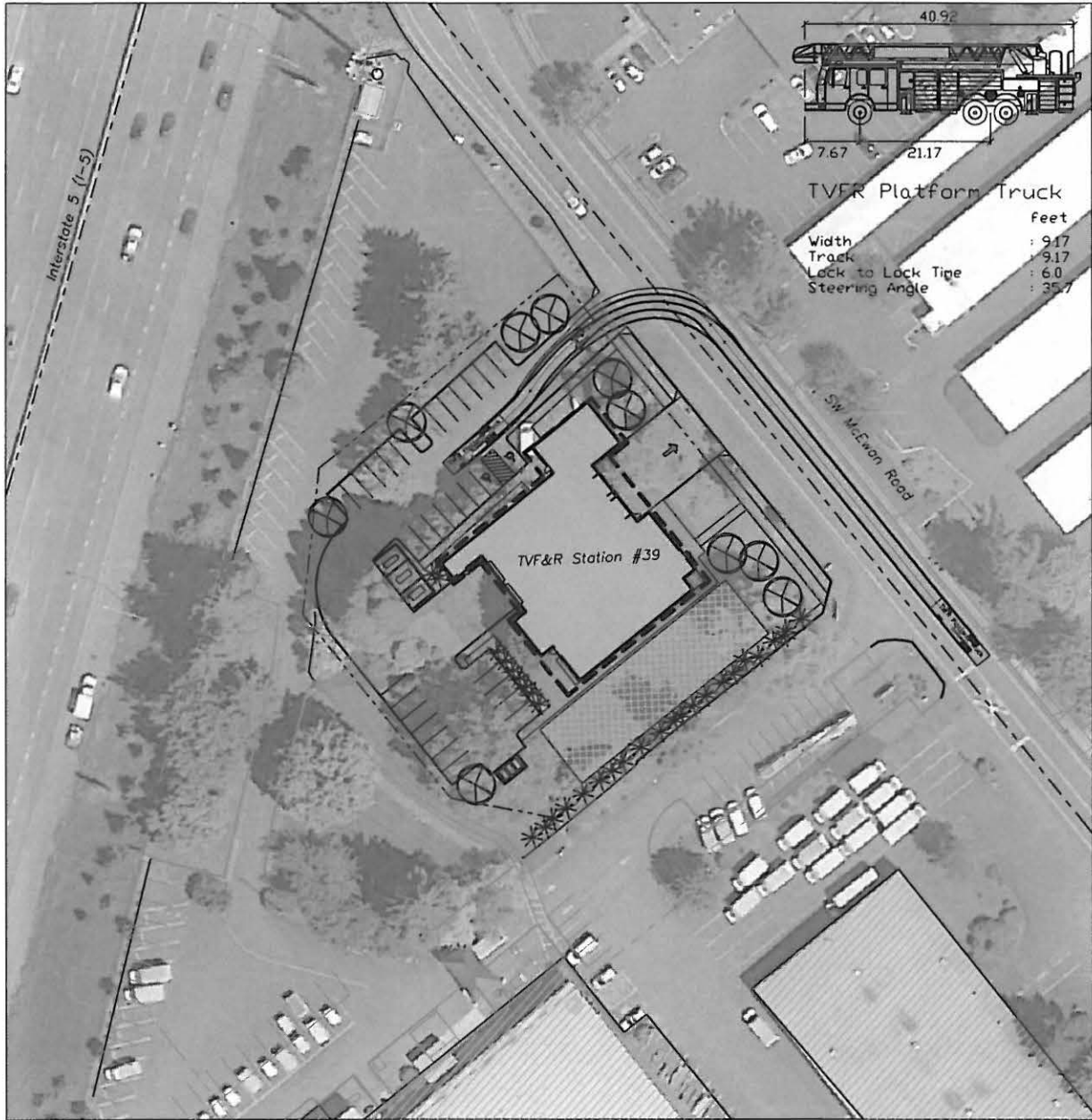
Traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of any new traffic signal will be warranted at the intersections upon completion of the proposed development. Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at the intersection of SW 65th Avenue at SW McEwan Road under any of the analysis scenarios.

Driveway Width

To demonstrate an access width of 24 feet is sufficient to serve emergency response vehicles entering the site at the north access, a turning-movement analysis was conducted using AutoTurn software. A custom design vehicle, modeled after a standard TVF&R emergency response vehicle, was created and used. Analysis scenarios examined include the following:

- A northbound left-turning vehicle entering the north access; and
- A southbound right-turning vehicle entering the north access.

Based on the turning-movement analysis, a driveway width of 24 feet is sufficient to accommodate entering emergency response vehicles at the north site access intersection. Diagrams showing the turning-movements for each analysis scenario are shown in Figure 6 on page 16 and Figure 7 on page 17 for northbound and southbound entering vehicles, respectively.

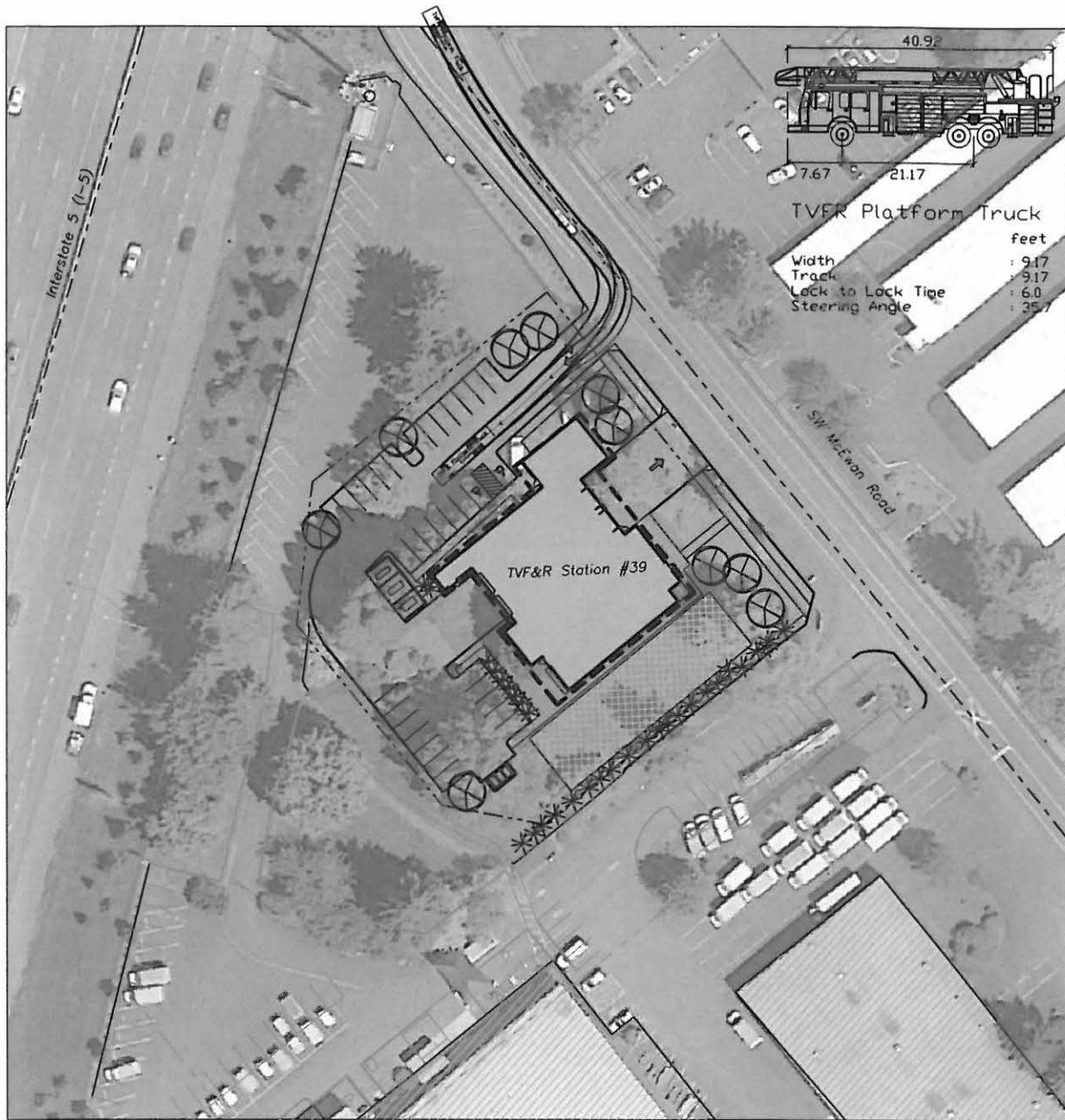


TURNING MOVEMENT ANALYSIS
 North Access – Northbound Entering Vehicle
 Custom TVF&R Design Vehicle



FIGURE
6

PAGE
16



TURNING MOVEMENT ANALYSIS
 North Access – Southbound Entering Vehicle
 Custom TVF&R Design Vehicle



FIGURE
7

PAGE
17

Operational Analysis

Capacity Analysis

A capacity and delay analysis was conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *HIGHWAY CAPACITY MANUAL*³ (HCM). The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume to capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

The study area includes intersections located within multiple jurisdictions, including the City of Tualatin, and Clackamas County. The following is a description of each jurisdictional standard

- The City of Tualatin standards require intersections operate at LOS E or better.
- Per Table 5-2a and Map 4-8 of Clackamas County's Comprehensive Plan, Clackamas County standards require intersections operate with a v/c ratio of 0.99 or less.

For both LOS and delay related to the analysis of unsignalized intersections, the reported results apply to the worst movement.

The intersection of SW 65th Avenue at SW Lower Boones Ferry Road operates at LOS C with v/c ratios of 0.81 or less during the morning peak hour and at LOS D with v/c ratios of 0.81 or less during the evening peak hour or all analysis scenarios.

Upon build-out of the proposed development, the north site access intersection at SW McEwan Road is projected to operate at LOS C with v/c ratios of 0.02 or less during the morning and evening peak hours.

Upon build-out of the proposed development, the south site access intersection at SW McEwan Road is projected to operate at LOS B with a v/c ratio of 0.01 during the morning peak hour and at LOS C with a v/c ratio of 0.01 during the evening peak hour.

The intersection of SW 65th Avenue at SW McEwan Road currently operates at LOS A during the morning and evening peak hours. Under year 2019 background conditions, the intersection is projected to operate at LOS B during the morning peak hour and at LOS A during the evening peak hour.

The v/c, delay, and LOS results of the capacity analysis are shown in Table 3 for the morning and evening peak hours. The reported results are generally based on the analysis methodologies provided in the 2010 HCM; however, for intersections where the 2010 methodology is unable to determine intersection capacity/delay, such as SW 65th Avenue at SW Lower Boones Ferry Road due to the northbound shared lane

³ Transportation Research Board, *HIGHWAY CAPACITY MANUAL 2000* and *HIGHWAY CAPACITY MANUAL 2010*.

2e

configuration, operation was evaluated using the HCM 2000 methodologies. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

Table 3 – Capacity Analysis Summary

	Morning Peak Hour			Evening Peak Hour		
	LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
SW 65th Ave at SW Lower Boones Ferry Rd						
2017 Existing Conditions	C	31	0.78	D	35	0.78
2019 Background Conditions	C	33	0.81	D	42	0.81
2019 Background plus Site Conditions	C	33	0.81	D	42	0.81
North Site Access at SW McEwan Rd						
2019 Background plus Site Conditions	C	16	0.02	C	18	0.01
South Site Access at SW McEwan Rd						
2019 Background plus Site Conditions	B	15	0.01	C	18	0.01
SW 65th Ave at SW McEwan Rd						
2017 Existing Conditions	A	10	-	A	9	-
2019 Background Conditions	B	10	-	A	9	-
2019 Background plus Site Conditions	B	10	-	A	9	-

Based on the results of the operational analysis, all study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably upon build-out of the proposed development through year 2019. No operational mitigation is necessary or recommended at these intersections.

Conclusions

No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no specific safety mitigation is recommended.

Adequate sight distance is available at both site accesses to ensure safe operation of each proposed intersection along SW McEwan Road. No sight distance mitigation is necessary or recommended.

Left-turn lane warrants are not projected to be met at either site access intersection under any of the analysis scenarios through the 2019 build-out year. No new turn lanes are necessary or recommended.

Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at the intersection of SW 65th Avenue at SW McEwan Road under any of the analysis scenarios.

Based on a turning-movement analysis, a driveway width of 24 feet is sufficient to accommodate entering emergency response vehicles at the north site access intersection.

All study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably upon build-out of the proposed development through year 2019. No operational mitigation is necessary or recommended at these intersections.

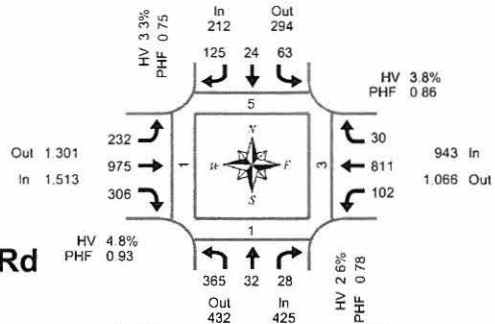
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Appendix

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 65th Ave & SW Lower Boones Ferry Rd

Wednesday, November 15, 2017
7:00 AM to 9:00 AM

Peak Hour Summary
7:55 AM to 8:55 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				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	13	4	2	0	1	1	4	0	16	81	15	0	7	51	1	0	196	0	0	0	0
7:05 AM	23	3	1	0	1	1	10	0	11	55	23	0	2	57	2	0	189	0	0	0	1
7:10 AM	34	4	1	0	0	3	17	0	23	47	16	0	5	54	0	0	204	2	0	0	0
7:15 AM	28	6	4	0	1	1	15	0	6	76	14	0	5	66	0	0	222	0	0	0	0
7:20 AM	32	7	2	0	3	3	4	0	17	58	24	0	7	33	1	0	191	0	0	0	0
7:25 AM	21	0	1	0	4	2	6	0	15	74	13	0	1	56	0	0	193	0	0	0	0
7:30 AM	22	4	2	0	4	0	10	0	12	73	25	0	8	49	0	0	209	0	0	0	0
7:35 AM	33	2	2	0	6	1	6	0	10	64	20	0	3	55	0	0	202	0	0	0	0
7:40 AM	14	3	0	0	3	0	5	0	10	75	13	1	2	34	4	0	163	0	1	0	1
7:45 AM	12	4	4	0	3	0	8	0	10	87	23	1	8	38	0	0	197	1	0	0	0
7:50 AM	33	2	2	0	7	4	12	0	13	74	21	1	5	59	0	0	232	0	0	0	0
7:55 AM	23	3	3	0	4	3	7	0	15	107	27	0	7	57	1	0	257	0	0	0	0
8:00 AM	28	1	1	0	3	1	8	0	28	83	24	0	12	57	2	0	246	0	0	0	0
8:05 AM	40	7	3	0	2	0	9	0	21	86	14	0	4	59	2	0	247	0	0	0	0
8:10 AM	24	3	1	0	4	1	8	0	14	77	25	1	8	64	0	0	229	1	0	0	0
8:15 AM	15	0	3	0	4	4	10	0	30	78	25	0	9	79	4	0	261	0	0	0	0
8:20 AM	37	5	5	0	5	3	10	0	21	75	34	0	11	58	3	0	267	0	0	0	0
8:25 AM	29	3	2	0	3	3	8	0	15	93	33	0	7	88	4	0	288	1	0	0	0
8:30 AM	50	1	5	0	6	2	15	0	24	80	30	0	9	61	4	1	287	1	0	0	0
8:35 AM	41	4	2	0	11	3	9	0	16	52	21	0	8	50	2	0	219	1	0	2	0
8:40 AM	28	0	1	0	6	1	13	0	17	92	22	0	8	82	2	0	272	0	0	0	0
8:45 AM	18	1	1	0	8	1	19	0	20	86	15	0	6	85	5	0	265	0	1	1	0
8:50 AM	32	4	1	0	7	2	9	0	13	66	36	0	13	71	1	0	255	1	0	0	1
8:55 AM	37	2	8	0	8	2	9	1	21	61	40	0	13	48	3	0	252	0	2	0	0
Total Survey	667	73	57	0	104	42	231	1	396	1,800	553	4	168	1,411	41	1	5,543	8	4	3	3

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				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	70	11	4	0	2	5	31	0	50	183	54	0	14	162	3	0	589	2	0	0	1
7:15 AM	81	13	7	0	8	6	25	0	38	208	51	0	13	155	1	0	606	0	0	0	0
7:30 AM	69	9	4	0	13	1	21	0	32	212	58	1	13	138	4	0	574	0	1	0	1
7:45 AM	68	9	9	0	14	7	27	0	38	268	71	2	20	154	1	0	686	1	0	0	0
8:00 AM	92	11	5	0	9	2	25	0	61	246	63	1	24	180	4	0	722	1	0	0	0
8:15 AM	81	8	10	0	12	10	28	0	66	246	92	0	27	225	11	0	816	1	0	0	0
8:30 AM	119	5	6	0	23	6	37	0	57	224	73	0	25	193	8	1	778	2	0	2	0
8:45 AM	87	7	10	0	23	5	37	1	54	213	91	0	32	204	9	0	772	1	3	1	1
Total Survey	667	73	57	0	104	42	231	1	396	1,800	553	4	168	1,411	41	1	5,543	8	4	3	3

Peak Hour Summary

7:55 AM to 8:55 AM

By Approach	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	425	432	857	0	212	294	506	0	1,513	1,301	2,814	1	943	1,066	2,009	1	3,093	5	1	3	1
%HV	2.6%				3.3%				4.8%				3.8%				4.1%				
PHF	0.78				0.75				0.93				0.86				0.92				

By Movement	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	365	32	28	425	63	24	125	212	232	975	306	1,513	102	811	30	943	3,093
%HV	1.9%	3.1%	10.7%	2.6%	1.6%	0.0%	4.8%	3.3%	2.6%	5.9%	2.6%	4.8%	2.9%	4.1%	0.0%	3.8%	4.1%
PHF	0.76	0.73	0.58	0.78	0.63	0.60	0.76	0.75	0.88	0.88	0.79	0.93	0.91	0.85	0.68	0.86	0.92

Rolling Hour Summary

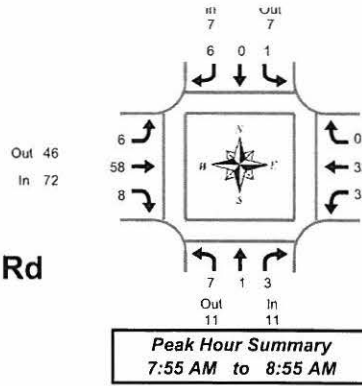
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				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	288	42	24	0	37	19	104	0	158	871	234	3	60	609	9	0	2,455	3	1	0	2
7:15 AM	310	42	25	0	44	16	98	0	169	934	243	4	70	627	10	0	2,588	2	1	0	1
7:30 AM	310	37	28	0	48	20	101	0	197	972	284	4	84	697	20	0	2,798	3	1	0	1
7:45 AM	360	33	32	0	58	25	117	0	222	984	299	3	96	752	24	1	3,002	5	0	2	0
8:00 AM	379	31	33	0	67	23	127	1	238	929	319	1	108	802	32	1	3,088	5	3	3	1

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 65th Ave & SW Lower Boones Ferry Rd

Wednesday, November 15, 2017
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 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				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	2	0	2	0	2	0	2	0	2	5
7:05 AM	0	0	0	0	1	0	0	1	0	2	0	2	0	2	0	3	0	3	6
7:10 AM	2	1	0	3	0	0	0	0	0	3	1	4	0	2	0	2	0	2	9
7:15 AM	3	0	0	3	0	0	1	1	0	2	0	2	0	3	0	3	0	3	9
7:20 AM	1	0	0	1	0	0	0	0	1	3	1	5	0	2	0	2	0	2	8
7:25 AM	0	0	0	0	1	0	0	1	0	2	1	3	0	3	0	3	0	3	7
7:30 AM	1	0	0	1	0	0	0	0	1	2	0	3	2	3	0	5	0	5	9
7:35 AM	1	0	1	2	0	0	1	1	0	4	0	4	0	1	0	1	0	1	8
7:40 AM	1	0	0	1	1	0	1	2	0	4	0	4	0	2	0	2	0	2	9
7:45 AM	0	0	0	0	0	0	1	1	0	4	0	4	1	1	0	2	0	2	7
7:50 AM	2	0	0	2	0	0	0	0	0	1	0	1	1	0	0	0	1	1	4
7:55 AM	1	0	0	1	0	0	0	0	0	3	0	3	1	3	0	4	0	4	8
8:00 AM	1	0	0	1	0	0	0	0	0	4	1	5	0	2	0	2	0	2	8
8:05 AM	2	1	0	3	0	0	1	1	1	4	0	5	0	4	0	4	0	4	13
8:10 AM	0	0	0	0	0	0	0	0	0	4	1	5	0	3	0	3	0	3	8
8:15 AM	0	0	0	0	0	0	0	0	0	5	1	6	0	3	0	3	0	3	9
8:20 AM	1	0	1	2	0	0	0	0	1	3	1	5	0	3	0	3	0	3	10
8:25 AM	0	0	0	0	0	0	2	2	1	7	1	9	1	5	0	6	0	6	17
8:30 AM	0	0	1	1	0	0	0	0	1	5	0	6	0	0	0	0	0	0	7
8:35 AM	0	0	1	1	1	0	0	1	0	8	0	8	0	1	0	1	0	1	11
8:40 AM	0	0	0	0	0	0	1	1	2	5	1	8	0	4	0	4	0	4	13
8:45 AM	1	0	0	1	0	0	2	2	0	5	0	5	1	2	0	3	0	3	11
8:50 AM	1	0	0	1	0	0	0	0	0	5	2	7	0	3	0	3	0	3	11
8:55 AM	2	0	0	2	0	0	2	2	0	2	3	5	0	2	0	2	0	2	11
Total Survey	20	3	4	27	4	0	12	16	8	89	14	111	7	57	0	64			218

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

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Interval Total		
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total			
7:00 AM	2	2	0	4	1	0	0	1	0	7	1	8	0	7	0	7			20
7:15 AM	4	0	0	4	1	0	1	2	1	7	2	10	0	8	0	8			24
7:30 AM	3	0	1	4	1	0	2	3	1	10	0	11	2	6	0	8			26
7:45 AM	3	0	0	3	0	0	1	1	0	8	0	8	3	4	0	7			19
8:00 AM	3	1	0	4	0	0	1	1	1	12	2	15	0	9	0	9			29
8:15 AM	1	0	1	2	0	0	2	2	2	15	3	20	1	11	0	12			36
8:30 AM	0	0	2	2	1	0	1	2	3	18	1	22	0	5	0	5			31
8:45 AM	4	0	0	4	0	0	4	4	0	12	5	17	1	7	0	8			33
Total Survey	20	3	4	27	4	0	12	16	8	89	14	111	7	57	0	64			218

Heavy Vehicle Peak Hour Summary 7:55 AM to 8:55 AM

By Approach	Northbound SW 65th Ave			Southbound SW 65th Ave			Eastbound SW Lower Boones Ferry Rd			Westbound SW Lower Boones Ferry Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	11	11	22	7	7	14	72	46	118	36	62	98	126
PHF	0.55			0.44			0.78			0.75			0.88

By Movement	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	7	1	3	11	1	0	6	7	6	58	8	72	3	33	0	36	126
PHF	0.44	0.25	0.38	0.55	0.25	0.00	0.50	0.44	0.50	0.73	0.67	0.78	0.75	0.75	0.00	0.75	0.88

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

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Interval Total		
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total			
7:00 AM	12	2	1	15	3	0	4	7	2	32	3	37	5	25	0	30			89
7:15 AM	13	1	1	15	2	0	5	7	3	37	4	44	5	27	0	32			98
7:30 AM	10	1	2	13	1	0	6	7	4	45	5	54	6	30	0	36			110
7:45 AM	7	1	3	11	1	0	5	6	6	53	6	65	4	29	0	33			115
8:00 AM	8	1	3	12	1	0	8	9	6	57	11	74	2	32	0	34			129

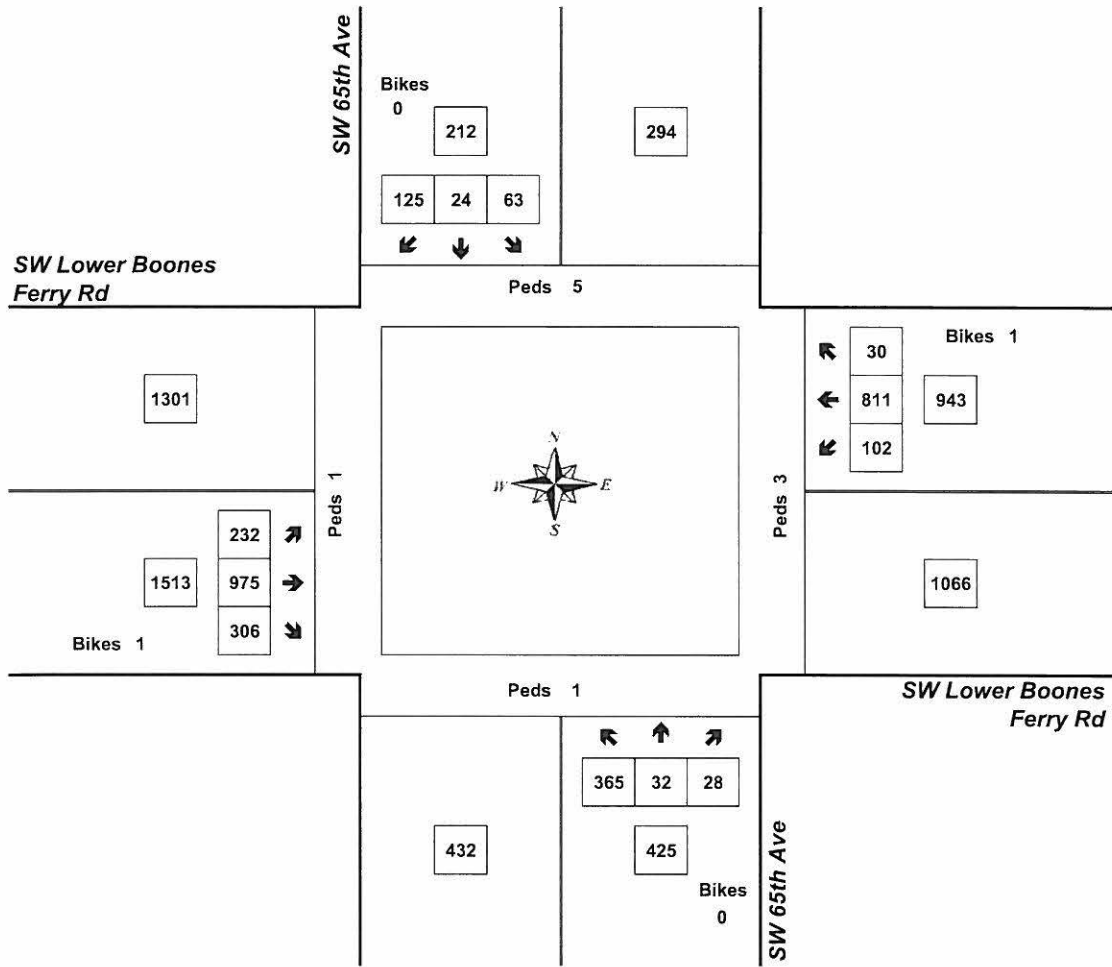
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 65th Ave & SW Lower Boones Ferry Rd

7:55 AM to 8:55 AM
Wednesday, November 15, 2017



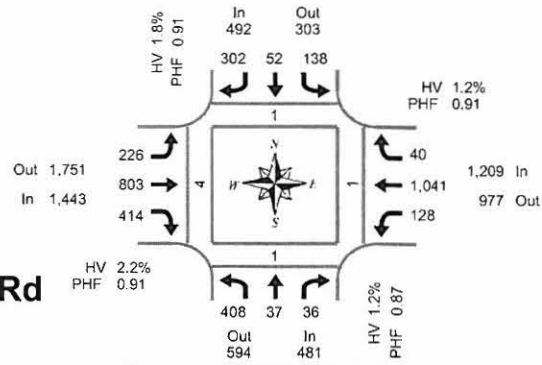
Approach	PHF	HV%	Volume
EB	0.93	4.8%	1,513
WB	0.86	3.8%	943
NB	0.78	2.6%	425
SB	0.75	3.3%	212
Intersection	0.92	4.1%	3,093

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

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 65th Ave & SW Lower Boones Ferry Rd

Wednesday, November 15, 2017

4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				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	72	5	9	0	39	13	103	0	62	206	82	0	22	269	9	0	891	0	1	0	0
4:15 PM	84	9	8	0	47	15	83	0	66	183	97	0	37	249	14	0	892	1	1	0	0
4:30 PM	118	10	9	0	36	11	88	0	40	176	98	0	28	251	9	0	874	0	1	0	1
4:45 PM	92	6	7	0	31	15	75	0	59	232	98	0	33	290	9	0	947	0	0	0	1
5:00 PM	117	11	11	0	27	13	80	0	68	181	99	0	29	236	10	0	882	0	0	1	2
5:15 PM	105	13	6	0	37	17	68	0	50	226	135	0	23	204	11	0	895	0	1	0	1
5:30 PM	114	18	7	0	30	21	60	0	49	178	100	1	13	209	3	0	802	0	1	2	0
5:45 PM	71	12	11	0	22	21	43	0	60	206	99	0	27	256	13	0	841	0	1	0	0
Total Survey	773	84	68	0	269	126	600	0	454	1,588	808	1	212	1,964	78	0	7,024	1	6	3	5

Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	481	594	1,075	0	492	303	795	0	1,443	1,751	3,194	0	1,209	977	2,186	0	3,625	1	1	1	4
%HV	1.2%				1.8%				2.2%				1.2%				1.7%				
PHF	0.87				0.91				0.91				0.91				0.96				

By Movement	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	408	37	36	481	138	52	302	492	226	803	414	1,443	128	1,041	40	1,209	3,625
%HV	1.0%	2.7%	2.8%	1.2%	1.4%	0.0%	2.3%	1.8%	7.5%	1.2%	1.2%	2.2%	0.8%	1.2%	0.0%	1.2%	1.7%
PHF	0.86	0.77	0.75	0.87	0.78	0.87	0.86	0.91	0.83	0.87	0.90	0.91	0.76	0.88	0.59	0.91	0.96

Rolling Hour Summary

4:00 PM to 6:00 PM

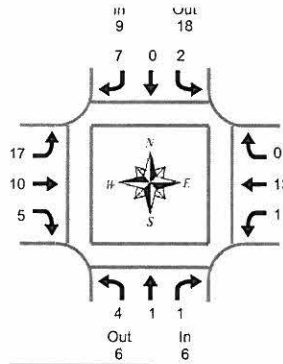
Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	366	30	33	0	153	54	349	0	227	797	375	0	120	1,059	41	0	3,604	1	3	0	2
4:15 PM	411	36	35	0	141	54	326	0	233	772	392	0	127	1,026	42	0	3,595	1	2	1	4
4:30 PM	432	40	33	0	131	56	311	0	217	815	430	0	113	981	39	0	3,598	0	2	1	5
4:45 PM	428	48	31	0	125	66	283	0	226	817	432	1	98	939	33	0	3,526	0	2	3	4
5:00 PM	407	54	35	0	116	72	251	0	227	791	433	1	92	905	37	0	3,420	0	3	3	3

Heavy Vehicle Summary



Clay Carney
(503) 833-2740

Out 24
In 32



SW 65th Ave & SW Lower Boones Ferry Rd

Wednesday, November 15, 2017
4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				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	2	2	13	7	3	23	0	5	0	5	30
4:15 PM	3	0	1	4	2	0	1	3	5	1	3	9	1	2	0	3	19
4:30 PM	1	0	0	1	0	0	3	3	6	2	0	8	0	1	0	1	13
4:45 PM	1	0	0	1	0	0	2	2	1	4	0	5	0	5	0	5	13
5:00 PM	0	1	0	1	0	0	1	1	4	3	2	9	0	4	0	4	15
5:15 PM	3	0	0	3	1	0	0	1	2	1	1	4	0	2	0	2	10
5:30 PM	1	0	0	1	0	0	2	2	3	5	2	10	0	5	0	5	18
5:45 PM	1	0	0	1	0	1	0	1	0	4	0	4	0	5	0	5	11
Total Survey	10	1	1	12	3	1	11	15	34	27	11	72	1	29	0	30	129

Heavy Vehicle Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound SW 65th Ave			Southbound SW 65th Ave			Eastbound SW Lower Boones Ferry Rd			Westbound SW Lower Boones Ferry Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	6	6	12	9	18	27	32	24	56	14	13	27	61
PHF	0.50			0.56			0.73			0.58			0.73

By Movement	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	1	1	6	2	0	7	9	17	10	5	32	1	13	0	14	61
PHF	0.50	0.25	0.25	0.50	0.25	0.00	0.58	0.56	0.53	0.42	0.63	0.73	0.25	0.54	0.00	0.58	0.73

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Lower Boones Ferry Rd				Westbound SW Lower Boones Ferry Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	5	0	1	6	2	0	8	10	25	14	6	45	1	13	0	14	75
4:15 PM	5	1	1	7	2	0	7	9	16	10	5	31	1	12	0	13	60
4:30 PM	5	1	0	6	1	0	6	7	13	10	3	26	0	12	0	12	51
4:45 PM	5	1	0	6	1	0	5	6	10	13	5	28	0	16	0	16	56
5:00 PM	5	1	0	6	1	1	3	5	9	13	5	27	0	16	0	16	54

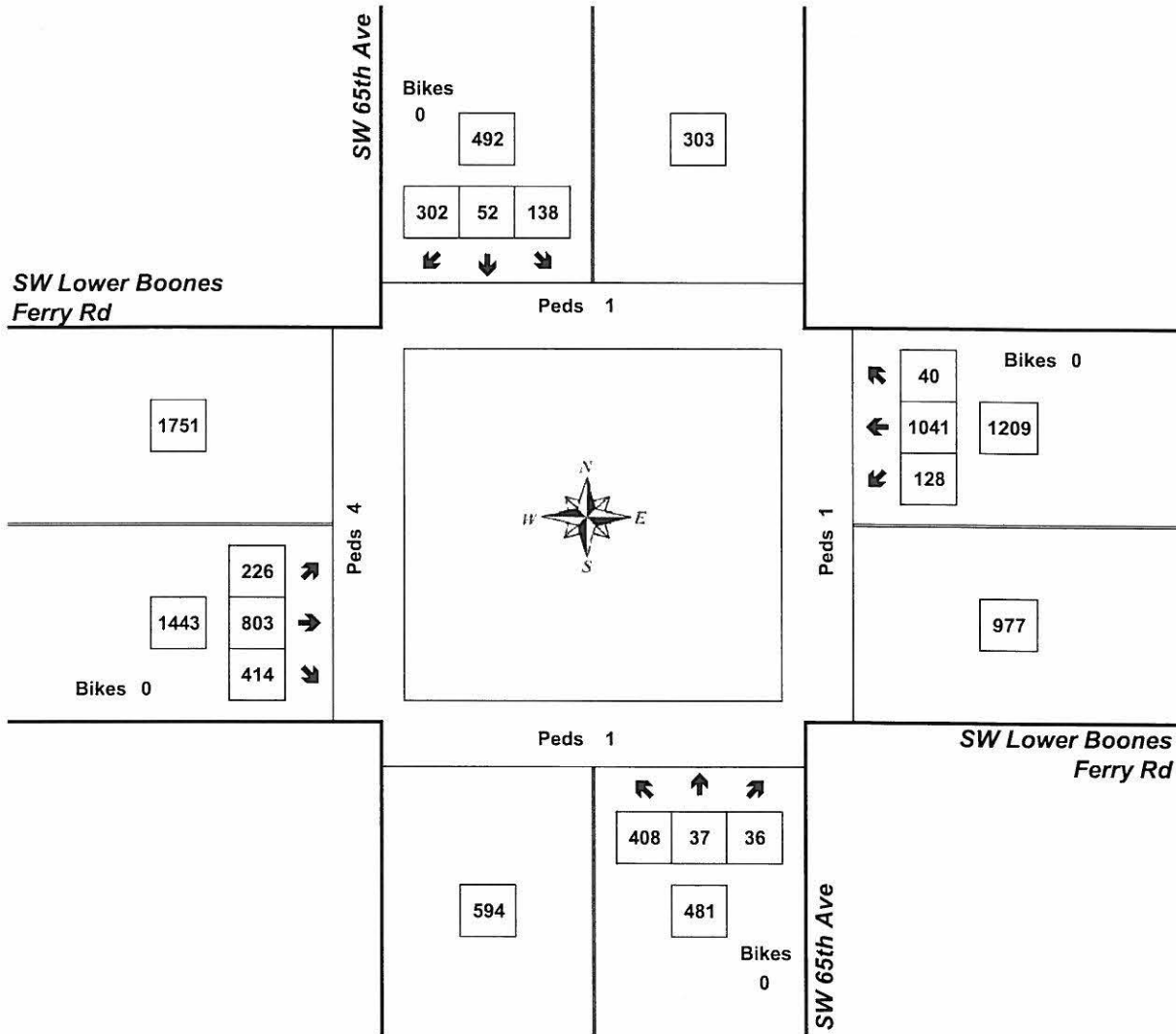
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 65th Ave & SW Lower Boones Ferry Rd

4:20 PM to 5:20 PM
Wednesday, November 15, 2017



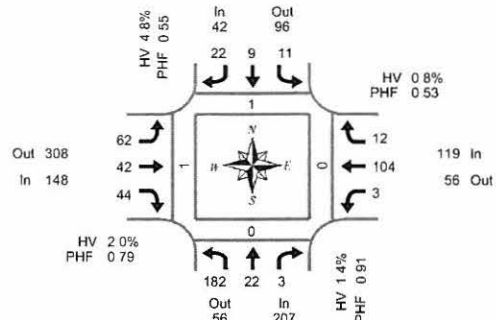
Approach	PHF	HV%	Volume
EB	0.91	2.2%	1,443
WB	0.91	1.2%	1,209
NB	0.87	1.2%	481
SB	0.91	1.8%	492
Intersection	0.96	1.7%	3,625

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

Total Vehicle Summary



Clay Carney
(503) 833-2740



**Peak Hour Summary
7:50 AM to 8:50 AM**

SW 65th Ave & SW Mcewan Rd

Tuesday, November 28, 2017

7:00 AM to 9:00 AM

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

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	0	0	0	0	0	0	4	0	1	0	0	3	0	0	20	0	0	0	0
7:05 AM	12	2	0	0	0	0	2	0	1	2	0	0	0	1	0	0	20	0	0	0	0
7:10 AM	13	0	0	0	0	0	1	0	5	3	3	0	0	7	0	0	32	0	0	0	0
7:15 AM	15	1	0	0	0	0	3	0	2	2	0	0	0	5	0	0	28	0	0	0	0
7:20 AM	11	0	0	0	0	0	4	0	2	4	0	1	0	3	0	0	24	0	0	0	0
7:25 AM	19	1	0	0	0	0	4	0	2	2	1	0	0	9	0	0	36	0	0	0	0
7:30 AM	16	1	0	0	0	0	2	0	2	0	3	0	0	2	1	0	27	0	0	0	0
7:35 AM	14	1	0	0	2	0	1	0	4	4	1	0	0	3	0	0	30	0	0	0	0
7:40 AM	11	0	0	0	0	2	4	0	6	2	6	0	0	6	0	0	37	0	0	0	0
7:45 AM	18	0	0	0	0	0	0	0	4	2	0	0	0	7	0	0	31	0	0	1	0
7:50 AM	22	4	0	0	0	0	5	0	4	5	2	0	0	5	0	0	47	0	0	0	0
7:55 AM	15	0	0	0	0	0	1	0	9	2	6	0	0	8	0	0	41	0	0	0	0
8:00 AM	14	2	0	0	0	0	2	0	10	0	4	0	0	9	0	0	41	0	0	0	0
8:05 AM	19	1	0	0	0	0	2	0	6	3	3	0	0	5	0	0	39	0	0	0	1
8:10 AM	17	0	1	0	3	0	2	0	4	5	4	0	0	7	0	0	43	0	0	0	0
8:15 AM	14	3	0	0	3	1	2	0	3	8	5	0	2	4	4	0	49	0	0	0	0
8:20 AM	9	3	1	0	5	1	2	0	8	7	3	0	0	18	0	0	57	0	0	0	0
8:25 AM	20	2	1	0	0	1	1	0	2	2	3	0	1	23	3	0	59	1	0	0	0
8:30 AM	10	2	0	0	0	2	2	0	2	6	2	0	0	10	1	0	37	0	0	0	0
8:35 AM	8	2	0	0	0	0	3	0	3	2	3	0	0	6	1	0	28	0	0	0	0
8:40 AM	21	0	0	0	0	3	0	0	6	0	3	0	0	8	1	0	42	0	0	0	0
8:45 AM	13	3	0	0	0	1	0	0	5	2	6	0	0	1	2	0	33	0	0	0	0
8:50 AM	9	4	0	0	0	0	2	0	1	2	4	0	0	1	0	0	23	0	0	0	0
8:55 AM	10	1	0	0	0	0	3	0	3	1	4	0	0	9	2	0	33	0	0	0	0
Total Survey	342	33	3	0	13	11	48	0	98	66	67	1	3	160	15	0	859	1	0	1	1

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

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	37	2	0	0	0	0	3	0	10	5	4	0	0	11	0	0	72	0	0	0	0
7:15 AM	45	2	0	0	0	0	11	0	6	8	1	1	0	17	0	0	90	0	0	0	0
7:30 AM	41	2	0	0	2	2	7	0	12	6	10	0	0	11	1	0	94	0	0	0	0
7:45 AM	55	4	0	0	0	0	6	0	17	9	8	0	0	20	0	0	119	0	0	1	0
8:00 AM	50	3	1	0	3	0	6	0	20	8	11	0	0	21	0	0	123	0	0	0	1
8:15 AM	43	8	2	0	8	3	5	0	13	17	11	0	3	45	7	0	165	1	0	0	0
8:30 AM	39	4	0	0	0	5	5	0	11	8	8	0	0	24	3	0	107	0	0	0	0
8:45 AM	32	8	0	0	0	1	5	0	9	5	14	0	0	11	4	0	89	0	0	0	0
Total Survey	342	33	3	0	13	11	48	0	98	66	67	1	3	160	15	0	859	1	0	1	1

Peak Hour Summary 7:50 AM to 8:50 AM

By Approach	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	207	56	263	0	42	96	138	0	148	308	456	0	119	56	175	0	516	1	0	0	1
%HV		1.4%				4.8%				2.0%				0.8%			1.7%				
PHF		0.91				0.55				0.79				0.53			0.78				

By Movement	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	182	22	3	207	11	9	22	42	62	42	44	148	3	104	12	119	516
%HV	1.1%	4.5%	0.0%	1.4%	9.1%	11.1%	0.0%	4.8%	0.0%	2.4%	4.5%	2.0%	0.0%	0.0%	8.3%	0.8%	1.7%
PHF	0.89	0.69	0.38	0.91	0.25	0.45	0.69	0.55	0.62	0.53	0.85	0.79	0.25	0.51	0.43	0.53	0.78

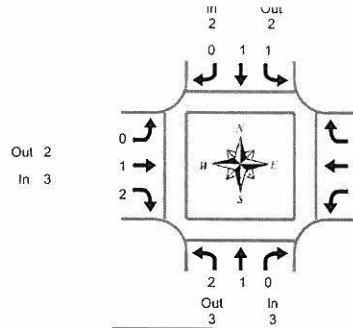
Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	178	10	0	0	2	2	27	0	45	28	23	1	0	59	1	0	375	0	0	1	0
7:15 AM	191	11	1	0	5	2	30	0	55	31	30	1	0	69	1	0	426	0	0	1	1
7:30 AM	189	17	3	0	13	5	24	0	62	40	40	0	3	97	8	0	501	1	0	1	1
7:45 AM	187	19	3	0	11	8	22	0	61	42	38	0	3	110	10	0	514	1	0	1	1
8:00 AM	164	23	3	0	11	9	21	0	53	38	44	0	3	101	14	0	484	1	0	0	1

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 65th Ave & SW Mcewan Rd

Tuesday, November 28, 2017

7:00 AM to 9:00 AM

Peak Hour Summary
7:50 AM to 8:50 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	1	1	0	0	0	0	1
7:05 AM	0	0	0	0	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	0	0	0	0
7:15 AM	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	1	1	0	0	0	0	0	0	0	0	1
7:25 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
7:40 AM	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
7:50 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
8:25 AM	0	1	0	1	0	0	0	0	0	1	1	1	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:40 AM	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
8:50 AM	0	0	0	0	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	1	1	0	0	0	0	1
Total Survey	2	1	0	3	2	1	2	5	0	2	5	7	0	0	1	1	16

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	1	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
8:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Survey	2	1	0	3	2	1	2	5	0	2	5	7	0	0	1	1	16

Heavy Vehicle Peak Hour Summary

7:50 AM to 8:50 AM

By Approach	Northbound SW 65th Ave			Southbound SW 65th Ave			Eastbound SW Mcewan Rd			Westbound SW Mcewan Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	3	6	2	2	4	3	2	5	1	2	3	9
PHF	0.38			0.25			0.38			0.25			0.45

By Movement	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	1	0	3	1	1	0	2	0	1	2	3	0	0	1	1	9
PHF	0.25	0.25	0.00	0.38	0.25	0.25	0.00	0.25	0.00	0.25	0.25	0.38	0.00	0.00	0.25	0.25	0.45

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	1	0	2	3	0	2	2	4	0	0	0	0	7
7:15 AM	2	0	0	2	1	0	2	3	0	2	1	3	0	0	0	0	8
7:30 AM	2	1	0	3	2	0	0	2	0	2	2	4	0	0	0	0	9
7:45 AM	2	1	0	3	1	1	0	2	0	1	2	3	0	0	1	1	9
8:00 AM	2	1	0	3	1	1	0	2	0	0	3	3	0	0	1	1	9

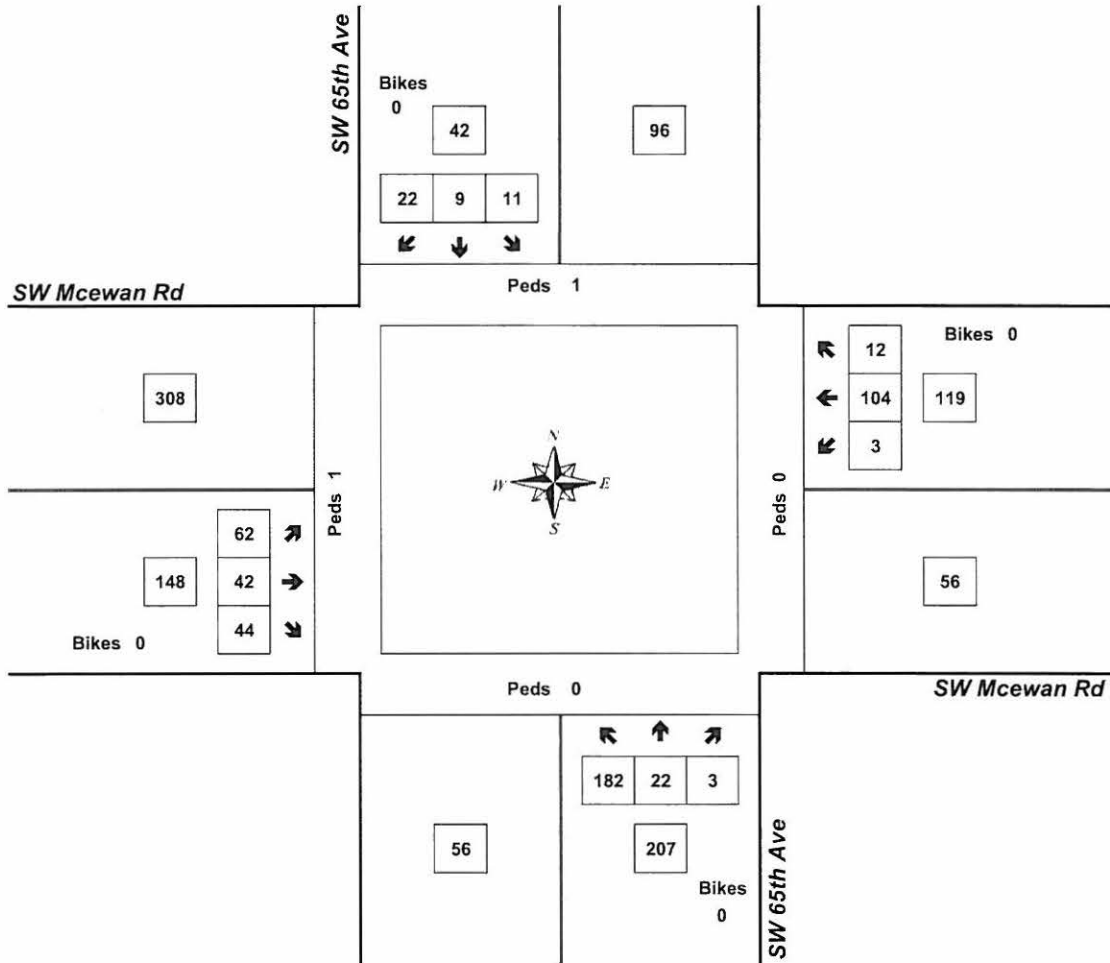
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 65th Ave & SW Mcewan Rd

7:50 AM to 8:50 AM
Tuesday, November 28, 2017



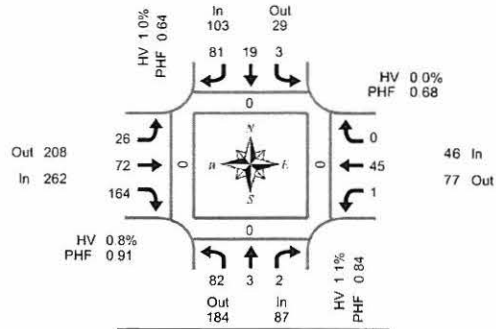
Approach	PHF	HV%	Volume
EB	0.79	2.0%	148
WB	0.53	0.8%	119
NB	0.91	1.4%	207
SB	0.55	4.8%	42
Intersection	0.78	1.7%	516

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

Total Vehicle Summary



Clay Carney
(503) 833-2740



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

SW 65th Ave & SW Mcewan Rd

Tuesday, November 28, 2017
4:00 PM to 6:00 PM

**5-Minute Interval Summary
4:00 PM to 6:00 PM**

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	4	0	0	0	1	0	4	0	0	6	10	0	0	4	1	0	30	0	0	0	1
4:05 PM	10	0	0	0	0	1	7	0	4	4	18	0	0	2	0	0	46	0	0	0	0
4:10 PM	5	1	0	0	0	3	6	0	2	5	12	0	0	3	0	0	37	0	0	0	0
4:15 PM	6	1	0	0	0	2	2	0	4	0	15	0	0	8	0	0	38	0	0	0	0
4:20 PM	10	0	0	0	1	1	2	0	3	5	16	0	0	4	0	0	42	0	0	0	0
4:25 PM	6	0	0	0	0	1	4	0	3	8	10	0	0	2	1	0	35	0	0	0	0
4:30 PM	3	0	0	0	0	2	6	0	1	4	13	0	0	4	0	0	33	0	0	0	0
4:35 PM	8	0	0	0	0	2	8	0	1	4	15	0	0	7	0	0	45	0	0	0	0
4:40 PM	9	0	0	0	0	2	1	0	3	4	11	0	0	4	0	0	34	0	0	0	0
4:45 PM	10	1	1	0	0	2	3	0	5	4	18	0	0	2	0	0	46	0	0	0	0
4:50 PM	4	1	0	0	0	0	4	0	0	10	9	0	0	0	1	0	29	1	0	0	0
4:55 PM	2	1	0	0	0	2	6	0	1	5	14	0	0	4	0	0	35	0	0	0	0
5:00 PM	2	0	0	0	1	1	9	0	2	5	20	0	0	7	0	0	47	0	0	0	0
5:05 PM	7	0	0	0	0	5	13	0	1	8	9	0	1	3	0	0	47	0	0	0	0
5:10 PM	9	0	0	0	0	0	11	0	1	6	13	0	0	0	0	0	40	0	0	0	0
5:15 PM	3	2	1	0	0	3	8	0	1	4	17	0	0	5	0	0	44	0	0	0	0
5:20 PM	10	0	0	0	0	2	6	0	4	3	16	0	0	1	0	0	42	0	0	0	0
5:25 PM	4	0	0	0	1	2	4	0	3	5	9	0	0	6	0	0	34	0	0	0	0
5:30 PM	9	0	0	0	0	1	3	0	3	8	16	0	0	0	0	0	40	0	0	0	0
5:35 PM	7	1	0	0	0	2	5	0	1	2	12	0	0	9	0	0	39	0	0	0	0
5:40 PM	5	0	1	0	1	0	5	0	1	9	11	0	0	5	0	0	38	0	0	0	0
5:45 PM	7	0	0	0	0	0	7	0	3	11	12	0	0	3	0	0	43	0	0	0	0
5:50 PM	13	0	0	0	0	1	5	0	3	5	11	0	0	2	0	0	40	0	0	0	0
5:55 PM	6	0	0	0	0	2	5	0	3	6	18	0	0	4	0	0	44	0	0	0	0
Total Survey	159	8	3	0	5	37	134	0	53	131	325	0	1	89	3	0	948	1	0	0	1

**15-Minute Interval Summary
4:00 PM to 6:00 PM**

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	19	1	0	0	1	4	17	0	6	15	40	0	0	9	1	0	113	0	0	0	1
4:15 PM	22	1	0	0	1	4	8	0	10	13	41	0	0	14	1	0	115	0	0	0	0
4:30 PM	20	0	0	0	0	6	15	0	5	12	39	0	0	15	0	0	112	0	0	0	0
4:45 PM	16	3	1	0	0	4	13	0	6	19	41	0	0	6	1	0	110	1	0	0	0
5:00 PM	18	0	0	0	1	6	33	0	4	19	42	0	1	10	0	0	134	0	0	0	0
5:15 PM	17	2	1	0	1	7	18	0	8	12	42	0	0	12	0	0	120	0	0	0	0
5:30 PM	21	1	1	0	1	3	13	0	5	19	39	0	0	14	0	0	117	0	0	0	0
5:45 PM	26	0	0	0	0	3	17	0	9	22	41	0	0	9	0	0	127	0	0	0	0
Total Survey	159	8	3	0	5	37	134	0	53	131	325	0	1	89	3	0	948	1	0	0	1

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

By Approach	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	87	184	271	0	103	29	132	0	262	208	470	0	46	77	123	0	498	0	0	0	0
%HV	1.1%				1.0%				0.8%				0.0%				0.8%				
PHF	0.84				0.64				0.91				0.88				0.93				

By Movement	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	82	3	2	87	3	19	81	103	26	72	164	262	1	45	0	46	498
%HV	0.0%	0.0%	50.0%	1.1%	0.0%	0.0%	1.2%	1.0%	3.8%	0.0%	0.6%	0.8%	0.0%	0.0%	0.0%	0.0%	0.8%
PHF	0.79	0.38	0.50	0.84	0.75	0.59	0.61	0.64	0.65	0.72	0.89	0.91	0.25	0.66	0.00	0.68	0.93

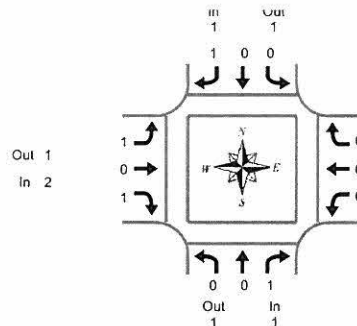
**Rolling Hour Summary
4:00 PM to 6:00 PM**

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	77	5	1	0	2	18	53	0	27	59	161	0	0	44	3	0	450	1	0	0	1
4:15 PM	76	4	1	0	2	20	69	0	25	63	163	0	1	45	2	0	471	1	0	0	0
4:30 PM	71	5	2	0	2	23	79	0	23	62	164	0	1	43	1	0	476	1	0	0	0
4:45 PM	72	6	3	0	3	20	77	0	23	69	164	0	1	42	1	0	481	1	0	0	0
5:00 PM	82	3	2	0	3	19	81	0	26	72	164	0	1	45	0	0	498	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 65th Ave & SW Mcewan Rd

Tuesday, November 28, 2017

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 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	0	0	0	0	0	1	0	1	1
4:05 PM	0	0	0	0	0	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	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	2
4:25 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:50 PM	0	0	0	0	0	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	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
5:05 PM	0	0	0	0	0	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	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	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	1	1	0	0	0	0	0	1
5:40 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	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	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	1	0	1	2	0	1	3	4	3	0	2	5	0	1	1	2		13

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				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	0	0	0	0	1	0	1	1	
4:15 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	0	1	1	5	
4:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
5:30 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Survey	1	0	1	2	0	1	3	4	3	0	2	5	0	1	1	2		13

Heavy Vehicle Peak Hour Summary

5:00 PM to 6:00 PM

By Approach	Northbound SW 65th Ave			Total	Southbound SW 65th Ave			Total	Eastbound SW Mcewan Rd			Total	Westbound SW Mcewan Rd			Total	
	In	Out	Total		In	Out	Total		In	Out	Total		In	Out	Total		
Volume	1	1	2		1	1	2		2	1	3		0	1	1		4
PHF	0.25				0.25				0.25				0.00				0.50

By Movement	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				Total				
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total					
Volume	0	0	1	1	0	0	1	1	1	0	1	2	0	0	0	0	0	0	0	0	4
PHF	0.00	0.00	0.25	0.25	0.00	0.00	0.25	0.25	0.25	0.00	0.25	0.25	0.00	0.00	0.00	0.00					0.50

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 65th Ave				Southbound SW 65th Ave				Eastbound SW Mcewan Rd				Westbound SW Mcewan Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	0	0	1	0	1	2	3	2	0	1	3	0	1	1	2	9
4:15 PM	1	0	0	1	0	1	3	4	2	0	1	3	0	0	1	1	9
4:30 PM	1	0	0	1	0	0	3	3	1	0	0	1	0	0	0	0	5
4:45 PM	1	0	1	2	0	0	1	1	1	0	1	2	0	0	0	0	5
5:00 PM	0	0	1	1	0	0	1	1	1	0	1	2	0	0	0	0	4

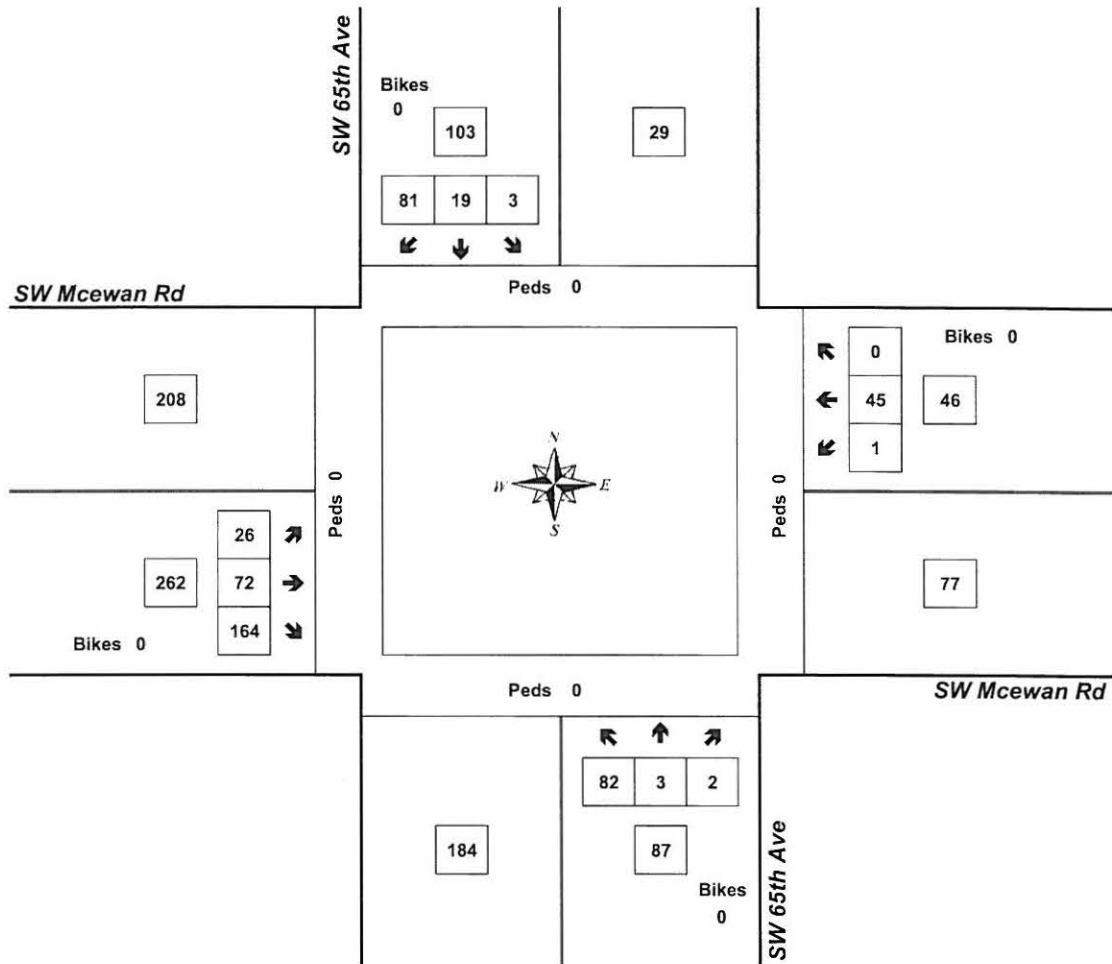
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 65th Ave & SW Mcewan Rd

5:00 PM to 6:00 PM
Tuesday, November 28, 2017



Approach	PHF	HV%	Volume
EB	0.91	0.8%	262
WB	0.68	0.0%	46
NB	0.84	1.1%	87
SB	0.64	1.0%	103
Intersection	0.93	0.8%	498

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

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE
65TH AVE at BOONES FERRY RD, City of Tualatin, Clackamas County, 01/01/2011 to 12/31/2015

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2012														
ANGLE	0	1	0	1	0	4	0	0	1	0	1	1	0	0
REAR-END	0	2	1	3	0	3	0	1	2	2	1	3	0	0
YEAR 2012 TOTAL	0	3	1	4	0	7	0	1	3	2	2	4	0	0
YEAR: 2011														
REAR-END	0	1	1	2	0	1	0	0	1	1	1	2	0	0
YEAR 2011 TOTAL	0	1	1	2	0	1	0	0	1	1	1	2	0	0
FINAL TOTAL	0	4	2	6	0	8	0	1	4	3	3	6	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.

CDS180
01/14/2017

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-FREIGHT CRASH REPORTING

Page: 1

CITY OF TUALATIN, CLACKAMAS COUNTY

65TH AVE at BOONES FERRY RD, City of Tualatin, Clackamas County, 01/01/2011 to 12/31/2015

TOTAL CRASH RECORDS: 6

CRASH ID	DATE	CLASS	CITY STREET	RD CLAS	INT-TYPE	INT-REL	OFFRD	WTR	CRASH	SPCL USE	MOVE	PREC	NO	A	S	PRD	ACT	EVENT	CAUSE
INVERT	TIME	DISC	FIRST STREET	DIRECTION	LEIS	TRAF	ENCL	SURF	CDL	TRIP CTY	FRON	PRD	NO	E	X	RES	LOC	SECTOP	
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20			SECOND STREET	TO TH	(LANE)	(CNT)	LEVAY	DI JUT	SVETY	VE TYPE	TO	DR TYPE	SVRTY	E	X	RES	LOC	SECTOP	
06216	11/15/2012	14	BOONES FERRY RD SW 65TH AVE	INTER	CROSS	N	N	RAIN	S-1STOP	01 NONE	0	STRECHT							
	06	0								01 NONE	0	STRECHT							
										02 NONE	0	STOP							
										02 NONE	0	STOP							
										02 NONE	0	STOP							
01248	10/14/2012	14	BOONES FERRY RD SW 65TH AVE	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	0	STRECHT							
	06	0								01 NONE	0	STRECHT							
										02 NONE	0	STOP							
										02 NONE	0	STOP							
04430	11/19/2012	14	BOONES FERRY RD SW 65TH AVE	INTER	CROSS	N	N	RAIN	S-1STOP	01 NONE	0	STRECHT							
	06	1								01 NONE	0	STRECHT							
										02 NONE	0	STOP							
										02 NONE	0	STOP							
04611	12/12/2011	16	BOONES FERRY RD SW 65TH AVE	INTER	CROSS	N	N	DRY	S-1STOP	01 NONE	0	STRECHT							
	06	0								01 NONE	0	STRECHT							
										02 NONE	0	STOP							
										02 NONE	0	STOP							
04749	11/11/2011	16	BOONES FERRY RD SW 65TH AVE	INTER	CROSS	N	N	RAIN	S-1STOP	01 NONE	0	STRECHT							
	06	0								01 NONE	0	STRECHT							
										02 NONE	0	STOP							
										02 NONE	0	STOP							
06214	11/23/2013	14	BOONES FERRY RD SW 65TH AVE	INTER	CROSS	N	N	RAIN	ANGL-OTH	01 NONE	0	STRECHT							
	06	1								01 NONE	0	STRECHT							
										01 NONE	0	STRECHT							
										01 NONE	0	STRECHT							

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 CRS 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.

ODS380
01/14/2017

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

Page: 2

CITY OF TUALATIN, CLACKAMAS COUNTY

65TH AVE at BOONES FERRY RD, City of Tualatin, Clackamas County, 01/01/2011 to 12/31/2015

TOTAL CRASH RECORDS: 6

SR	RD	INT-TYPE	SPCL USE	MOV	A	S	ACT	CAUSE											
FILE	DATE	CLASS	CITY STREET	RD CHAR	(MEDIAN)	INT-REL	OFFSD	WTR	CRASH	TRKR	CTY	MOV	PRC	INF	G	E	LICNS	PRD	
INVEST	FILE	DATE	CLASS	CITY STREET	RD CHAR	(MEDIAN)	INT-REL	OFFSD	WTR	CRASH	TRKR	CTY	MOV	PRC	INF	G	E	LICNS	PRD
INVEST	FILE	DATE	CLASS	CITY STREET	RD CHAR	(MEDIAN)	INT-REL	OFFSD	WTR	CRASH	TRKR	CTY	MOV	PRC	INF	G	E	LICNS	PRD

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
CRASH SUMMARIES BY YEAR BY COLLISION TYPE
65TH AVE at LOWER BOONES FERRY, City of Tualatin, Washington County, 01/01/2011 to 12/31/2015

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2014														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	1	0	1
YEAR 2014 TOTAL	0	0	1	1	0	0	0	0	1	0	1	1	0	1
YEAR: 2012														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2012 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2011														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
YEAR 2011 TOTAL	0	1	1	2	0	1	0	1	1	1	1	2	0	0
FINAL TOTAL	0	1	3	4	0	1	0	2	2	2	2	4	0	1

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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

65TH AVE at LOWER BOONES FERRY, City of Tualatin, Washington County, 01/01/2011 to 12/31/2015

Total crash records: 4

SPR	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OPRD	WTR	CRASH	SPEC USE	TRLR	CTY	MOVE	PREC	NO	G	K	LICNS	PKD	ACT	EVENT	CAUSE
DRIVER	TIME	FROM	SECOND STREET	DIR	(LANES)	CONTR	DEVMY	DLT	SVCTY	VEH TYPE	TO	PR	TYE	SVRTY	B	X	PSS	LR	ERROR			
74117	04/20/2012	13	SW LOWER BOONES FERRY INTER	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT							000	000	00
NONE	01A	0	SW 65TH AVE	N		TRF SIGNAL	N	DRY	FLAR	01	PSNGR	CAR	N	DRVF	NONE	00	M	DR-Y	026	000	00	
				06	0			DAY	FLD	02	NONE	0	STOP							000	000	00
										01	DRVF	CAR	N	DRVF	NONE	39	F	DR-Y	000	000	00	02
26944	07/15/2014	14	SW LOWER BOONES FERRY INTER	INTER	CROSS	N	Y	RAIN	F-X DR	01	NONE	0	STRGHT							055	000	00
CITY	SA		SW 65TH AVE	E		TRF SIGNAL	N	WET	FLX	01	PRVTE	CAR	N	DRVF	NONE	22	M	DR-Y	047,000	000	000	00
				05	0			DLT	FLD	01	PSNGR	CAR	N	DRVF	NONE	22	M	DR-Y	000	000	000	00
										01	DRVF	CAR	N	DRVF	NONE	22	M	DR-Y	000	000	000	00
23373	05/18/2011	14	SW LOWER BOONES FERRY INTER	INTER	CROSS	N	N	CLR	S-1STOP	01	UNKN	0	STRGHT							011	000	00
CITY	SA		SW 65TH AVE	N		TRF SIGNAL	N	DRY	FLAR	01	UNKN	0	STRGHT							000	000	00
				06	0			DAY	INJ	01	PSNGR	CAR	N	DRVF	NONE	00	DR	DR-Y	026	000	000	00
										02	NONE	0	STOP							000	000	00
										01	DRVF	CAR	N	DRVF	NONE	11	F	DR-Y	000	000	000	00
										03	NONE	0	STOP							022	000	00
										01	DRVF	CAR	N	DRVF	NONE	56	F	DR-Y	000	000	000	00
45508	04/13/2011	14	SW LOWER BOONES FERRY INTER	INTER	CROSS	N	N	RAIN	S-1 L-TURN	01	NONE	0	STRGHT							000	000	00
NONE	SU		SW 65TH AVE	DN		TRF SIGNAL	N	WET	FLAN	01	PRVTE	CAR	N	DRVF	NONE	27	F	DR-Y	000	000	000	00
				07	0			DLT	FLD	01	PSNGR	CAR	N	DRVF	NONE	27	F	DR-Y	000	000	000	00
										02	UNKN	0	TURN-L							000	000	00
										01	PSNGR	CAR	N	DRVF	NONE	00	M	DR-Y	004,028	000	000	00

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE
65TH AVE at MCEWAN RD, City of Tualatin, Clackamas County, 01/01/2011 to 12/31/2015

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
FINAL TOTAL														

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE
65TH AVE at MCEWAN RD, City of Tualatin, Washington County, 01/01/2011 to 12/31/2015

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR 2013 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0

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ODS380
11/14/2017

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING
65TH AVE at MCEWAN RD, City of Tualatin, Washington County, 01/01/2011 to 12/31/2015
 TOTAL Crash Records: 1

Page 1

SECT	DATE	CLASS	CITY STREET	CRASH	INT-TYPE	OPTRD	WTR	CRASH	SPCL USE	MOVE	PRC	IND	A	S	ACT	SVLNT	CAUSE									
REPORT	DATE	DIST	FIRST STREET	DIRECT	LEGS	IMPAT	DRVWY	SLHT	SVLTY	VE TYPE	TO	PR TYE	SVRTY	E	X	BFS	LOC	SPROP	ACT	SVLNT	CAUSE					
INVEST	D	S	K TIME	FROM	SECOND STREET	LO TH	PLANE-1	CONTR	DRVWY	SLHT	SVLTY	VE TYPE	TO	PR TYE	SVRTY	E	X	BFS	LOC	SPROP	ACT	SVLNT	CAUSE			
00203	N N N N N 10/10 2013	LC	SW MCEWAN RD	INTER	2-LEG	H	N	CLC	INCL-OTH	01	NONE	0	STRAHT										00			
CITY	WS	0	SW 65TH AVE	7N		STOP SIGN	N	DRY	TURN		PRVTE		STRAHT										00			
	40			03	0		N	DRY	PLD		PSNGR CAR			01	DRVE	NONE	41	F	OR-Y				000	000	00	
											02	NONE	0	TURN-L										000	000	00
											PRVTE		TURN-L											000	000	00
											PSNGR CAR			01	DRVE	NONE	05	F	OTH-Y					028	000	00

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CDS150
11/14/2017

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE
65TH AVE at MCEWAN RD, City of Tualatin, Washington County, 01/01/2011 to 12/31/2015

Page: 1

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR 2013 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	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
65TH AVE at MCEWAN RD, City of Tualatin, Washington County, 01/01/2011 to 12/31/2015
Total crash records: 1

SECT	EVENT	D	C	S	U	K	TIME	FRUN	SECOND	STREET	INT	CLAS	RE	CLAS	INT-TYPE	INT-REL	OP	WTR	CRASH	SPCL	USE	TRLE	CTY	MOVE	PR	CT	LN	Q	E	LOC	REF	ANT	EVENT	INCR
TYPE	DATE	CLASS	CITY	STREET	RE	CLAS	INT-TYPE	INT-REL	OP	WTR	CRASH	SPCL	USE	TRLE	CTY	MOVE	PR	CT	LN	Q	E	LOC	REF	ANT	EVENT	INCR								
01	01/01/2011	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
01	01/01/2011	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01

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Left-Turn Lane Warrant Analysis

Le

Project: TVF&R Station 39
 Intersection: North Site Access at SW McEwan Road
 Date: 11/28/2017
 Scenario: 2019 Background plus Site Conditions - AM Peak Hour

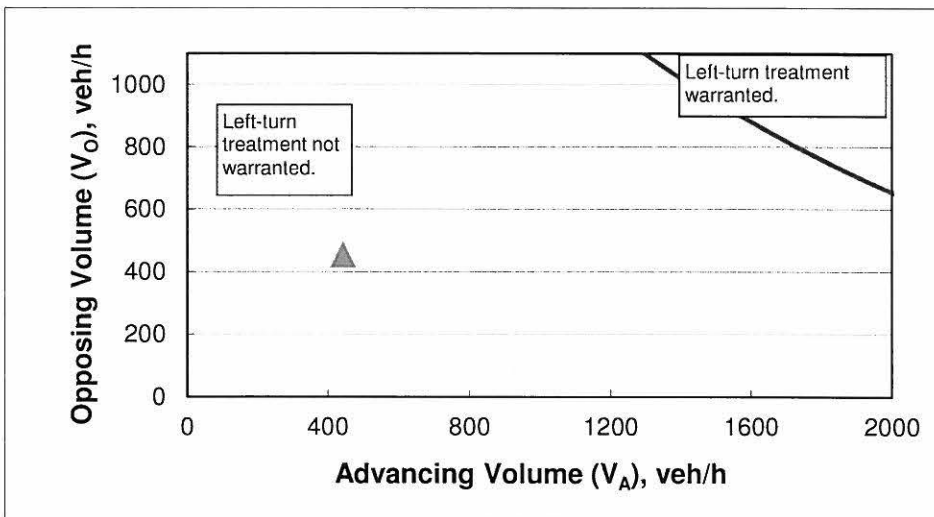
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	443
Opposing volume (V_O), veh/h:	454

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	2456
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

2e

Project: TVF&R Station 39
 Intersection: North Site Access at SW McEwan Road
 Date: 11/28/2017
 Scenario: 2019 Background plus Site Conditions - PM Peak Hour

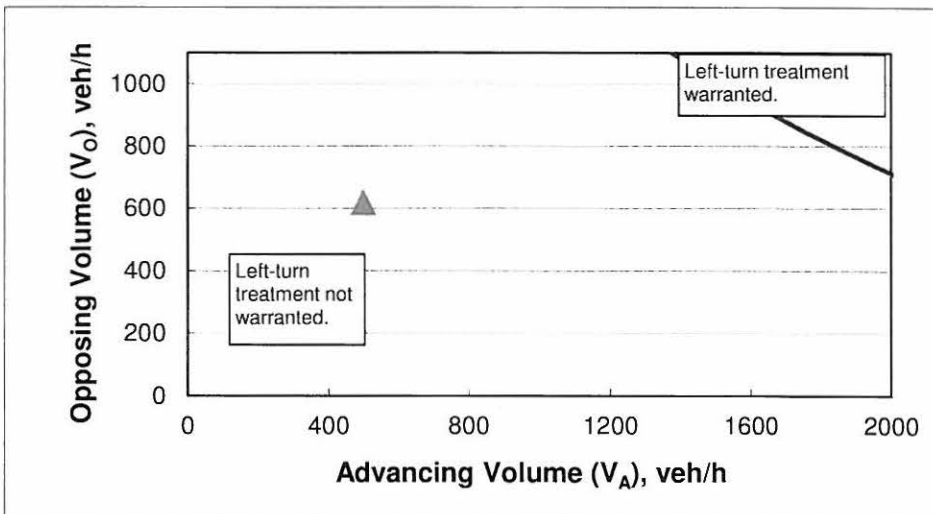
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	499
Opposing volume (V_O), veh/h:	620

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	2199
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

Traffic Signal Warrant Analysis

Project: TVF&R Station 39
 Date: 11/30/2017
 Scenario: Year 2019 Background plus Site Conditions

Major Street:	SW McEwan Road	Minor Street:	SW 65th Avenue
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	322	PM Peak Hour Volumes:	90

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	3,220	8,850	
Minor Street*	900	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	3,220	13,300	
Minor Street*	900	1,350	No
<i>Combination Warrant</i>			
Major Street	3,220	10,640	
Minor Street*	900	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

1e

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.

Le

*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 65th Avenue & SW Lower Boones Ferry Road

11/30/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	975	306	102	811	30	365	32	28	63	24	125
Future Volume (vph)	232	975	306	102	811	30	365	32	28	63	24	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95			1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.97	1.00
Satd. Flow (prot)	1719	3438	1515	1736	4955		1665	1655			1777	1559
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.64	1.00
Satd. Flow (perm)	1719	3438	1515	1736	4955		1665	1655			1178	1559
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	252	1060	333	111	882	33	397	35	30	68	26	136
RTOR Reduction (vph)	0	0	151	0	4	0	0	6	0	0	0	48
Lane Group Flow (vph)	252	1060	182	111	911	0	230	226	0	0	94	88
Confl. Peds. (#/hr)	5		1	1		5	1		3	3		1
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	pm+ov
Protected Phases	7	4	2	3	8		2	2			6	7
Permitted Phases			4							6		6
Actuated Green, G (s)	15.7	28.4	44.2	6.9	19.6		15.8	15.8			11.6	27.3
Effective Green, g (s)	15.7	28.4	44.2	6.9	19.6		15.8	15.8			11.6	27.3
Actuated g/C Ratio	0.19	0.35	0.55	0.09	0.24		0.20	0.20			0.14	0.34
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	334	1209	914	148	1203		325	324			169	614
v/s Ratio Prot	c0.15	c0.31	0.04	0.06	0.18		c0.14	0.14				0.03
v/s Ratio Perm			0.08								c0.08	0.03
v/c Ratio	0.75	0.88	0.20	0.75	0.76		0.71	0.70			0.56	0.14
Uniform Delay, d1	30.7	24.5	9.3	36.1	28.3		30.3	30.2			32.2	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	9.3	7.4	0.1	19.0	2.8		6.9	6.4			3.9	0.1
Delay (s)	40.0	31.9	9.4	55.1	31.1		37.2	36.7			36.1	18.7
Level of Service	D	C	A	E	C		D	D			D	B
Approach Delay (s)		28.6			33.7			36.9			25.8	
Approach LOS		C			C			D			C	

Intersection Summary

HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	80.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Intersection Delay, s/veh 10
 Intersection LOS A

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	62	42	44	3	104	12	182	22	3	11	9	22
Future Vol, veh/h	62	42	44	3	104	12	182	22	3	11	9	22
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
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	5	5	5
Mvmt Flow	79	54	56	4	133	15	233	28	4	14	12	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	9.3	10.9	8.4
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	88%	42%	3%	26%
Vol Thru, %	11%	28%	87%	21%
Vol Right, %	1%	30%	10%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	148	119	42
LT Vol	182	62	3	11
Through Vol	22	42	104	9
RT Vol	3	44	12	22
Lane Flow Rate	265	190	153	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.367	0.255	0.208	0.073
Departure Headway (Hd)	4.973	4.839	4.907	4.907
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	719	738	726	722
Service Time	3.036	2.901	2.973	2.99
HCM Lane V/C Ratio	0.369	0.257	0.211	0.075
HCM Control Delay	10.9	9.6	9.3	8.4
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	1	0.8	0.2

HCM Signalized Intersection Capacity Analysis
 1: SW 65th Avenue & SW Lower Boones Ferry Road

11/30/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	803	414	128	1041	40	408	37	36	138	52	302
Future Volume (vph)	226	803	414	128	1041	40	408	37	36	138	52	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95			1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.96	1.00
Satd. Flow (prot)	1770	3539	1562	1787	5103		1698	1685			1797	1570
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.96	1.00
Satd. Flow (perm)	1770	3539	1562	1787	5103		1698	1685			1797	1570
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)	235	836	431	133	1084	42	425	39	38	144	54	315
RTOR Reduction (vph)	0	0	216	0	5	0	0	7	0	0	0	47
Lane Group Flow (vph)	235	836	215	133	1121	0	251	244	0	0	198	268
Confl. Peds. (#/hr)	1		1	1		1	4		1	1		4
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	7	4	2	3	8		2	2		6	6	7
Permitted Phases			4									6
Actuated Green, G (s)	15.0	24.6	41.0	9.3	18.9		16.4	16.4			13.9	28.9
Effective Green, g (s)	15.0	24.6	41.0	9.3	18.9		16.4	16.4			13.9	28.9
Actuated g/C Ratio	0.18	0.30	0.50	0.11	0.23		0.20	0.20			0.17	0.35
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	322	1059	864	202	1173		338	336			303	637
v/s Ratio Prot	c0.13	0.24	0.05	0.07	c0.22		c0.15	0.14			c0.11	0.08
v/s Ratio Perm			0.09									0.09
v/c Ratio	0.73	0.79	0.25	0.66	0.96		0.74	0.73			0.65	0.42
Uniform Delay, d1	31.7	26.4	11.8	34.9	31.2		30.9	30.8			31.9	20.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	8.0	4.0	0.2	7.5	16.7		8.5	7.6			5.0	0.4
Delay (s)	39.7	30.4	11.9	42.5	47.9		39.4	38.4			36.9	20.7
Level of Service	D	C	B	D	D		D	D			D	C
Approach Delay (s)		26.6			47.3			38.9			27.0	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Intersection Delay, s/veh 8.7
 Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	72	164	1	45	1	82	3	2	3	19	81
Future Vol, veh/h	26	72	164	1	45	1	82	3	2	3	19	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	28	77	176	1	48	1	88	3	2	3	20	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	8	8.7	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	94%	10%	2%	3%
Vol Thru, %	3%	27%	96%	18%
Vol Right, %	2%	63%	2%	79%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	262	47	103
LT Vol	82	26	1	3
Through Vol	3	72	45	19
RT Vol	2	164	1	81
Lane Flow Rate	94	282	51	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.321	0.066	0.132
Departure Headway (Hd)	4.937	4.099	4.666	4.289
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	879	767	835
Service Time	2.972	2.121	2.698	2.322
HCM Lane V/C Ratio	0.13	0.321	0.066	0.133
HCM Control Delay	8.7	9.1	8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.4	0.2	0.5

HCM Signalized Intersection Capacity Analysis

1: SW 65th Avenue & SW Lower Boones Ferry Road

11/30/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	1014	318	106	844	31	380	33	29	66	25	130
Future Volume (vph)	241	1014	318	106	844	31	380	33	29	66	25	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.96	1.00
Satd. Flow (prot)	1719	3438	1515	1736	4955		1665	1654			1776	1559
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.63	1.00
Satd. Flow (perm)	1719	3438	1515	1736	4955		1665	1654			1166	1559
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	262	1102	346	115	917	34	413	36	32	72	27	141
RTOR Reduction (vph)	0	0	154	0	4	0	0	6	0	0	0	48
Lane Group Flow (vph)	262	1102	192	115	947	0	240	235	0	0	99	93
Confl. Peds. (#/hr)	5		1	1		5	1		3	3		1
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	pm+ov
Protected Phases	7	4	2	3	8		2	2			6	7
Permitted Phases			4							6		6
Actuated Green, G (s)	16.1	29.5	45.6	6.7	20.1		16.1	16.1			12.0	28.1
Effective Green, g (s)	16.1	29.5	45.6	6.7	20.1		16.1	16.1			12.0	28.1
Actuated g/C Ratio	0.20	0.36	0.55	0.08	0.24		0.20	0.20			0.15	0.34
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	336	1232	922	141	1210		325	323			170	617
v/s Ratio Prot	c0.15	c0.32	0.04	0.07	0.19		c0.14	0.14				0.03
v/s Ratio Perm			0.09								c0.08	0.03
v/c Ratio	0.78	0.89	0.21	0.82	0.78		0.74	0.73			0.58	0.15
Uniform Delay, d1	31.4	24.9	9.2	37.2	29.1		31.1	31.0			32.8	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	10.9	8.6	0.1	29.1	3.4		8.5	7.9			5.0	0.1
Delay (s)	42.3	33.6	9.4	66.3	32.4		39.6	38.9			37.8	18.9
Level of Service	D	C	A	E	C		D	D			D	B
Approach Delay (s)		30.0			36.1			39.3			26.7	
Approach LOS		C			D			D			C	

Intersection Summary

HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection

Intersection Delay, s/veh 10.2
 Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	44	46	3	108	12	189	23	3	11	9	23
Future Vol, veh/h	65	44	46	3	108	12	189	23	3	11	9	23
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
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	5	5	5
Mvmt Flow	83	56	59	4	138	15	242	29	4	14	12	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	9.4	11.2	8.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	88%	42%	2%	26%
Vol Thru, %	11%	28%	88%	21%
Vol Right, %	1%	30%	10%	53%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	155	123	43
LT Vol	189	65	3	11
Through Vol	23	44	108	9
RT Vol	3	46	12	23
Lane Flow Rate	276	199	158	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.384	0.269	0.217	0.076
Departure Headway (Hd)	5.014	4.882	4.957	4.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	711	729	718	714
Service Time	3.082	2.951	3.03	3.048
HCM Lane V/C Ratio	0.388	0.273	0.22	0.077
HCM Control Delay	11.2	9.8	9.4	8.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.8	1.1	0.8	0.2

HCM Signalized Intersection Capacity Analysis
 1: SW 65th Avenue & SW Lower Boones Ferry Road

11/30/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	835	431	133	1083	42	424	38	37	144	54	314
Future Volume (vph)	235	835	431	133	1083	42	424	38	37	144	54	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95			1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.96	1.00
Satd. Flow (prot)	1770	3539	1562	1787	5102		1698	1685			1797	1570
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.96	1.00
Satd. Flow (perm)	1770	3539	1562	1787	5102		1698	1685			1797	1570
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)	245	870	449	139	1128	44	442	40	39	150	56	327
RTOR Reduction (vph)	0	0	219	0	5	0	0	7	0	0	0	47
Lane Group Flow (vph)	245	870	230	139	1167	0	261	253	0	0	206	280
Confl. Peds. (#/hr)	1		1	1		1	4		1	1		4
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	7	4	2	3	8		2	2		6	6	7
Permitted Phases			4									6
Actuated Green, G (s)	15.4	25.7	42.5	8.1	18.4		16.8	16.8			14.2	29.6
Effective Green, g (s)	15.4	25.7	42.5	8.1	18.4		16.8	16.8			14.2	29.6
Actuated g/C Ratio	0.19	0.31	0.51	0.10	0.22		0.20	0.20			0.17	0.36
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	329	1098	886	174	1133		344	341			308	646
v/s Ratio Prot	c0.14	0.25	0.05	0.08	c0.23		c0.15	0.15			c0.11	0.08
v/s Ratio Perm			0.09									0.10
v/c Ratio	0.74	0.79	0.26	0.80	1.03		0.76	0.74			0.67	0.43
Uniform Delay, d1	31.8	26.1	11.3	36.6	32.2		31.1	31.0			32.1	20.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	8.8	4.0	0.2	22.0	34.8		9.2	8.4			5.4	0.5
Delay (s)	40.7	30.1	11.5	58.6	67.0		40.3	39.4			37.5	20.7
Level of Service	D	C	B	E	E		D	D			D	C
Approach Delay (s)		26.4			66.1			39.9			27.2	
Approach LOS		C			E			D			C	

Intersection Summary			
HCM 2000 Control Delay	41.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	82.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Intersection Delay, s/veh 8.8
 Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	75	171	1	47	1	85	3	2	3	20	84
Future Vol, veh/h	27	75	171	1	47	1	85	3	2	3	20	84
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	29	81	184	1	51	1	91	3	2	3	22	90
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	8.1	8.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	94%	10%	2%	3%
Vol Thru, %	3%	27%	96%	19%
Vol Right, %	2%	63%	2%	79%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	273	49	107
LT Vol	85	27	1	3
Through Vol	3	75	47	20
RT Vol	2	171	1	84
Lane Flow Rate	97	294	53	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.134	0.336	0.069	0.138
Departure Headway (Hd)	4.977	4.123	4.703	4.328
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	719	872	761	826
Service Time	3.014	2.146	2.738	2.364
HCM Lane V/C Ratio	0.135	0.337	0.07	0.139
HCM Control Delay	8.8	9.2	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1.5	0.2	0.5

HCM Signalized Intersection Capacity Analysis
 1: SW 65th Avenue & SW Lower Boones Ferry Road

11/30/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	1014	322	107	844	31	383	33	30	66	25	130
Future Volume (vph)	241	1014	322	107	844	31	383	33	30	66	25	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.96	1.00
Satd. Flow (prot)	1719	3438	1515	1736	4955		1665	1654			1776	1559
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.63	1.00
Satd. Flow (perm)	1719	3438	1515	1736	4955		1665	1654			1168	1559
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	262	1102	350	116	917	34	416	36	33	72	27	141
RTOR Reduction (vph)	0	0	156	0	4	0	0	6	0	0	0	48
Lane Group Flow (vph)	262	1102	194	116	947	0	245	234	0	0	99	93
Confl. Peds. (#/hr)	5		1	1		5	1		3	3		1
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Perm	NA	pm+ov
Protected Phases	7	4	2	3	8		2	2			6	7
Permitted Phases			4							6		6
Actuated Green, G (s)	16.1	29.5	45.7	6.7	20.1		16.2	16.2			12.0	28.1
Effective Green, g (s)	16.1	29.5	45.7	6.7	20.1		16.2	16.2			12.0	28.1
Actuated g/C Ratio	0.20	0.36	0.55	0.08	0.24		0.20	0.20			0.15	0.34
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	335	1230	922	141	1208		327	325			170	616
v/s Ratio Prot	c0.15	c0.32	0.04	0.07	0.19		c0.15	0.14				0.03
v/s Ratio Perm			0.09								c0.08	0.03
v/c Ratio	0.78	0.90	0.21	0.82	0.78		0.75	0.72			0.58	0.15
Uniform Delay, d1	31.5	25.0	9.3	37.3	29.1		31.2	31.0			32.9	18.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	11.3	8.7	0.1	30.5	3.4		9.1	7.4			5.0	0.1
Delay (s)	42.8	33.7	9.4	67.8	32.5		40.3	38.4			37.9	19.0
Level of Service	D	C	A	E	C		D	D			D	B
Approach Delay (s)		30.1			36.4			39.3			26.8	
Approach LOS		C			D			D			C	

Intersection Summary

HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection						
Int Delay, s/veh	0.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	449	5	1	442	4	2
Future Vol, veh/h	449	5	1	442	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	488	5	1	480	4	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	493	0	974
Stage 1	-	-	-	-	491
Stage 2	-	-	-	-	483
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1071	-	279
Stage 1	-	-	-	-	615
Stage 2	-	-	-	-	620
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1071	-	279
Mov Cap-2 Maneuver	-	-	-	-	279
Stage 1	-	-	-	-	615
Stage 2	-	-	-	-	619

Approach	SE	NW	NE
HCM Control Delay, s	0	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	337	1071	-	-	-
HCM Lane V/C Ratio	0.019	0.001	-	-	-
HCM Control Delay (s)	15.9	8.4	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection

Int Delay, s/veh 0

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑			↑	↘	
Traffic Vol, veh/h	451	0	0	443	1	1
Future Vol, veh/h	451	0	0	443	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	0	0	482	1	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	-	-	972 490
Stage 1	-	-	-	490 -
Stage 2	-	-	-	482 -
Critical Hdwy	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	280 578
Stage 1	-	0	0	616 -
Stage 2	-	0	0	621 -
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	280 578
Mov Cap-2 Maneuver	-	-	-	280 -
Stage 1	-	-	-	616 -
Stage 2	-	-	-	621 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWT	SET
Capacity (veh/h)	377	-	-
HCM Lane V/C Ratio	0.006	-	-
HCM Control Delay (s)	14.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection

Intersection Delay, s/veh 10.2
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	45	47	3	108	12	189	23	3	11	9	24
Future Vol, veh/h	65	45	47	3	108	12	189	23	3	11	9	24
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
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	5	5	5
Mvmt Flow	83	58	60	4	138	15	242	29	4	14	12	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	9.4	11.2	8.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	88%	41%	2%	25%
Vol Thru, %	11%	29%	88%	20%
Vol Right, %	1%	30%	10%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	157	123	44
LT Vol	189	65	3	11
Through Vol	23	45	108	9
RT Vol	3	47	12	24
Lane Flow Rate	276	201	158	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.384	0.273	0.217	0.078
Departure Headway (Hd)	5.021	4.881	4.962	4.956
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	711	731	718	714
Service Time	3.092	2.952	3.038	3.048
HCM Lane V/C Ratio	0.388	0.275	0.22	0.078
HCM Control Delay	11.2	9.8	9.4	8.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.8	1.1	0.8	0.3

HCM Signalized Intersection Capacity Analysis
 1: SW 65th Avenue & SW Lower Boones Ferry Road

11/30/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	835	432	134	1083	42	425	38	37	144	54	314
Future Volume (vph)	235	835	432	134	1083	42	425	38	37	144	54	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.96	1.00
Satd. Flow (prot)	1770	3539	1562	1787	5102		1698	1685			1797	1570
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.96	1.00
Satd. Flow (perm)	1770	3539	1562	1787	5102		1698	1685			1797	1570
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)	245	870	450	140	1128	44	443	40	39	150	56	327
RTOR Reduction (vph)	0	0	220	0	5	0	0	7	0	0	0	47
Lane Group Flow (vph)	245	870	230	140	1167	0	261	254	0	0	206	280
Confl. Peds. (#/hr)	1		1	1		1	4		1	1		4
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	7	4	2	3	8		2	2		6	6	7
Permitted Phases			4									6
Actuated Green, G (s)	15.4	25.6	42.4	8.2	18.4		16.8	16.8			14.2	29.6
Effective Green, g (s)	15.4	25.6	42.4	8.2	18.4		16.8	16.8			14.2	29.6
Actuated g/C Ratio	0.19	0.31	0.51	0.10	0.22		0.20	0.20			0.17	0.36
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	329	1094	884	176	1133		344	341			308	646
v/s Ratio Prot	c0.14	0.25	0.05	0.08	c0.23		c0.15	0.15			c0.11	0.08
v/s Ratio Perm			0.09									0.10
v/c Ratio	0.74	0.80	0.26	0.80	1.03		0.76	0.74			0.67	0.43
Uniform Delay, d1	31.8	26.2	11.4	36.5	32.2		31.1	31.0			32.1	20.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	8.8	4.1	0.2	21.5	34.8		9.2	8.5			5.4	0.5
Delay (s)	40.7	30.3	11.5	58.0	67.0		40.3	39.5			37.5	20.7
Level of Service	D	C	B	E	E		D	D			D	C
Approach Delay (s)		26.5			66.0			39.9			27.2	
Approach LOS		C			E			D			C	

Intersection Summary

HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	82.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Int Delay, s/veh 0

Movement SET SER NWL NWT NEL NER

Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	618	2	1	499	1	1
Future Vol, veh/h	618	2	1	499	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	672	2	1	542	1	1

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	674	0	1218	673
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	917	-	199	455
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	917	-	199	455
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	580	-

Approach SE NW NE

HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt NELn1 NWL NWT SET SER

Capacity (veh/h)	277	917	-	-	-
HCM Lane V/C Ratio	0.008	0.001	-	-	-
HCM Control Delay (s)	18.1	8.9	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑			↑	↘	
Traffic Vol, veh/h	619	0	0	499	1	1
Future Vol, veh/h	619	0	0	499	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	673	0	0	542	1	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	-	-	1215 673
Stage 1	-	-	-	673 -
Stage 2	-	-	-	542 -
Critical Hdwy	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0 0	-	200 455
Stage 1	-	0 0	-	507 -
Stage 2	-	0 0	-	583 -
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	200 455
Mov Cap-2 Maneuver	-	-	-	200 -
Stage 1	-	-	-	507 -
Stage 2	-	-	-	583 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWT	SET
Capacity (veh/h)	278	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Control Delay (s)	18.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection

Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	76	171	1	47	1	85	3	2	3	20	84
Future Vol, veh/h	27	76	171	1	47	1	85	3	2	3	20	84
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	29	82	184	1	51	1	91	3	2	3	22	90
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	8.1	8.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	94%	10%	2%	3%
Vol Thru, %	3%	28%	96%	19%
Vol Right, %	2%	62%	2%	79%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	274	49	107
LT Vol	85	27	1	3
Through Vol	3	76	47	20
RT Vol	2	171	1	84
Lane Flow Rate	97	295	53	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.134	0.338	0.069	0.138
Departure Headway (Hd)	4.981	4.124	4.704	4.332
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	719	872	760	826
Service Time	3.018	2.148	2.74	2.368
HCM Lane V/C Ratio	0.135	0.338	0.07	0.139
HCM Control Delay	8.8	9.3	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1.5	0.2	0.5

Technical Memorandum



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To: Tony Doran, City of Tualatin
Copy: Frank Angelo, Angelo Planning
From: Todd E. Mobley, PE
Date: January 5, 2018
Subject: TVF&R Station 39 – Transportation Impact Study Addendum #1

Introduction

At your request, this memorandum is written to provide a comparison of the proposed Tualatin Valley Fire and Rescue Station #39 with a reasonable worst-case development that could be constructed on the site under the existing industrial zone. The fire station is allowed as a conditional use in the existing zone and an examination of how the fire station affects conditions at the planning horizon is also included.

Trip Generation Comparison

As shown in the Transportation Impact Study¹, the fire station is expected to generate a total of 12 trips during the morning peak hour, 4 trips during the evening peak hour, and a weekday total of 54 trips.

To estimate potential trip generation of the building if it were to be re-occupied by an industrial user that is allowed in the current zone, trip rates from the *Trip Generation Manual*² were used. The trip rates are from land-use category 110, General Light Industrial and are based on the building square footage. The results of the trip generation calculations show that an industrial use of the fire station building would generate 9 trips during the morning peak hour, 9 trips during the evening peak hour, and a total of 66 weekday trips. The table below shows a summary of the trip generation comparison.

Table 1: Trip Generation Comparison

Land Use	Size	AM Peak Hour	PM Peak Hour	Weekday
Proposed Fire Station	9,500 sf	12	4	54
General Light Industrial	9,500 sf	9	9	66
Net Increase in Trips		3	-5	-12

¹ Tualatin Valley Fire & Rescue Station #39 Rivergrove, Transportation Impact Study, Table 2 on page 7

² Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012.



Planning Horizon Conditions

As shown in Table 1, the proposed fire station represents a reduction in trip generation during the evening peak hour and over a typical weekday and only a minor increase during the morning peak hour. The two uses are very similar in trip generation and the proposed conditional use for the fire station does not increase the trip generation of the site above what would be allowed outright in the zone.

As such, development of this intensity is already considered in the City of Tualatin's Comprehensive Plan, including the Transportation System Plan (TSP) and its planning-horizon analyses. There will be no long-term traffic impacts to surrounding streets and intersections above what is already considered in the TSP as a result of the proposed fire station.



TRIP GENERATION CALCULATIONS

Land Use: General Light Industrial
Land Use Code: 110
Variable: 1,000 Square Feet
Variable Quantity: 9.5

AM PEAK HOUR

Trip Rate: 0.92

	Enter	Exit	Total
Directional Distribution	88%	12%	
Trip Ends	8	1	9

PM PEAK HOUR

Trip Rate: 0.97

	Enter	Exit	Total
Directional Distribution	12%	88%	
Trip Ends	1	8	9

WEEKDAY

Trip Rate: 6.97

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	33	33	66

SATURDAY

Trip Rate: 1.32

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	6	6	12

Tualatin Valley Fire & Rescue Station 39



Conditional Use Application

Submitted by: Tualatin Valley Fire & Rescue (TVF&R)
11945 SW 70th Avenue
Tigard, OR 97223
503-649-8577

Prepared by: Angelo Planning Group (APG)
921 SW Washington Street, Suite 468
Portland, OR 97205
503-224-6974



December 2017



City of Tualatin

www.tualatinoregon.gov

APPLICATION FOR CONDITIONAL USE PERMIT

Code Information:		
Code Section: Section 60.040(1)(f)	Condition Use to Allow: Fire Station	
Assessor's Map Number: 2S I 13DD	Tax Lot #: 1601	Lot area in acres: 1.16
Address of Property: Adjacent to 7100 SW McEawan		
City: Tualatin	State: OR	ZIP Code: 97062
Existing Buildings (# and type): 0	Current use: Vacant	
Applicant		
Name: Frank Angelo	Company Name: Angelo Planning Group	
Address: 921 SW Washington Street, Suite 468		
City: Portland	State: OR	ZIP Code: 97205
Phone: 503-227-3664	Fax:	Email: fangelo@angeloplanning.com
Applicant's Signature:	Date: 12/5/17	
Property Owner		
Name: Tualatin Valley Fire & Rescue, Siobhan Kirk		
Address: 11945 SW 70th Avenue		
City: Tigard	State: OR	ZIP Code: 97223
Phone: 503-649-8577	Fax:	Email: Siobhan.Kirk@tvfr.com
Property Owner's Signature:	Date: 12-06-2017	
(Note: Letter of authorization is required if not signed by owner)		
Contact		
Name:		
Address:		
City:	State:	ZIP Code:
Phone:	Fax:	Email:

As the person responsible for this application, I, the undersigned, 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:	Date: 12/7/17
------------------------	---------------

Office Use		
Case No:	Date Received:	Received by:
Fee: Complete Review:	Receipt No:	

Project Team

Applicant:	Siobhan Kirk Tualatin Valley Fire & Rescue (TVF&R) 11945 SW 70th Avenue Tigard, OR 97223 Phone: 503-259-1219 Email: Siobhan.Kirk@tvfr.com
Land Use Planning:	Frank Angelo, Principal Angelo Planning Group 921 SW Washington Street, Suite 468 Portland, OR 97205 Phone: 503-227-3664 Email: fangelo@angeloplanning.com
Architect:	Michael Bonn, AIA Ankrom Mosian Architects 38 NW Davis Street #300 Portland, OR 97209 Phone: 503-245-7100 Email: MichaelB@ankrommoisan.com
Civil Engineering	Bruce Baldwin AKS Engineering 12965 SW Herman Road #100 Tualatin, OR 97062 Phone: 503-563-6151 Email: bruce@aks-eng.com
Transportation Engineering	Todd Mobley Lancaster Engineering 321 SW 4 th Avenue Portland, OR 97204 Phone: 503-248-0313 Email: todd@lancasterengineering.com

Development Application Summary Information

Site Address	Adjacent to 7100 SW McEwan Rd, Tualatin, OR 97062
Tax Lot ID	2S1 13DD TL 1601
Current Zoning	Light Manufacturing (ML)
Applications Submitted	Conditional Use Permit
Site Size	1.16 acres

TABLE OF CONTENTS
Development Application for TVF&R Station 39

Section 1: Project Information..... 1
 General Description1
 Site and Context.....1
 Technical Details1
 Neighborhood and Community Outreach1
 Project Schedule1
Section 2: Tualatin Development Code..... 4
 Light Manufacturing Planning District (ML) (TDC Chapter 60)4
 Conditional Use Approval Criteria (TDC 32.030).....4
Summary 6

List of Figures

- Figure 1 – Vicinity Map
- Figure 2 – Zoning Map

List of Exhibits

- Exhibit 1 – Pre-Application Request and Form
- Exhibit 2 – Station 39 Site Plan and Building Elevations
- Exhibit 3 – Transportation Impact Study (under separate cover)
- Exhibit 4 – Clean Water Services (CWS) Service Provider Letter
- Exhibit 5 – Washington County Assessor Map
- Exhibit 6 – Neighborhood/Developer Meeting Notice and Materials
- Exhibit 7 – Order Granting Plaintiff’s Motion of Immediate Possession (Case No. 17CV14497)
- Exhibit 8 - Lett from Cynthia Fraser (on behalf of TVF&R) to Sean Brady (City Attorney)

Section 1: Project Information

General Description

Tualatin Valley Fire & Rescue (TVF&R) is seeking Conditional Use approval from the City of Tualatin to construct a new fire station (Station 39) on tax lot 1601, located on SW McEwan Road, south of SW Boones Ferry Road (see Figure 2).

Site and Context

The site is a new tax lot approximately 1.16 acres in size (see Exhibit 5).¹ The site for Station 39 is zoned Light Industrial (ML), as shown in Figure 2. The site has frontage on SW McEwan and is surrounded on three sides by U-Haul, a storage facility permitted in the ML zone. Additional storage facilities are located across SW McEwan from the subject site. Other prominent features around the site include Interstate 5 to the west with commercial shopping area beyond that; and the P&W rail line to the south and east with additional light manufacturing and residential areas zoned for medium-high density dwellings.

Technical Details

The proposed building will be a single-story, hip roofed fire station approximately 9,500 square feet and will include a 600-square foot community room (see Exhibit 2 for preliminary site plan drawings and building elevations). The building will house the station's firefighters and have an interior two-space parking bay for fire trucks and necessary emergency apparatus. There are 12 staff and 21 public (33 total) parking spaces proposed on-site to serve the fire station and community room. Station 39 will include 24-hour staffing starting with four persons per shift and ultimately grow to six-person shifts.²

The building will look similar to TVF&R Station 55 which is currently under construction in the City of West Linn. The primary exterior building materials will consist of brick masonry veneer, metal wall panels, and precast concrete. Other materials include metal clad wood windows, steel apparatus bay doors, standing seam metal roofing, and hollow metal and aluminum entrance doors.

Neighborhood and Community Outreach

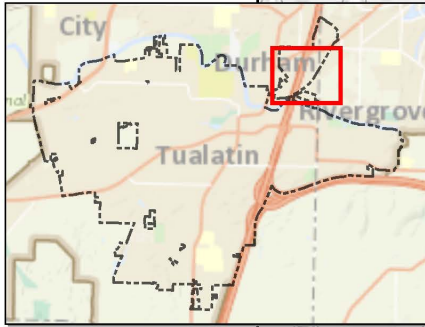
A formal Neighborhood/Developer Meeting was held on November 7, 2017. The meeting was held at Juanita Pohl Center at 8513 SW Tualatin Road. TVF&R representatives reviewed the proposed project, the need for the new station, and described the architectural features. The audience asked a number of questions. Additional information on the Neighborhood/Developer Meeting, including the list of recipients for the mailed notice, and presentation materials, can be found in Exhibit 6.


Project Schedule

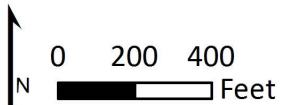
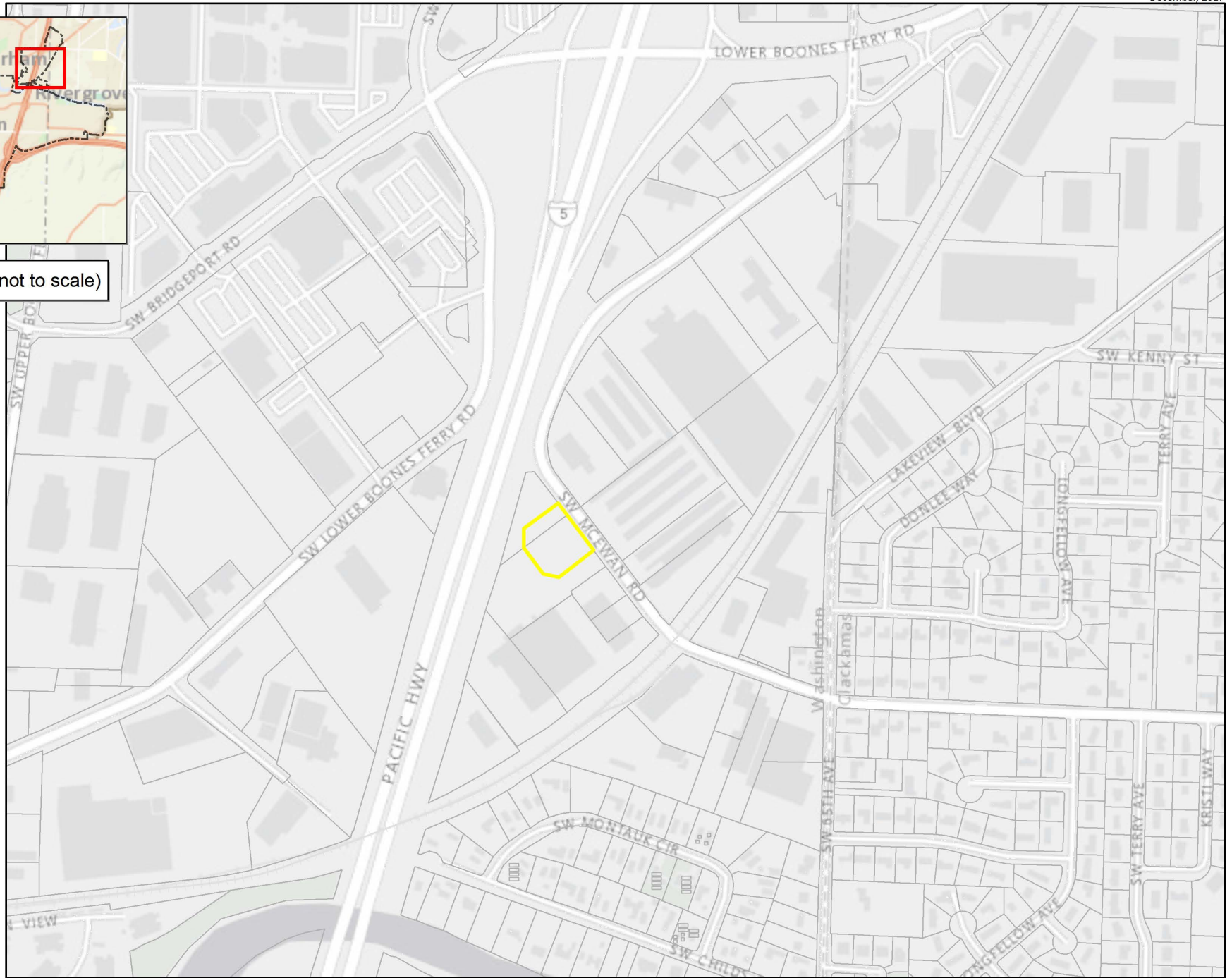
Following approval of the Conditional Use for Station 39, TVF&R will submit an Architectural Review 2 application for the building to the City of Tualatin. Assuming Architectural Review approval in early summer, construction of Station 39 could begin in the fall of 2018 with occupancy and operation by the end of 2019.

¹ See Exhibits 7 and 8. On May 4, 2017, the Washington County Circuit Court granted plaintiffs (TVF&R) Motion for Entry of an Order of Immediate Possession. Accordingly, as of May 5, 2014, TVFR has immediate legal possession of the property, and as such may proceed with moving forward with its project.

² The maximum occupancy (six staff) is used in the transportation impact study as evaluated in Exhibit 3



 Station 39 (not to scale)

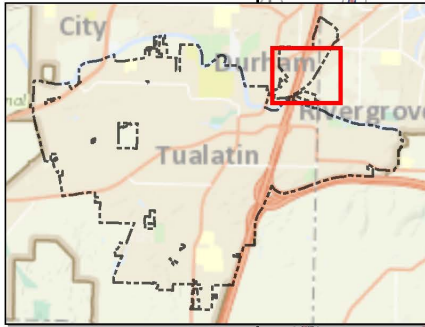


**TVF&R Station 39
Vicinity Map**



Figure
1

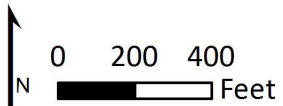
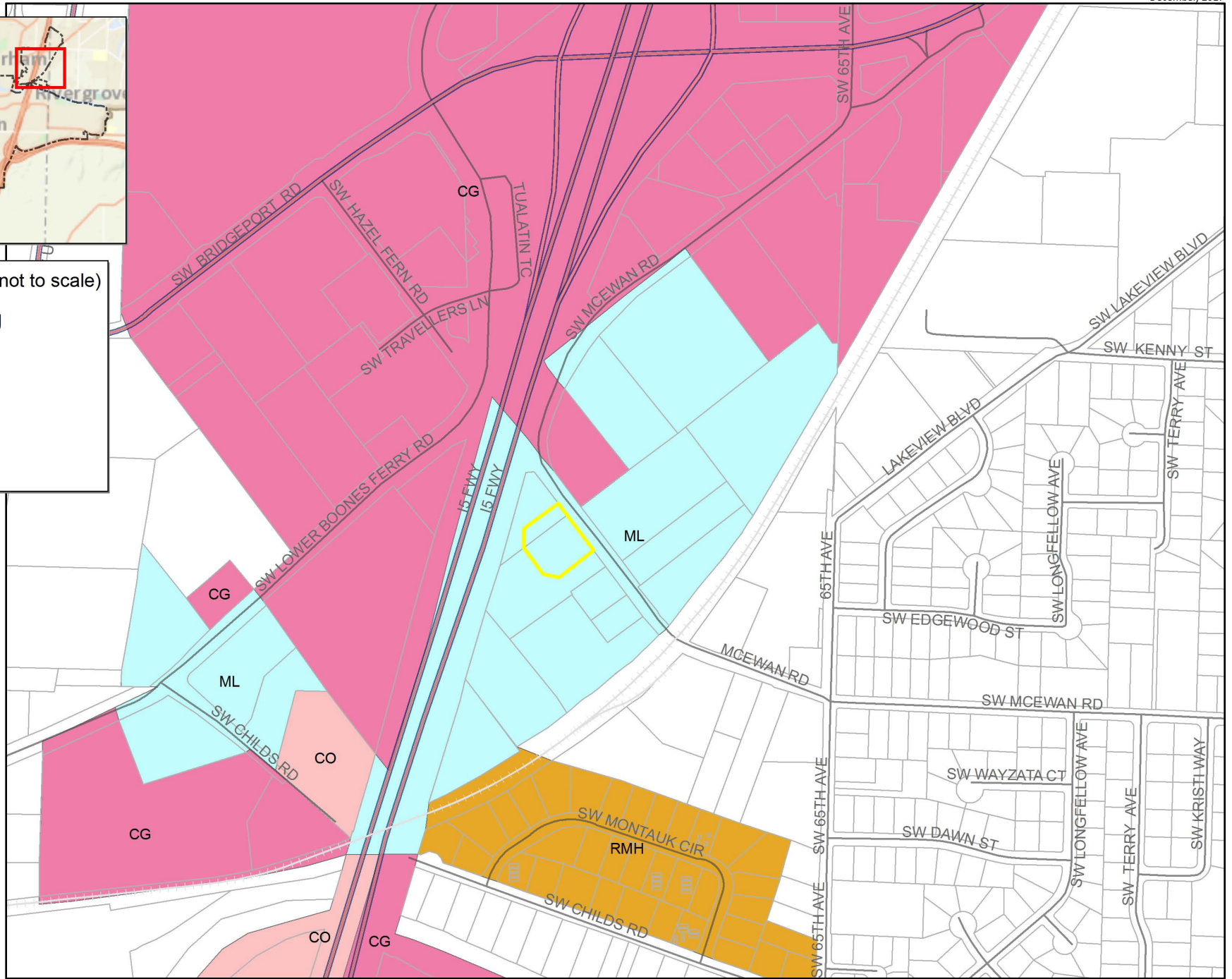
Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources:



Station 39 (not to scale)

Tualatin Zoning

- CG
- CO
- ML
- RMH



**Tualatin Zoning
TVF&R Station 39**



Figure
2

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources:

Section 2: Tualatin Development Code

Light Manufacturing Planning District (ML) (TDC Chapter 60)

Station 39 is located in the ML zoning district. As noted in TDC Section 60.040(1)(f), a Fire Station is permitted in the ML zone as a Conditional Use.

Conditional Use Approval Criteria (TDC 32.030)

Pursuant to Section 32.030, Tualatin City Council may allow a conditional use, after conducting a public hearing, provided that the applicant, TVF&R demonstrates a fire station satisfies the following criteria.

- (1) The use is listed as a conditional use in the underlying planning district.

Response: Station 39 is located in the ML zoning district. As noted in TDC Section 60.040(1)(f), a Fire Station is permitted in the ML zone as a Conditional Use.

- (2) The characteristics of the site are suitable for the proposed use, considering size, shape, location, topography, existence of improvements and natural features.

Response: The site characteristics are compatible with other TVF&R stations throughout the District. The site size (1.16 acres) is consistent with comparable TVF&R stations and can accommodate the building program for Station 39. There are no topographic or natural features on the site that will impact construction of Station 39. TVF&R has identified the location as an appropriate location to meet required service response standards and needs of the District. It's location near Interstate 5 will provide quick response to incidents on the freeway as well as quick emergency response to the surrounding community. TVF&R's Station 34 is located in the City of Tualatin but is on the westside of Interstate 5 just off Tualatin Sherwood Road (19365 SW 90th Court). Station 39's location on the eastside of Interstate 5 will significantly enhance response times for emergency services, making this location very suitable for the proposed use.

- (3) The proposed development is timely, considering the adequacy of transportation systems, public facilities, and services existing or planned for the area affected by the use.

Response: The construction of the proposed Station 39 is funded through General Fund and a Local Option Levy approved by District voters in 2014 to upgrade and improve the safety and operations of TVF&R's fire stations. TVF&R identified the need for a station in this location to ensure quick response times in the future as development continues in Tualatin, Lake Oswego, and Tigard. Public services are immediately available to the site. As noted in the Traffic Impact Analysis submitted with this application (Exhibit 3), Station 39 traffic will not adversely impact the existing transportation system. The analysis notes that Station 39 will generate a small number of daily trips that can easily be accommodated on the transportation system.

- (4) The proposed use will not alter the character of the surrounding area in any manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying planning district.

Response: The location of Station 39 will allow uses on the property immediately adjacent to Station 39 to continue operating and will not limit or preclude the use of surrounding property. As can be seen on the attached Station 39 site plan (Exhibit 2), TVF&R will take direct access to SW McEwan Road and will not impede or conflict with access to surrounding properties. The Traffic Impact Analysis submitted with this application indicates that Station 39 traffic will not adversely impact the existing transportation system. The analysis notes that Station 39 will generate a small number of daily trips that can easily be accommodated on the transportation system.

The site plan also notes how stormwater will be accommodated on-site and in a manner that will not impact adjacent properties. As well landscaping provided with the project will create a visual buffer between Station 39 and adjacent properties.

The emergency services use is not out of character with surrounding land uses in the ML zone. Medical offices are located across SW McEwan from Station 39. As can be seen from the building elevations submitted with this application Station 39 will be an appropriate design and will not be out of character with existing industrial and office buildings on surrounding properties.

- (5) The proposal satisfies those objectives and policies of the Tualatin Community Plan that are applicable to the proposed use.

Response: *The Tualatin Community Plan, which is the City comprehensive plan, is integrated within the Tualatin Development Code (TDC) as Chapters 1-30. Based on discussions with City of Tualatin staff, the following two sections of the TDC are applicable to the proposed use:*

A. *Section 7.040 Manufacturing Planning District Objectives.*

This section describes the purpose of each manufacturing planning district.

(2) Light Manufacturing Planning District (ML)

(a) Suitable for warehousing, wholesaling and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration, or smoke. Also suitable, with appropriate restrictions, are the retail sale of products not allowed for sale in General Commercial areas, subject to the Special Commercial Setback from arterial streets and Commercial Services Overlay as generally illustrated in [Map 9-5](#) and specifically set forth in [TDC 60.035](#), and office commercial uses where any portion of a legally created lot is within 60 feet of a CO Planning District boundary. Also suitable is the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than 5% of the gross floor area of the building not to exceed 1,500 square feet. Also suitable for the retail sale of home improvement materials and supplies provided it is not greater than 60,000 square feet of gross floor area per building or business and subject to the Special Commercial Setback from arterial streets as generally illustrated in [Map 9-5](#) and specifically set forth in [TDC 60.035](#). Rail access and screened open storage allowed in these areas will conform to defined architectural, landscape and environmental design standards.

B. *Chapter 60: Light Manufacturing Planning District (ML)*

Section 60.010 Purpose.

The purpose of this district is to provide areas of the City that are suitable for industrial uses and compatible with adjacent commercial and residential uses. The district serves to buffer heavy manufacturing uses from commercial and residential areas. The district is suitable for warehousing, wholesaling, and light manufacturing processes that are not hazardous and do not create undue amounts of noise, dust, odor, vibration, or smoke. The district is also suitable for retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than 5% of the gross floor area of the building not to exceed 1,500 square feet and, with appropriate restrictions, for retail sale of products not allowed for sale in General Commercial Planning Districts, and office commercial uses where any portion of a legally created lot is within 60 feet of a CO Planning District boundary. Railroad access and screened outdoor storage will be allowed in this district, conforming to defined architectural, landscape, and environmental design standards. In accordance with the Industrial Business Park Overlay District, [TDC Chapter 69](#), and [TDC 60.037-60.038](#) selected small-scale mixed uses that are supportive of and secondary to industrial uses are allowed to provide services to businesses and employees. The purpose is also to allow certain commercial service uses in the Commercial Services Overlay shown in the specific areas illustrated on [Map 9-5](#) and selected commercial uses subject to distance restrictions from residential areas and subject to the Special Commercial Setback from arterial streets as generally illustrated in [Map 9-5](#) and specifically set forth in [TDC 60.035](#).

Locating TVF&R Station 39 in the ML district is appropriate. As noted in TDC Section 60.040(1)(f), a Fire Station is permitted in the ML zone as a Conditional Use. The use is not hazardous and will not create undue amounts of noise, dust, odor, vibration, or smoke. Any noise generated will be limited. Station 39 will not require sirens to sound at or near the site. Fire personnel are not required to sound sirens when leaving the station, the lights on the apparatus normally are sufficient to stop traffic. The only time the fire apparatus operators would be required to use their sirens would be when they pass through a traffic signal. Regardless, there are no noise sensitive uses near the site.

The City's comprehensive plan is designed to promote public health, safety, and welfare. Providing opportunities for emergency services to operate within the City is a critical aspect of community health, safety, and welfare. As noted earlier, locating Station 39 at this site will allow TVF&R to achieve their emergency services response times. As well, the Traffic Impact Analysis submitted with this application indicates that Station 39 traffic will not adversely impact the existing transportation system. The analysis notes that Station 39 will generate a small number of daily trips that can easily be accommodated on the transportation system.

Summary

This proposal for Conditional Use approval for Station 39 satisfies the objectives and policies of the Tualatin Community Plan that are applicable to the proposed use. Therefore, the Conditional Use should be approved.

Exhibits

Exhibit 1 – Pre-Application Form

Exhibit 2 – Station 39 Site Plan and Building Elevations

Exhibit 3 – Transportation Impact Study

Exhibit 4 – Clean Water Services (CWS) Service Provider Letter

Exhibit 5 – Washington County Assessor Map

Exhibit 6 – Neighborhood/Developer Meeting Notice and Materials

Exhibit 7 – Order Granting Plaintiff’s Motion of Immediate Possession (Case No. 17CV14497)

Exhibit 8 - Letter from Cynthia Fraser (on behalf of TVF&R) to Sean Brady (City Attorney)



MEMORANDUM

TVF&R Station 39 Pre-Application Conference Request

DATE September 11, 2017
TO City of Tualatin
FROM Frank Angelo, APG
CC Siobhan Kirk, TVF&R
Jennifer Jenkins, Ankrom Moisan Architects
Michael Bonn, Ankrom Moisan Architects
Bruce Baldwin, AKS
Todd Mobley, Lancaster Engineering
Jamin Kimmel, APG

Tualatin Valley Fire & Rescue is proposing to develop a new fire station (Station 39) on SW McEwan Road south of SW Boones Ferry Road. The new station will be approximately 9,500 square feet and will include a 600-square foot community room. The building will house the station's firefighters and have an interior two-space parking bay for fire trucks and necessary emergency apparatus. There are 36 parking spaces proposed on-site to serve the fire station and community room. Station 39 will include 24-hour staffing starting with 4 persons per shift and ultimately growing to 6 person shifts. The building will look similar to TVF&R Station 55 which is currently under construction in the City of West Linn.

Questions for the Pre-Application Conference

1. Describe the Conditional Use and Architectural review standards, review procedures and schedule.
2. Discuss Neighborhood Meeting requirements.
3. Identify Transportation Assessments that will be required (if any).
4. Describe CWS review requirements.

Attachments: Pre-Application Conference Form
Station 39 Preliminary Site Plan
Station 39 Preliminary Building Elevations
Pre-Application Fee (provided separately)



City of Tualatin

COMMUNITY DEVELOPMENT PLANNING DIVISION

Pre-Application Meeting Request

The purpose of the Scoping and Pre-Application meetings is to offer early assistance in the land use and permitting process. This includes thoughtful feedback on preliminary design direction and visioning, outlining expectations, and to assist the applicant in attaining a complete application at first submittal.

PROJECT DESCRIPTION

Project name/title: TVF&R Station 39

What is the primary purpose of this pre-application meeting (What would you like to accomplish)? (Attach additional sheets if needed.)

- Review Station 39 site plan

- Discuss site issues

- Determine review processes & standards

PROPERTY INFORMATION

Property address/location(s): Adjacent to
7100 SW McEwan, Tualatin, OR 97062

Tax map and tax lot no.(s): 2S 113DD TL 1600/1700

Zoning: ML

PROPERTY OWNER/HOLDER INFORMATION

Name(s): Tualatin Valley Fire & Rescue
c/o Siobhan Kirk

Address: 11945 SW 70th Ave Phone: 503.649.8577

City/state: Tigard, OR Zip: 97223

APPLICANT INFORMATION

Name: Angelo Planning Group

Address: 921 SW Washington St Phone: 503.649.8577

City/state: Portland, OR Zip: 97205

Contact person: Frank Angelo

Phone: 503.227.3664 Email: fangelo@angeloplanning.com

Pre-application Conference Information

All of the information identified on this form is required and must be submitted to the Planning Division with this application. Conferences are scheduled subject to availability and a minimum of two weeks after receiving this application and all materials. Pre-application conferences are one (1) hour long and are typically held on Mondays between the hours of 3-4 p.m. or Wednesdays between 2-4 p.m.

If more than four (4) people are expected to attend the pre-application conference in your group, please inform the City in advance so that alternate room arrangements can be made to accommodate the group.

REQUIRED SUBMITTAL ELEMENTS

(Note: Requests will not be accepted without the required submittal elements)

- A complete application form and accompanying fee.
- 1 hard copy and an electronic set of the following:**
 - Preliminary site and building plans, drawn to scale, showing existing and proposed features. (Plans do not need to be professionally prepared; just accurate and reliable.)
 - A detailed narrative description of the proposal that clearly identifies the location, existing and proposed uses, and any proposed construction.
 - A list of all questions or issues the applicant would like the City to address.

FOR STAFF USE ONLY

Case No.: _____

Related Case No.(s): _____

Application fee: _____

Application accepted: _____

By: _____ Date: _____

Date of pre-app: _____

Time of pre-app: _____

Planner assigned to pre-app: _____

What type of development are you proposing? (Check all that apply)

Industrial Commercial Residential Institutional Mixed-use

Please provide a brief description of your project: (Attach additional sheets if needed.) Please include description of existing uses and structures in addition to what is proposed.

Construct a new TVF&R fire station (Station 39). Will include a community room.

Are you familiar with the development process in Washington or Clackamas County or Tualatin?

Yes No

If yes, please identify an example project:

TVF&R Station 34 in Tualatin

Are you familiar with the sections of the Tualatin Development Code (TDC) that pertain to your proposed development?

Yes No

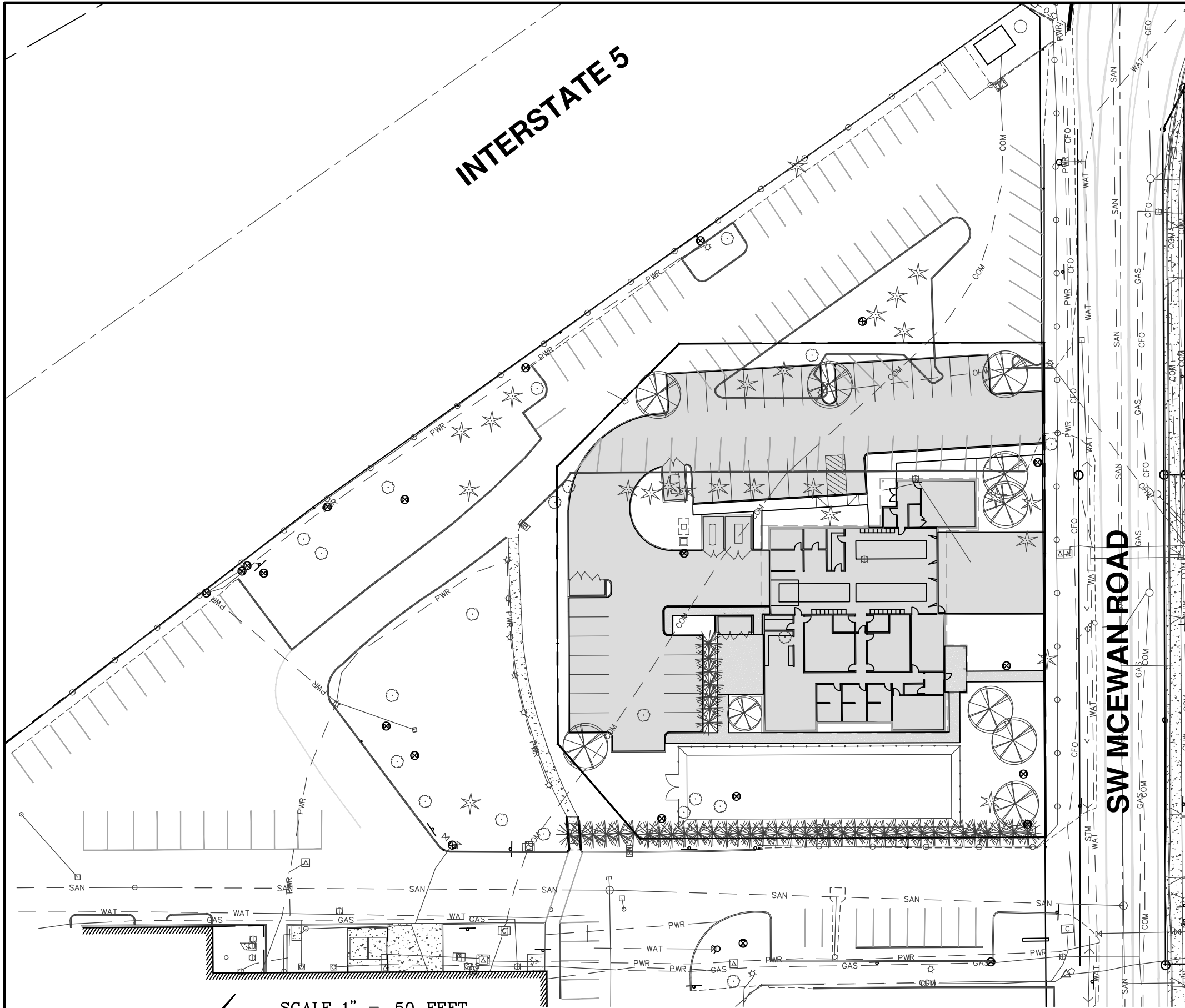
Is the property under enforcement action? If yes, please attached a notice of the violation.

Please provide the names of City, TVF&R, CWS, and County staff with whom you have already discussed this proposal:

Scoping meeting held with City staff on March 6, 2016

INTERSTATE 5

SW MCEWAN ROAD



SCALE 1" = 50 FEET

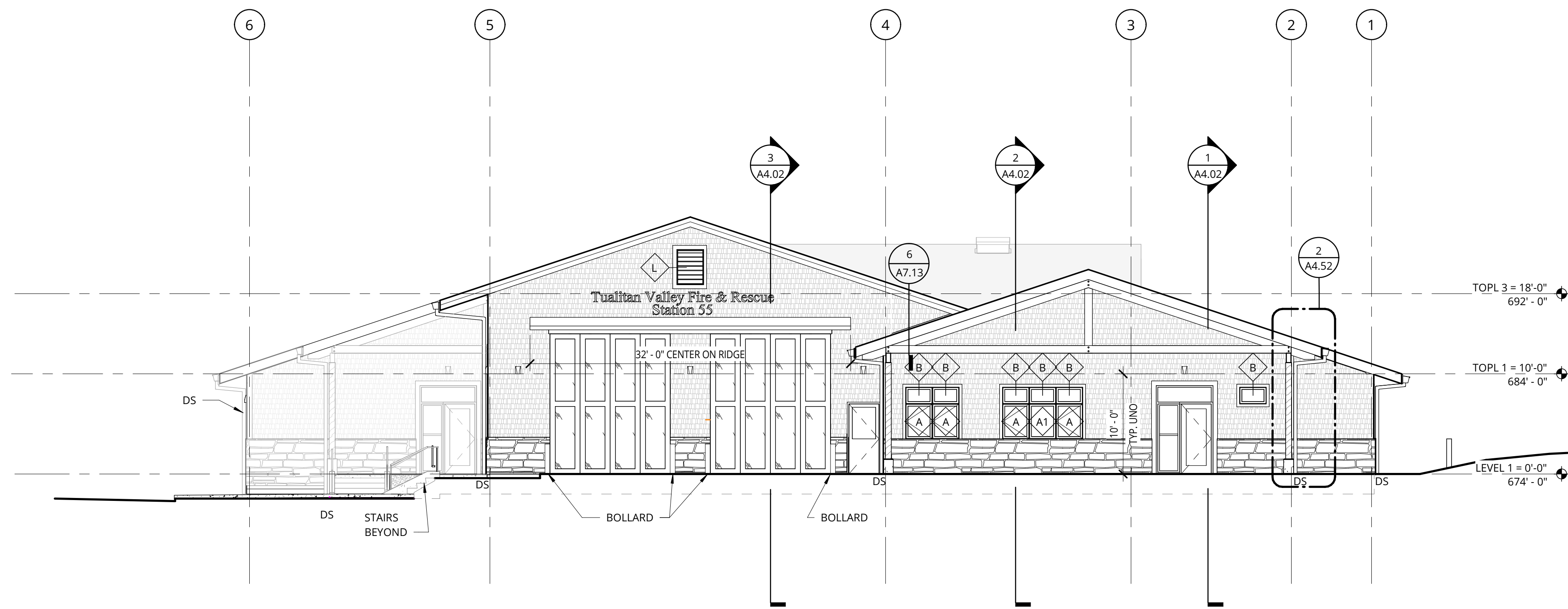


NOTE: SCALE BAR ACCURATE WHEN PLOTTED ON 11"x17" SHEET

DATE: 09/07/2017






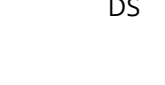
SITE FIT PLAN	EXHIBIT
TVFR STATION 39	A
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com	DRWN: LTP CHKD: BRB AKS JOB: 4756





1 NORTH ELEVATION
1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS
 EXTERIOR ELEVATIONS
 1. REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK
 2. ELEVATIONS NOTED ARE RELATIVE TO SEA LEVEL (OR PROJECT DATUM)
 3. SEE SHEET A12.21 FOR WINDOW SCHEDULE
 4. SEE DOOR SCHEDULE SHEET A12.01 FOR DOOR LOCATIONS AND TYPES.
 5. SEE ENLARGED ELEVATIONS AND WALL SECTIONS FOR ADDITIONAL EXTERIOR ENVELOPE DETAILS.

- MATERIALS - LEGEND**
-  FIBER CEMENT SHINGLE SIDING
 -  SIMULATED STONE
 -  EXPOSED TIMBER FRAMING
 -  ASPHALT ROOF SHINGLES
 -  EXTERIOR LIGHTING
 -  DS



Ankrom Moisan
 38 NW DAVIS ST, SUITE 300
 PORTLAND, OR 97209
 T 503.245.7100
 1505 5TH AVE, SUITE 300
 SEATTLE, WA 98101
 T 206.576.1600
 © ANKROM MOISAN ARCHITECTS, INC.

REGISTERED ARCHITECT
 5011 Jennifer Rebecca Jenkins
 Jennifer Jenkins
 PORTLAND, OR
 STATE OF OREGON

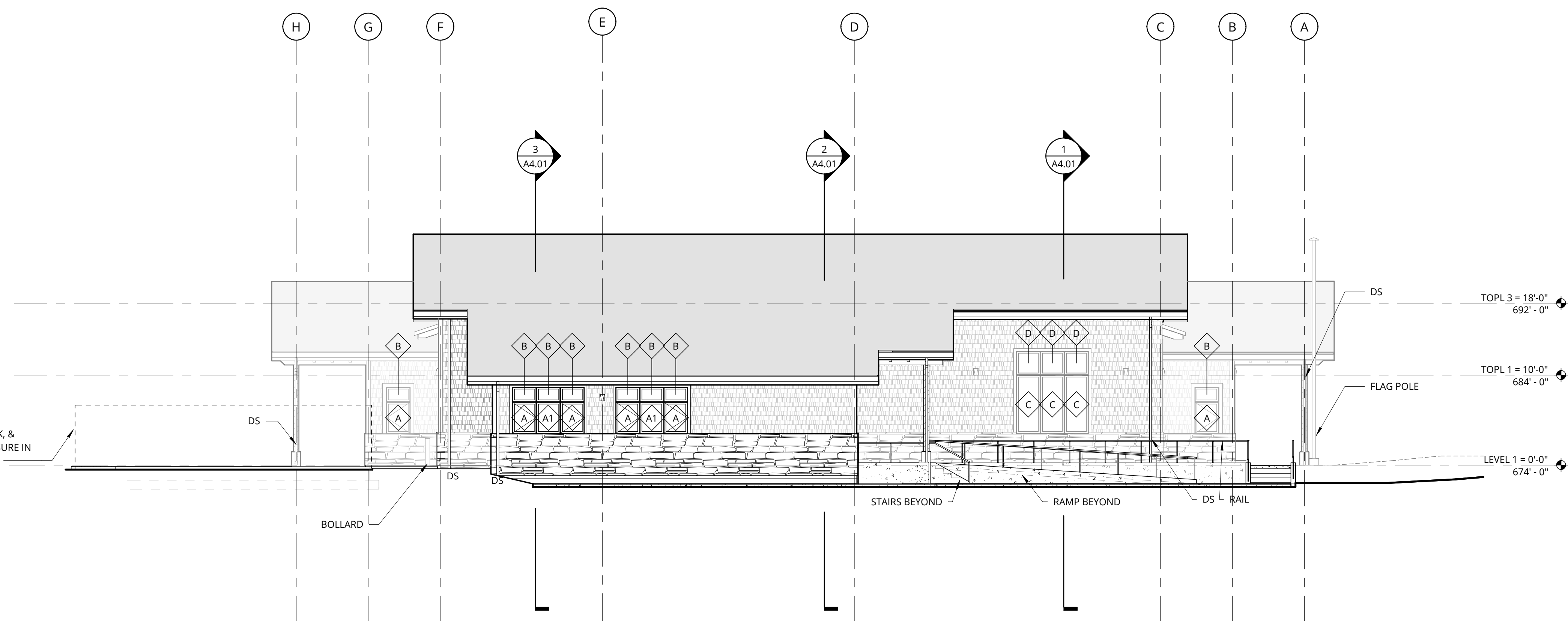
TVF&R Station 55 - Rosemont
 20790 Hidden Springs Rd
 West Linn, OR 97068
 Tualatin Valley Fire & Rescue

REVISION	DATE	REASON FOR ISSUE

N & E EXTERIOR ELEVATIONS

CONSTRUCTION SET

DATE 06/16/17	REVISION
PROJECT NUMBER 160420	SHEET NUMBER A3.11
SCALE As indicated	




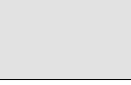




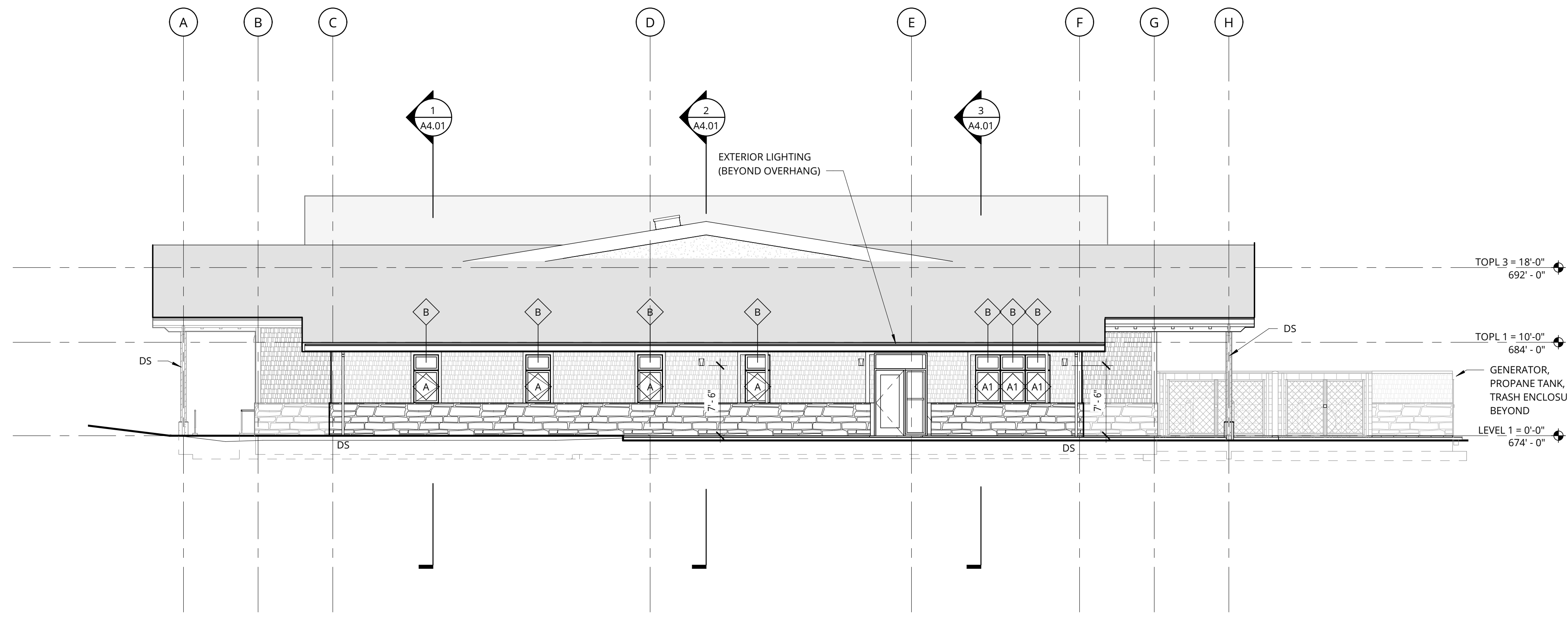
2 EAST ELEVATION
1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATIONS

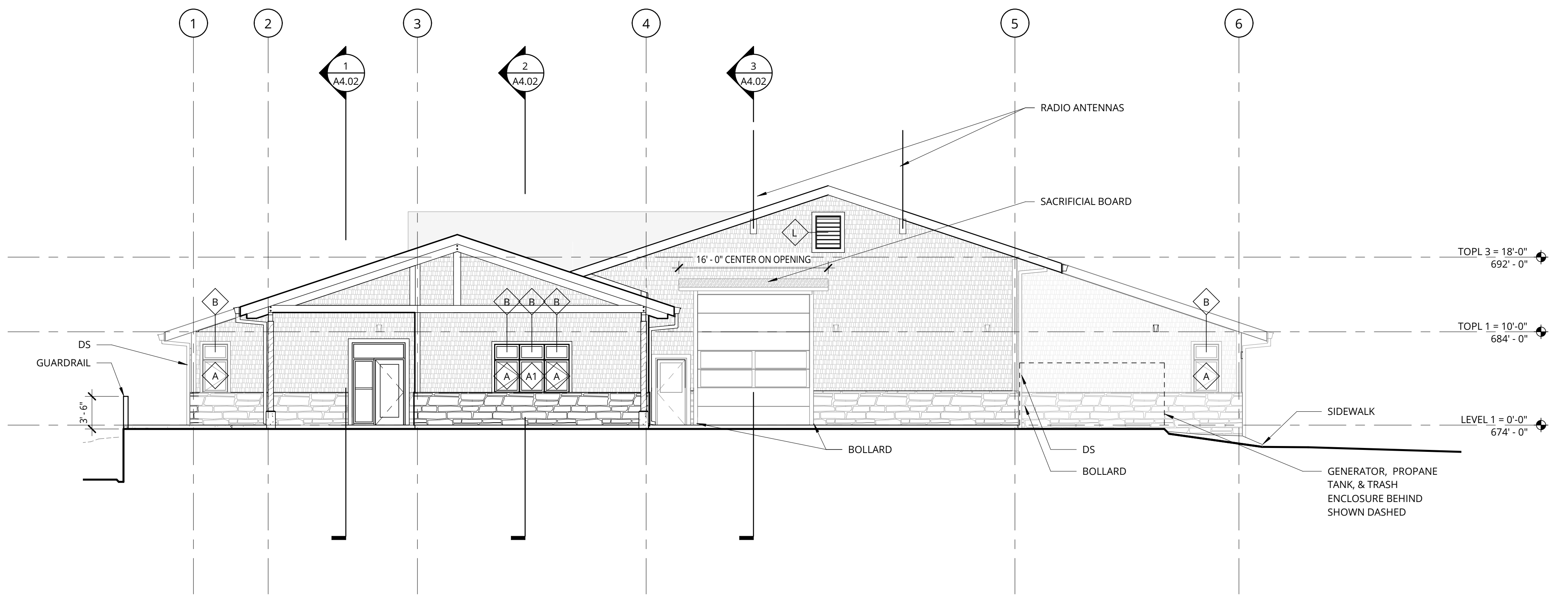
- EXTERIOR ELEVATIONS
1. REFER TO SHEET A0.01 FOR 'PROJECT NOTES' APPLICABLE TO ALL PORTIONS OF THE WORK. ELEVATIONS NOTED ARE RELATIVE TO SEA LEVEL (OR PROJECT DATUM).
 2. SEE SHEET A12.21 FOR WINDOW SCHEDULE.
 3. SEE DOOR SCHEDULE SHEET A12.01 FOR DOOR LOCATIONS AND TYPES.
 4. SEE ENLARGED ELEVATIONS AND WALL SECTIONS FOR ADDITIONAL EXTERIOR ENVELOPE DETAILS.

MATERIALS - LEGEND

-  FIBER CEMENT SHINGLE SIDING
-  SIMULATED STONE
-  EXPOSED TIMBER FRAMING
-  ASPHALT ROOF SHINGLES
-  EXTERIOR LIGHTING
-  DOWNSPOUT



2 WEST ELEVATION
1/8" = 1'-0"



1 SOUTH ELEVATION
1/8" = 1'-0"



38 NW DAVIS ST, SUITE 300
PORTLAND, OR 97209
T 503.245.7100

1505 5TH AVE, SUITE 300
SEATTLE, WA 98101
T 206.576.1600
© ANKROM MOISAN ARCHITECTS, INC.



TVF&R Station 55 - Rosemont
20790 Hidden Springs Rd
West Linn, OR 97068

Tualatin Valley Fire & Rescue

REVISION	DATE	REASON FOR ISSUE

S & W EXTERIOR ELEVATIONS

CONSTRUCTION SET

DATE 06/16/17	REVISION
PROJECT NUMBER 160420	SHEET NUMBER A3.12
SCALE As indicated	

6/19/2017 4:29:04 PM
C:\Revit\Projects\160420_17-TVFR\160420_17-TVFR_55.dwg.rvt

TUALATIN VALLEY FIRE & RESCUE - STATION 39

SHEET NUMBER	SHEET NAME	CONDITIONAL USE - 11/22/17
--------------	------------	----------------------------

GENERAL		
CS	COVER SHEET	■
ARCHITECTURAL		
A1.01	SITE PLAN	■
A2.01	FLOOR PLAN	■
A2.03	ROOF PLAN	■
A3.11	BUILDING ELEVATIONS	■
A3.12	BUILDING ELEVATIONS	■

NOT FOR CONSTRUCTION

TV F&R STATION 39 - TUALATIN
 7100 SW MCEWAN
 TUALATIN, OR 97062
 TUALATIN VALLEY FIRE & RESCUE

REVISION	DATE	REASON FOR ISSUE

COVER SHEET

CONDITIONAL USE APPLICATION

DATE 11/22/2017	PROJECT NUMBER 173470
SHEET NUMBER	

CS

CLIENT TEAM

OWNER
 TUALATIN VALLEY FIRE AND RESCUE
 13945 SW 70th AVE
 TIGARD, OR 97223
CONTACT: SIOBHAN KIRK
 CONSTRUCTION PROJECT MANAGER
 PH: (503) 259-1219
 siohnan.kirk@tvfr.com

CIVIL AND ENGINEERING
 12965 SW HERMAN RD, SUITE 100
 TUALATIN, OR 97062
CONTACT: BRUCE BALDWIN
 PH: (503)563-6151
 bruce@aks-eng.com

DESIGN TEAM

ARCHITECTURAL
 ANKROM MOSELEY ARCHITECTS
 38 NW DAVIS ST
 SUITE 300
 PORTLAND, OR 97209
CONTACT: MICHAEL BONN
 (503) 245-7100
 michaelb@ankrommoisan.com

STRUCTURAL
 KFFP
 111 SW FIFTH AVE, SUITE 2500
 PORTLAND, OREGON 97204
CONTACT: STUART FINNEY
 PH: (503)227-3251
 stuart.finney@kff.com

MECHANICAL, ELECTRICAL, & PLUMBING
 INTERFAC ENGINEERING
 100 SW MAIN ST
 SUITE 1600
 PORTLAND, OR 97204
CONTACT: JEFFREY GLANVILLE
 PH: (503)382-2266
 jeffreyg@interfaceeng.com

LANDSCAPE
 OTTEN LANDSCAPE ARCHITECTS
 3925 SW KELLY AVE, PORTLAND, OR 97239
 BEAVERTON, OREGON 97005
CONTACT: JANET OTTEN
 PH: (503) 972-0312
 Janet@Otenla.com

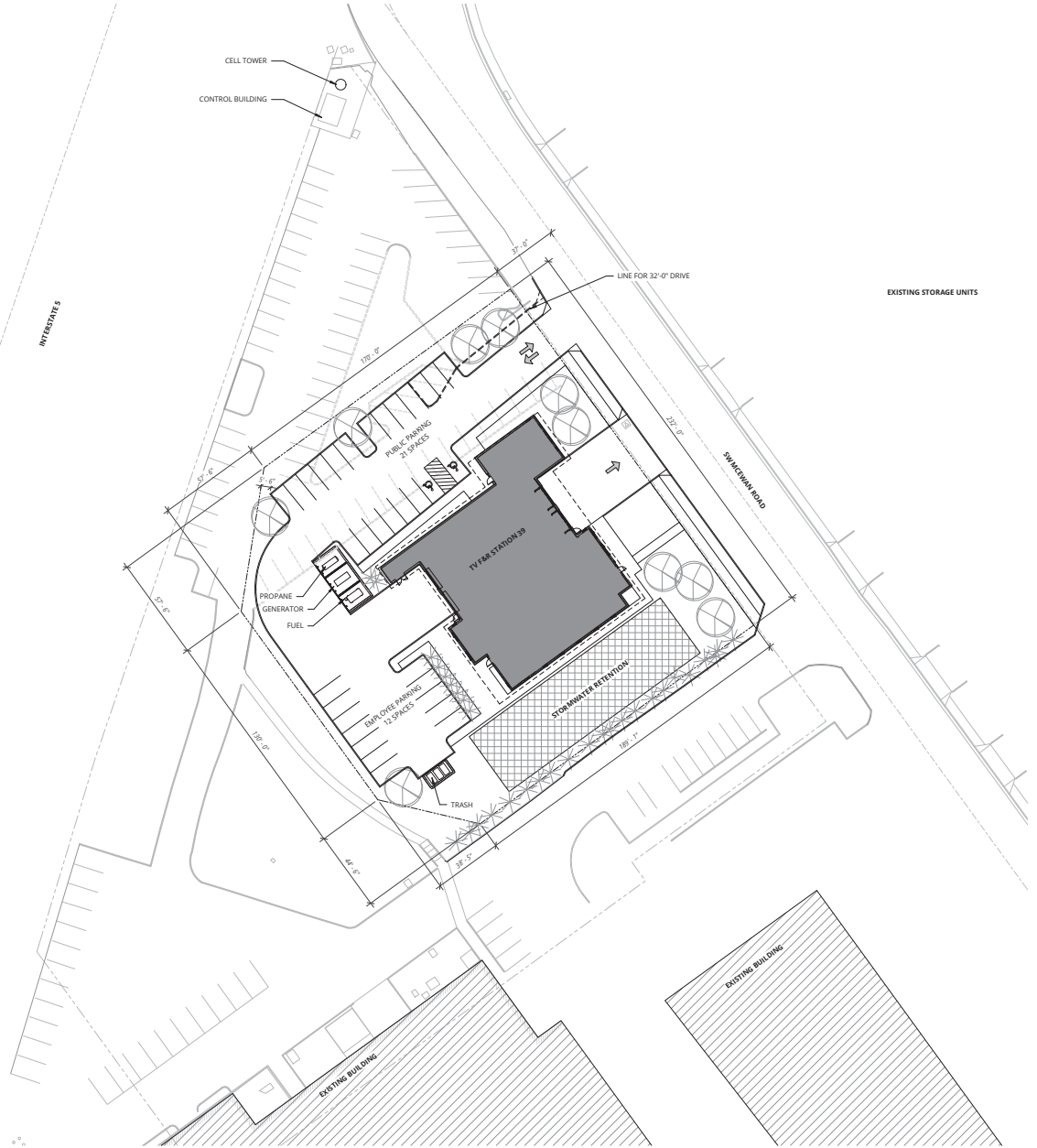
CONSTRUCTION TEAM

GENERAL CONTRACTOR
 Emerick Construction Co.
 2955 SW MICHAWK ST
 TUALATIN, OR 97062

CONTACT: JORDAN FELL jfell@emerick.com
 (503)332-5620
BILL JUDGE bill@emerick.com
 (503)579-1471
LINDLEY BYNUM lindley@emerick.com
 (503) 777-5531

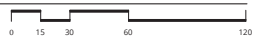
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1 ARCHITECTURAL SITE PLAN

1" = 30'-0"



NOT FOR CONSTRUCTION



38 NORTHWEST DAVIS, SUITE 300
 PORTLAND, OR 97209
 T 503.245.7100

1505 5TH AVE, SUITE 300
 SEATTLE, WA 98101
 T 206.576.1600

1014 HOWARD STREET
 SAN FRANCISCO, CA 94103
 T 415.252.7063

© ANKROM MOISAN ARCHITECTS, INC.

TV F&R STATION 39 - TUALATIN
 7100 SW WCEIWAN
 TUALATIN, OR 97062

TUALATIN VALLEY FIRE & RESCUE

REVISION	DATE	REASON FOR ISSUE

SITE PLAN

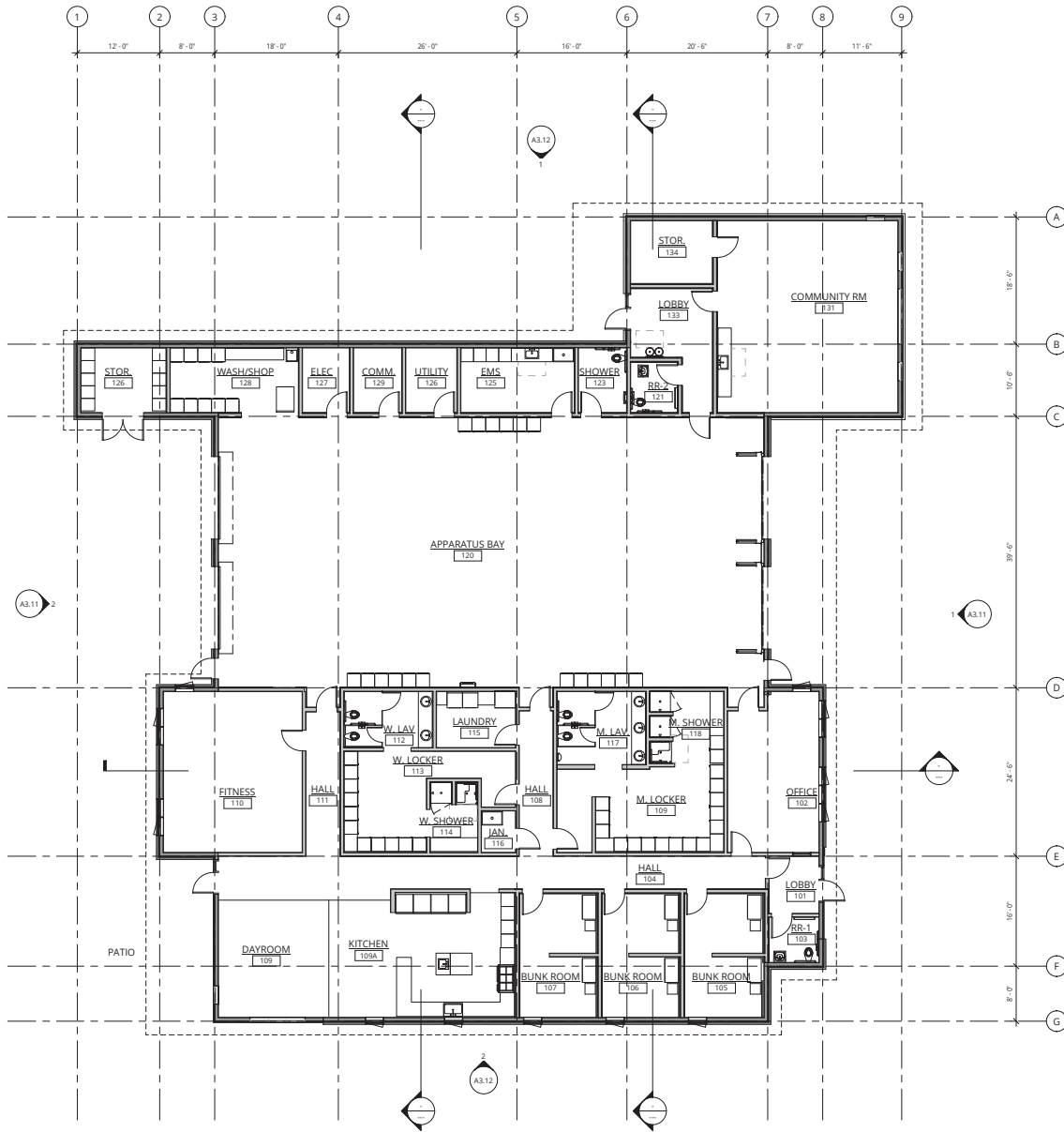
CONDITIONAL USE APPLICATION

DATE 11/22/2017	PROJECT NUMBER 173470
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SHEET NUMBER A1.01

11/22/2017 10:52 AM

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1 FLOOR LEVEL
1/8" = 1'-0"



NOT FOR CONSTRUCTION



38 NORTHWEST DAVIS, SUITE 300
 PORTLAND, OR 97209
 T 503.245.7100

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 SEATTLE, WA 98101
 T 206.576.1600

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TV F&R STATION 39 - TUALATIN
 7100 SW MCEWAN
 TUALATIN, OR 97062

TUALATIN VALLEY FIRE & RESCUE

REVISION	DATE	REASON FOR ISSUE

FLOOR PLAN

CONDITIONAL USE APPLICATION

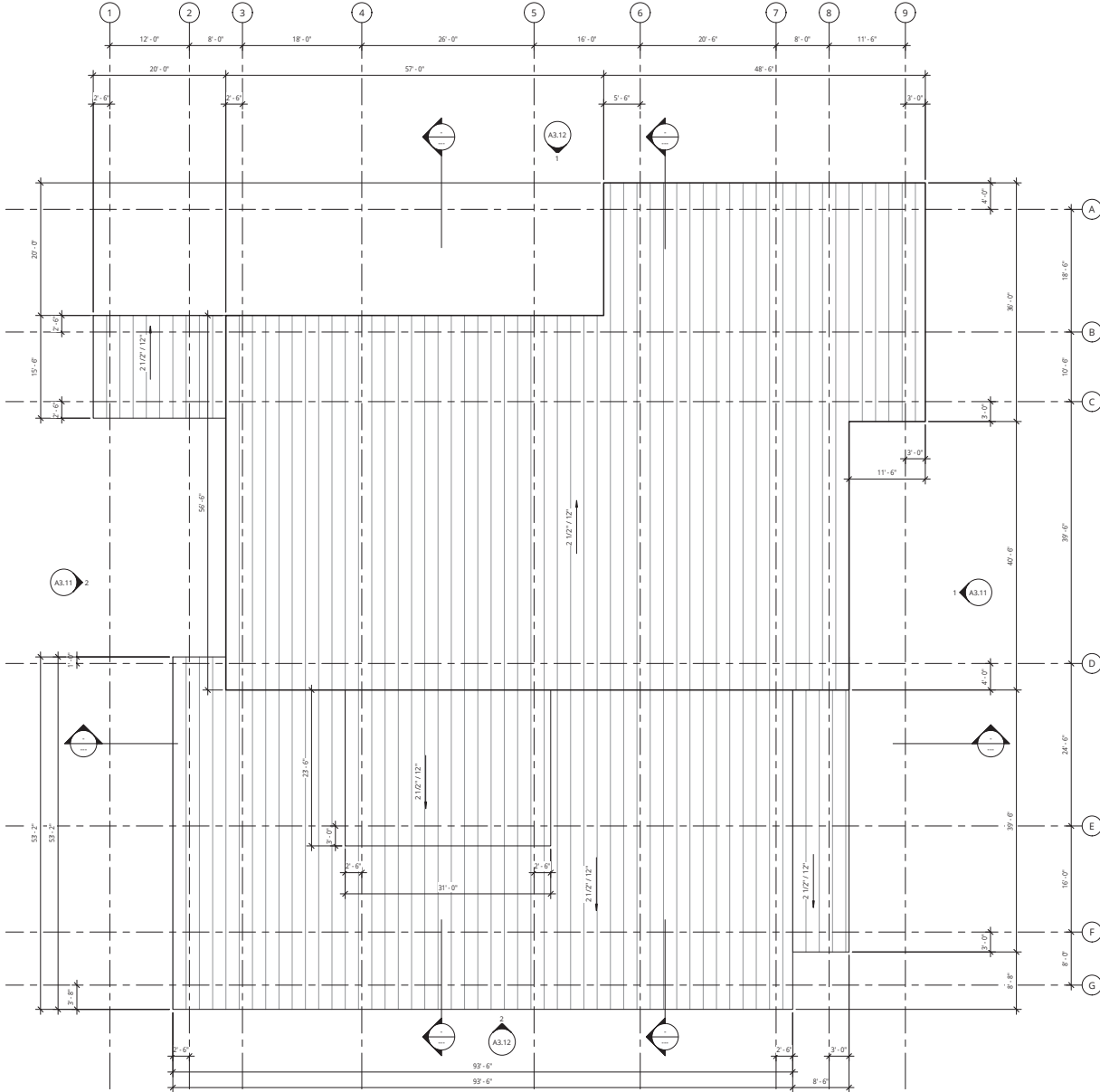
DATE: 11/22/2017 PROJECT NUMBER: 173470

SHEET NUMBER: **A2.01**

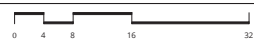


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1 ROOF LEVEL
1/8" = 1'-0"



NOT FOR CONSTRUCTION



38 NORTHWEST DAVIS, SUITE 300
PORTLAND, OR 97209
T 503.245.7100
1505 5TH AVE, SUITE 300
SEATTLE, WA 98101
T 206.576.1600
1014 HOWARD STREET
SAN FRANCISCO, CA 94103
T 415.252.7063
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TV F&R STATION 39 - TUALATIN
7100 SW MCEWAN
TUALATIN, OR 97062
TUALATIN VALLEY FIRE & RESCUE

REVISION	DATE	REASON FOR ISSUE

ROOF PLAN

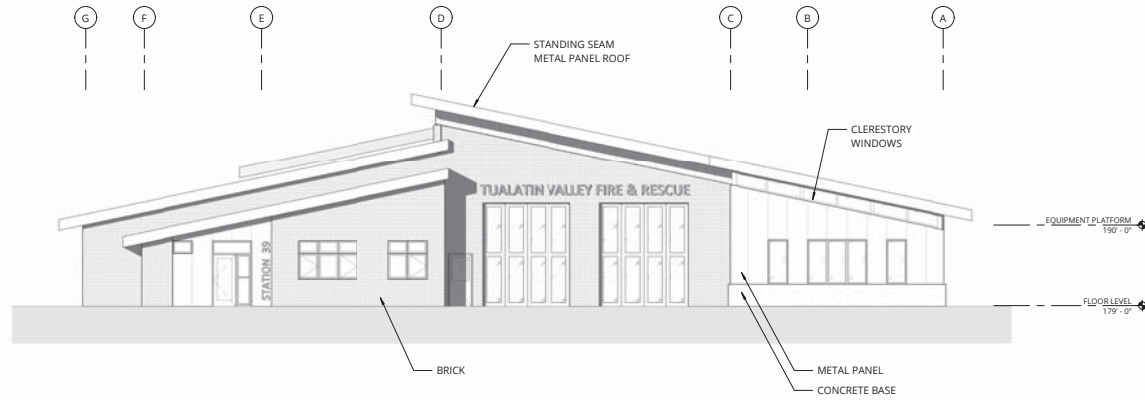
CONDITIONAL USE APPLICATION

DATE: 11/22/2017 PROJECT NUMBER: 173470

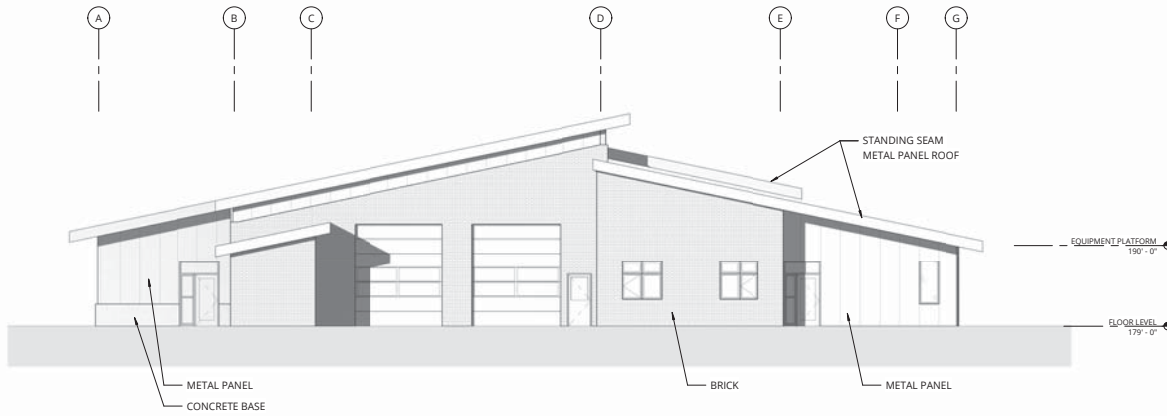
SHEET NUMBER: **A2.03**



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1 NORTH EAST ELEVATION
1/8" = 1'-0"



2 SOUTH WEST ELEVATION
1/8" = 1'-0"



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NOT FOR CONSTRUCTION



38 NORTHWEST DAVIS, SUITE 300
PORTLAND, OR 97209
T 503.245.7100

1505 5TH AVE, SUITE 300
SEATTLE, WA 98101
T 206.576.1600

1014 HOWARD STREET
SAN FRANCISCO, CA 94103
T 415.252.7063

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TV F&R STATION 39 - TUALATIN

7100 SW MCEWAN
TUALATIN, OR 97062

TUALATIN VALLEY FIRE & RESCUE

REVISION	DATE	REASON FOR ISSUE

BUILDING ELEVATIONS

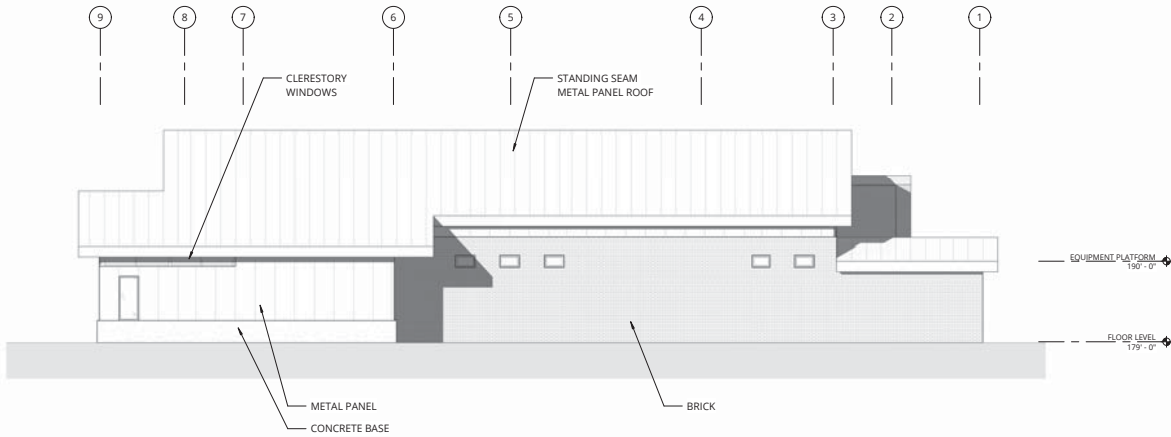
CONDITIONAL USE APPLICATION

DATE 11/22/2017	PROJECT NUMBER 173470
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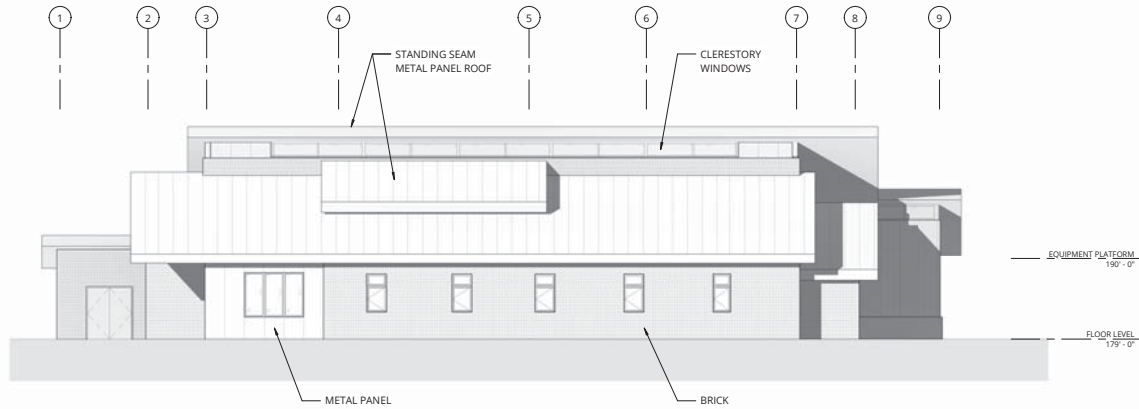
SHEET NUMBER

A3.11

11/22/2017 10:51 AM



1 NORTH WEST ELEVATION
1/8" = 1'-0"



2 SOUTH EAST ELEVATION
1/8" = 1'-0"



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NOT FOR CONSTRUCTION



38 NORTHWEST DAVIS, SUITE 300
PORTLAND, OR 97209
T 503.245.7100

1505 5TH AVE, SUITE 300
SEATTLE, WA 98101
T 206.576.1600

1014 HOWARD STREET
SAN FRANCISCO, CA 94103
T 415.252.7063

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TV F&R STATION 39 - TUALATIN
7100 SW MCEWAN
TUALATIN, OR 97062

TUALATIN VALLEY FIRE & RESCUE

REVISION	DATE	REASON FOR ISSUE

BUILDING ELEVATIONS

CONDITIONAL USE APPLICATION

DATE: 11/22/2017 PROJECT NUMBER: 173470

SHEET NUMBER

A3.12

Sensitive Area Pre-Screening Site Assessment

1. Jurisdiction: Tualatin

2. Property Information (example 1S234AB01400)

Tax lot ID(s): 2S 113DD TL 1601

3. Owner Information

Name: Siobhan Kirk

Company: Tualatin Valley Fire & Rescue

Address: 11945 SW 70th Avenue

City, State, Zip: Tigard, OR 97223

Phone/Fax: 503-649-8577

E-Mail: _____

OR Site Address: Adjacent to 7100 SW McEwan

City, State, Zip: Tualatin, OR 97062

Nearest Cross Street: SW McEwan & Lower Boones Ferry Rd.

4. Development Activity (check all that apply)

- Addition to Single Family Residence (rooms, deck, garage)
- Lot Line Adjustment Minor Land Partition
- Residential Condominium Commercial Condominium
- Residential Subdivision Commercial Subdivision
- Single Lot Commercial Multi Lot Commercial
- Other New fire station

5. Applicant Information

Name: Frank Angelo

Company: Angelo Planning Group

Address: 921 SW Washington Ave. Suite 468

City, State, Zip: Portland, OR 97205

Phone/Fax: 503-649-8577

E-Mail: fangelo@angeloplanning.com

6. Will the project involve any off-site work? Yes No Unknown

Location and description of off-site work _____

7. Additional comments or information that may be needed to understand your project Site plan and tax map are attached.

This application does NOT replace Grading and Erosion Control Permits, Connection Permits, Building Permits, Site Development Permits, DEQ 1200-C Permit or other permits as issued by the Department of Environmental Quality, Department of State Lands and/or Department of the Army COE. All required permits and approvals must be obtained and completed under applicable local, state, and federal law.

By signing this form, the Owner or Owner's authorized agent or representative, acknowledges and agrees that employees of Clean Water Services have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related to the project site. I certify that I am familiar with the information contained in this document, and to the best of my knowledge and belief, this information is true, complete, and accurate.

Print/Type Name Frank Angelo

Print/Type Title Principal

Signature _____

Date Oct. 18, 2017

FOR DISTRICT USE ONLY

Sensitive areas potentially exist on site or within 200' of the site. **THE APPLICANT MUST PERFORM A SITE ASSESSMENT PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER.** If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.

Based on review of the submitted materials and best available information Sensitive areas do not appear to exist on site or within 200' of the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 17-05, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, State, and federal law.

Based on review of the submitted materials and best available information the above referenced project will not significantly impact the existing or potentially sensitive area(s) found near the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect additional water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 17-05, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, state and federal law.

This Service Provider Letter is not valid unless _____ CWS approved site plan(s) are attached.

The proposed activity does not meet the definition of development or the lot was platted after 9/9/95 ORS 92.040(2). NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.

Reviewed by Chuck Marshall

Date 10/31/17

Once complete, email to: SPLReview@cleanwaterservices.org • Fax: (503) 681-4439

OR mail to: SPL Review, Clean Water Services, 2550 SW Hillsboro Highway, Hillsboro, Oregon 97123

SE 1/4 SE 1/4 SECTION 13 T2S R1W W.M.

2S 1 13DD

WASHINGTON COUNTY OREGON

SCALE 1"=100'

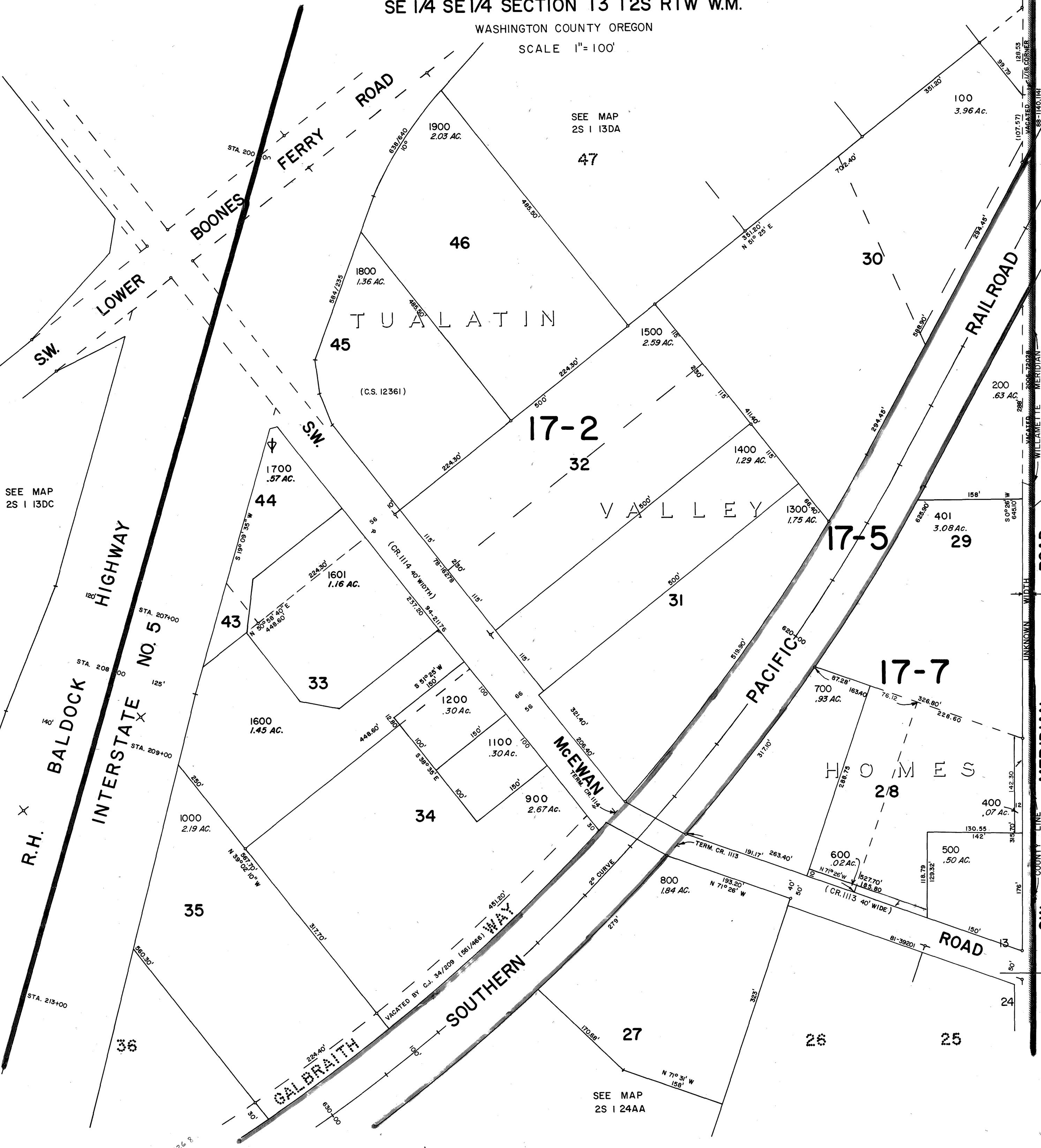
KENNY STREET

CANCELLED TAX LOTS 300,1700-C1

COUNTY

CLACKAMAS

LAKE OSWEGO TUALATIN 2S 1 13DD



SEE MAP 2S 1 13DA

SEE MAP 2S 1 13DC

FOR ASSESSMENT PURPOSES ONLY DO NOT RELY ON FOR ANY OTHER USE

SEE MAP 2S 1 24AA

5-5-83

[Handwritten signature]

**NEIGHBORHOOD/DEVELOPER MEETING
AFFIDAVIT OF MAILING**

STATE OF OREGON)
) SS
COUNTY OF WASHINGTON)

I, Clinton Dosssee, being first duly sworn, depose and say:

That on the 24 day of October, 2017, 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.



Signature

SUBSCRIBED AND SWORN to before me this 29th day of November, 2017.





Notary Public for Oregon
My commission expires:

RE: TVF+R Station 39



Dear Resident/Property Owner,

Tualatin Valley Fire & Rescue (TVF&R) is proposing to develop a new fire station (Station 39) on SW McEwan Road south of SW Boones Ferry Road. The new station will be approximately 7,500 square feet and include a 600-square foot community room. The building will house the station's firefighters and have an interior two-space parking bay for fire trucks and necessary emergency apparatus. Station 39 will include 24-hour staffing starting with 4 persons per shift and ultimately growing to 6-person shifts.

The 1.16-acre site is within the City of Tualatin's Light Manufacturing Planning District (ML). New fire stations are permitted in the ML Planning District through a Conditional Use Permit and Architectural Review. The Conditional Use will require submittal of an application to the City for review and approval by the City Council. A pre-application conference was held for the project on September 20, 2017. Following Conditional Use review an Architectural Review application will be submitted for construction of the new station. This application will be reviewed by staff.

As specific engineering and site plans are being prepared and before submitting the application for the necessary reviews and approvals, we would like to discuss the proposal with the surrounding property owners and residents. In accordance with City requirements, we are conducting a Neighborhood Meeting on the following date and at the following location:

Tuesday, November 7th, 2017

6:00 – 7:00 pm

Juanita Pohl Center

8513 SW Tualatin Road

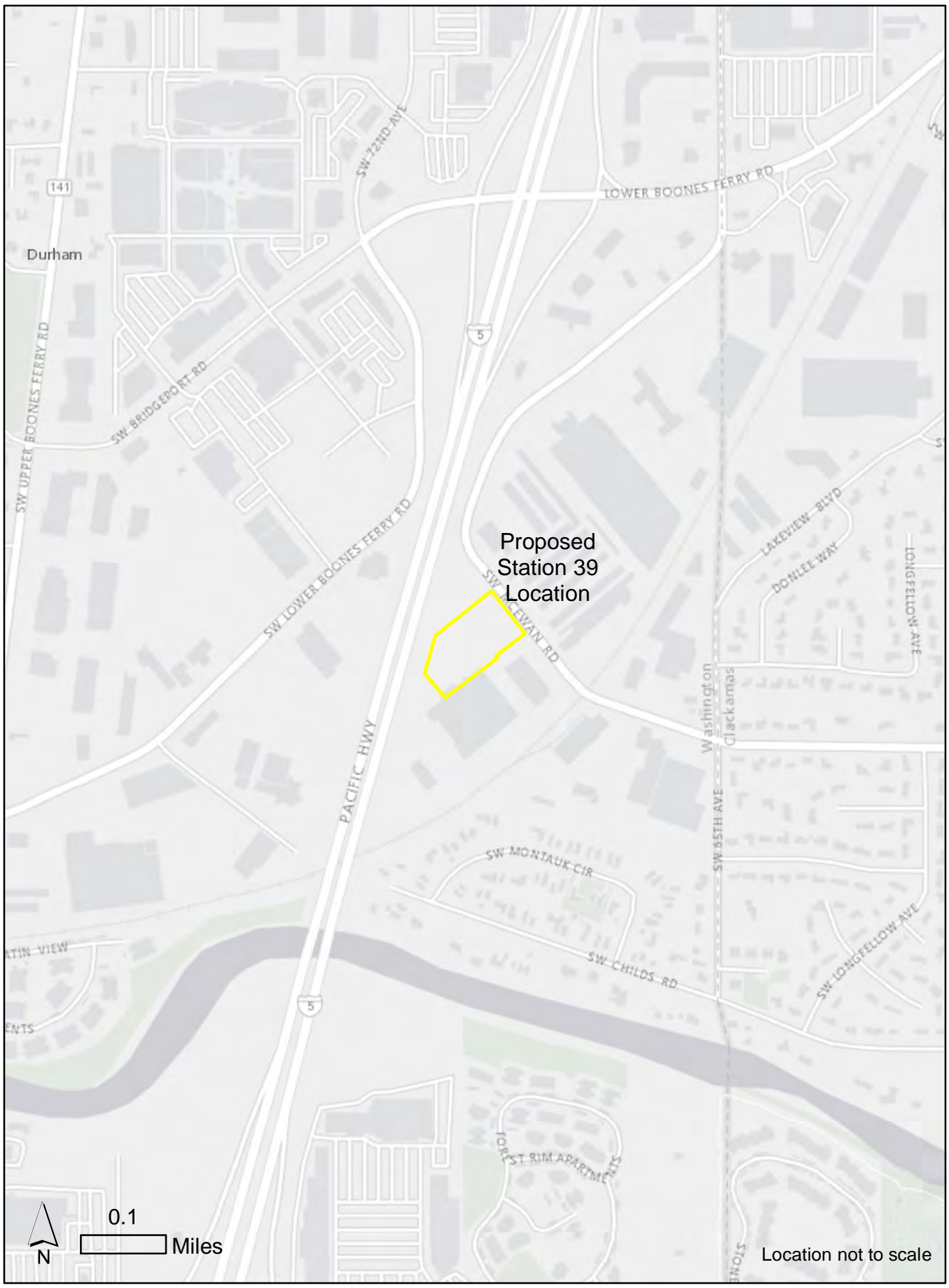
Tualatin, Oregon 97062

We look forward to discussing the proposal with you. Please feel free to contact the project's development application representative, at 503-227-3664 or fangelo@angeloplanning.com if you have any questions.

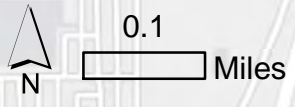
Sincerely,

Frank Angelo, Principal

Attachment: Vicinity/Location Map



Proposed
Station 39
Location



Location not to scale

NEIGHBORHOOD / DEVELOPER MEETING CERTIFICATION OF SIGN POSTING

<p style="text-align: center;">NOTICE</p> <p style="text-align: center;">NEIGHBORHOOD / DEVELOPER MEETING</p> <p style="text-align: center;">__/__/2010 __:__.m.</p> <p style="text-align: center;">SW _____</p> <p style="text-align: center;">503-____-____</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 TVF+R Station 39 project, I

hereby certify that on this day, October 24, 2017 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: Clinton Daxsee, Angela Planning Group
(PLEASE PRINT)

Applicant's Signature: [Signature]

Date: 11/29/17

NOTICE

NEIGHBORHOOD / DEVELOPER MEETING

11/7/2017 6:00 p.m.

8513 SW Tualatin Road

503-227-3664.

TVF&R Station 39 Neighborhood/Developer Meeting Notice Sign posted on site.





MEMORANDUM

TVF&R Station 39 Neighborhood Meeting Notes

DATE November 9, 2017
TO Project Team
FROM Frank Angelo, APG
CC

The Station 39 Neighborhood Meeting for the land use application was held on Tuesday, November 7, 2017 at the Juanita Pohl Center, 8513 SW Tualatin Road, Tualatin, Oregon 97062. The meeting Agenda, Sign-in Sheet and Illustrations presented at the meeting are attached to this meeting summary.

Project team attendance:

- TVF&R: Assistant Chief Havener, Siobhan Kirk
- APG: Frank Angelo
- Ankrom Moisan Architects: Michael Bonn
- AKS: Bruce Baldwin
- Lancaster Engineering: Todd Mobley

City of Tualatin Staff in attendance:

- Charles Benson, Planner

Frank Angelo introduced the Neighborhood Meeting and turned it over to Assistant Chief Havener to introduce the project and discuss the site selection, project funding and station operations.

Frank Angelo reviewed the land use application process and schedule for application submittal, noting the following.

- Tonight's meeting is a part of the city's land use application process. We are preparing a Conditional Use first, then an Architectural Review 2 land use application to demonstrate how the project complies with the City's CU Review Criteria.
- The Conditional Use application will address the use of the property and be presented at a City Council public hearing.

- The second application will follow Conditional Use approval and will be the Architectural Review application.
- The AR application will demonstrate how the project meets the City's design requirements and standards.
- The AR application will be reviewed and approved by staff. The application does not require review/approval by the Planning Commission.
- We expect to file the Conditional Use application in November.
- You received direct notice of tonight's meeting because you are within 1000' of the project site. Following submittal of the CU application you will receive notice of the Planning Commission hearing date/time.

Michael Bonn, Ankrom Moisan Architects, reviewed the site plan and building design elements.

- Michael provided an overview of site design considerations and key features.
- Stepped through the site plan, access to the site, on-site circulation, stormwater treatment, and landscaping.
- Station 39 will be similar in design to Station 55 currently under construction in West Linn.
- Staffing will be 4 full-time staff (24-hour shifts) with room to expand to 6 full-time staff.
- Michael noted the 600 sf Community Room and its availability to the residents for meetings.

Questions from the audience:

1. Discuss the landscaping that will be provided.
2. Question regarding the location of the driveway to SW McEwen and its proximity to the existing cell tower.
3. Where is the station in relation to the Legacy Medical office?
4. Has the design considered flooding and debris flows from Scoggins Dam?
5. Where is this site in relation to the Lake Oswego Fire District boundary?
6. Is there an agreement (Mutual Aid Agreement) between TVF&R and LOFD?
7. Is the building being constructed to address emergency preparedness? Design will include seismic enhancements.
8. Will TVF&R assist with HazMat calls?

The meeting adjourned at 7:00pm.

Attachments: Meeting Agenda; Sign-In Sheet; Project Illustrations



**Tualatin Valley Fire & Rescue Station 39
Neighborhood / Developer Meeting
Tuesday, November 7th, 2017
6:00 – 7:00 pm
Juanita Pohl Center
8513 SW Tualatin Road
Tualatin, Oregon 97062**

Agenda

1. Welcome / Meeting Overview – Frank Angelo, Angelo Planning Group
2. Introduction from TVF&R – Assistant Chief Mark Havener
3. Land Use Application – Frank Angelo
4. Site Plan– Michael Bonn, Ankrom Moisan Architects
5. Audience Questions / Comments – All

TVF&R Station 39 Neighborhood Meeting

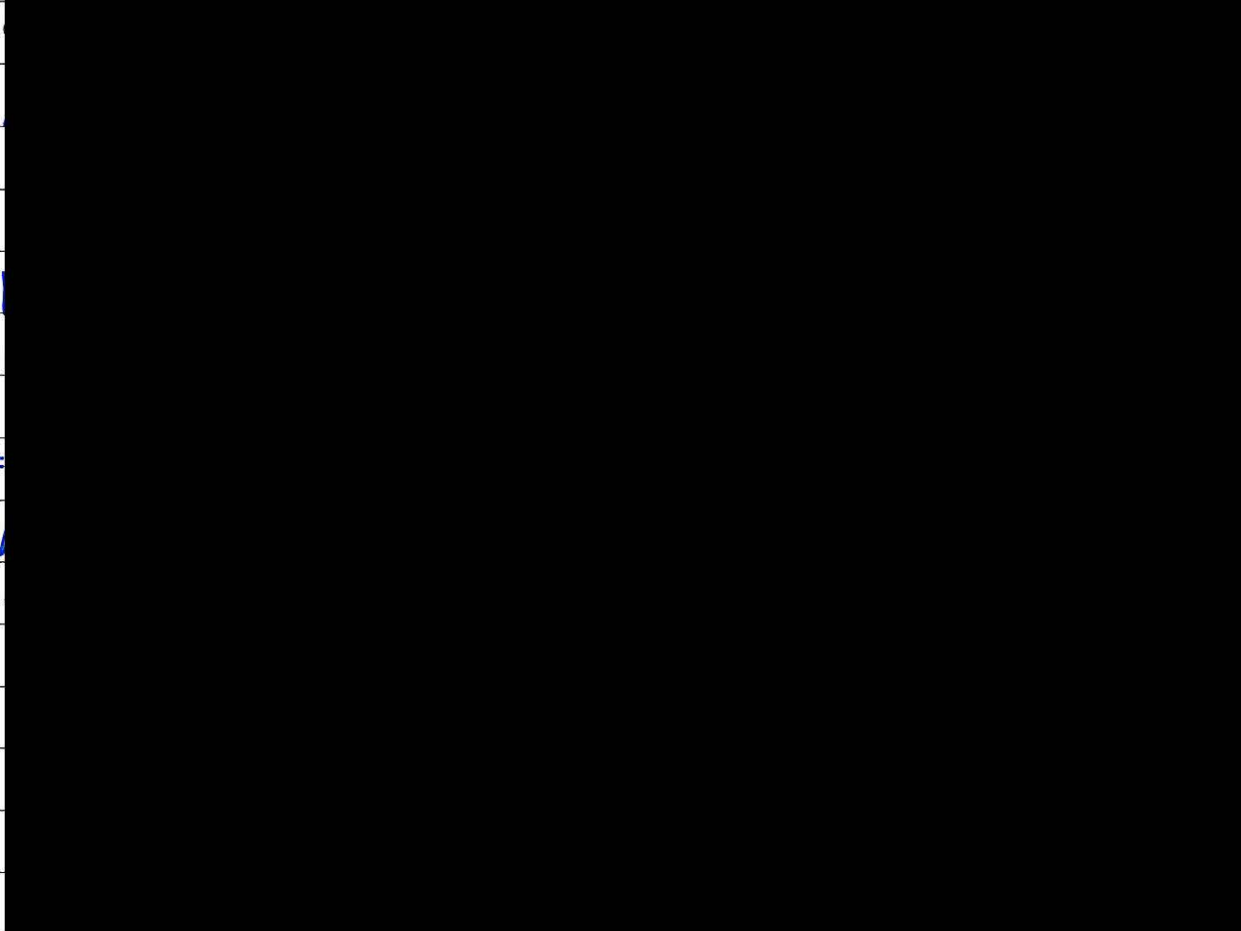
November 7, 2017

6:00 pm – 7:00 pm

Juanita Pohl Center

8513 SW Tualatin Road

Tualatin, OR 97062

Name	Address	Email Address
Frank Angelo		
Bruce Burdum		
TODD MORLEY		
Shannon Martin		
Kim Merow		
MICHAEL BONN		
CHARLES BENSON		
LARRY SILVER - BURDUMS		
"		
Wendy Havenen		
Siobhan Kirk		
Sherry Patterson		
ALLEN PATTERSON		

INTERSTATE 5

LINE FOR 32'-0" DRIVE
PROPERTY LINE

170'-0"

37'-0"

PUBLIC PARKING
21 SPACES

232'-0"

SW MCEWAN ROAD

**TVF&R
STATION 39**

PROPANE
GENERATOR
FUEL

EMPLOYEE PARKING
12 SPACES

STORMWATER RETENTION

TRASH

189'-1"

57'-6"

130'-0"

44'-6"

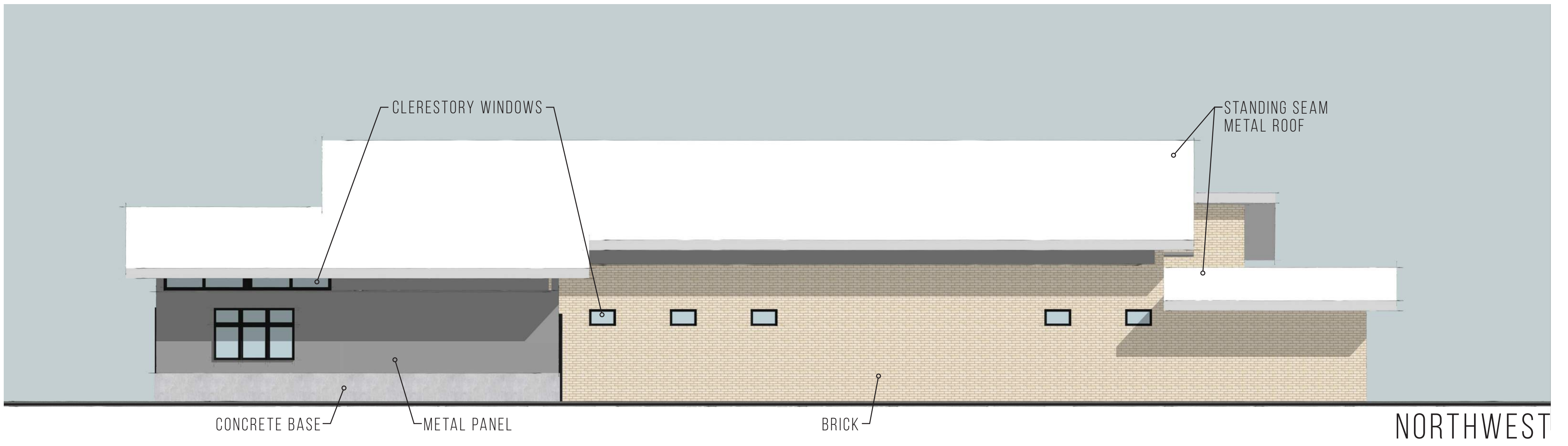
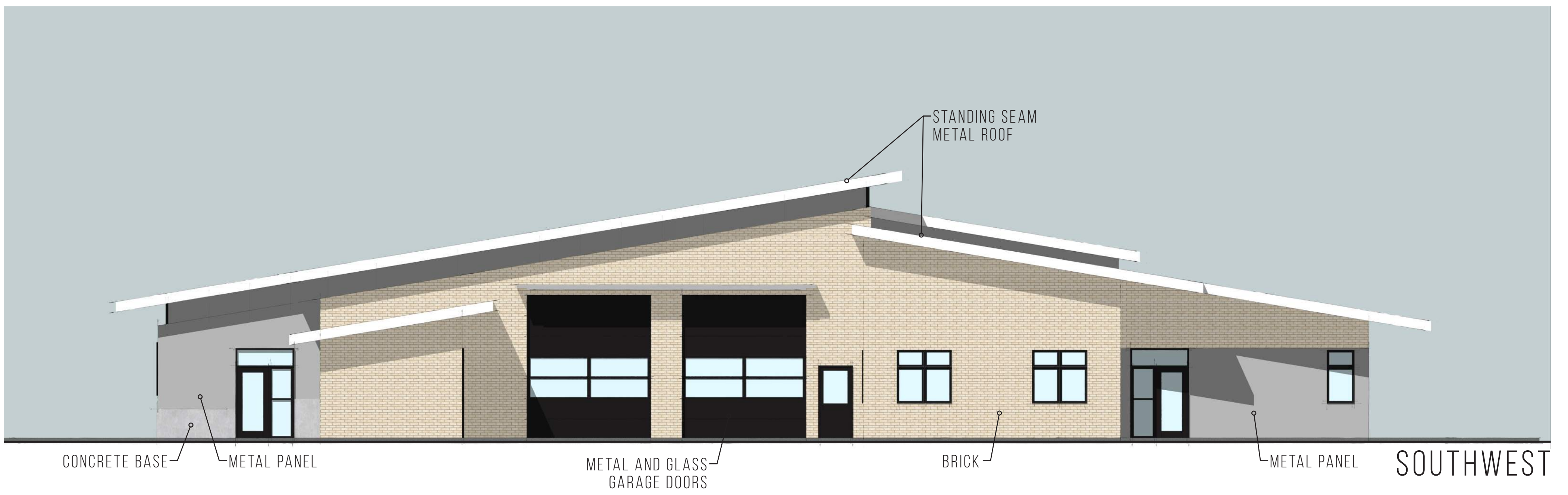
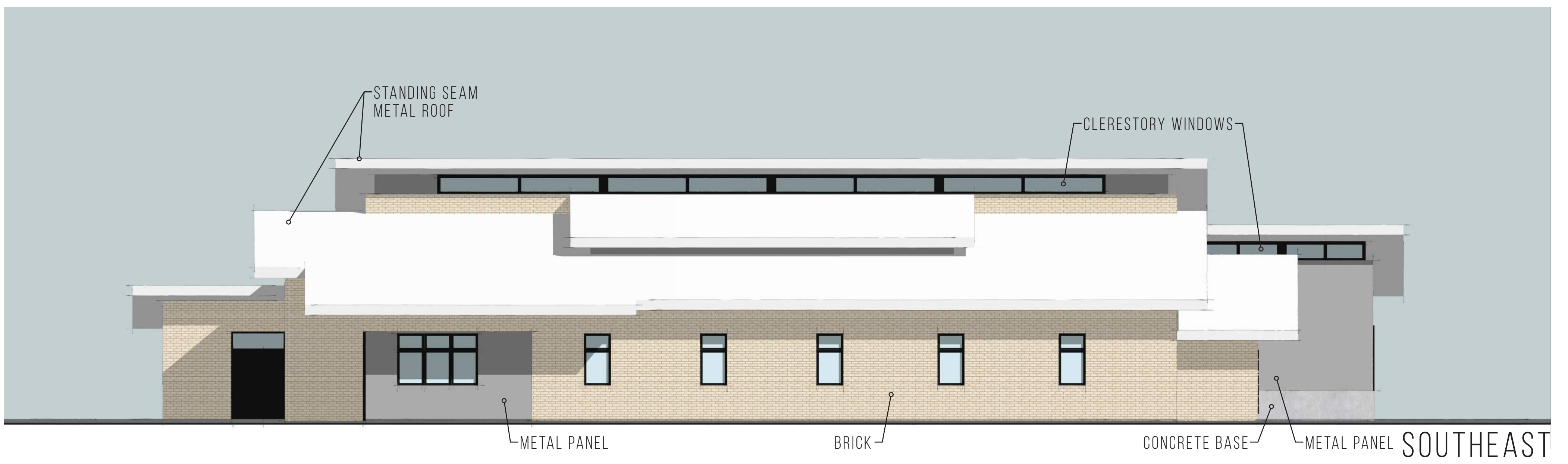
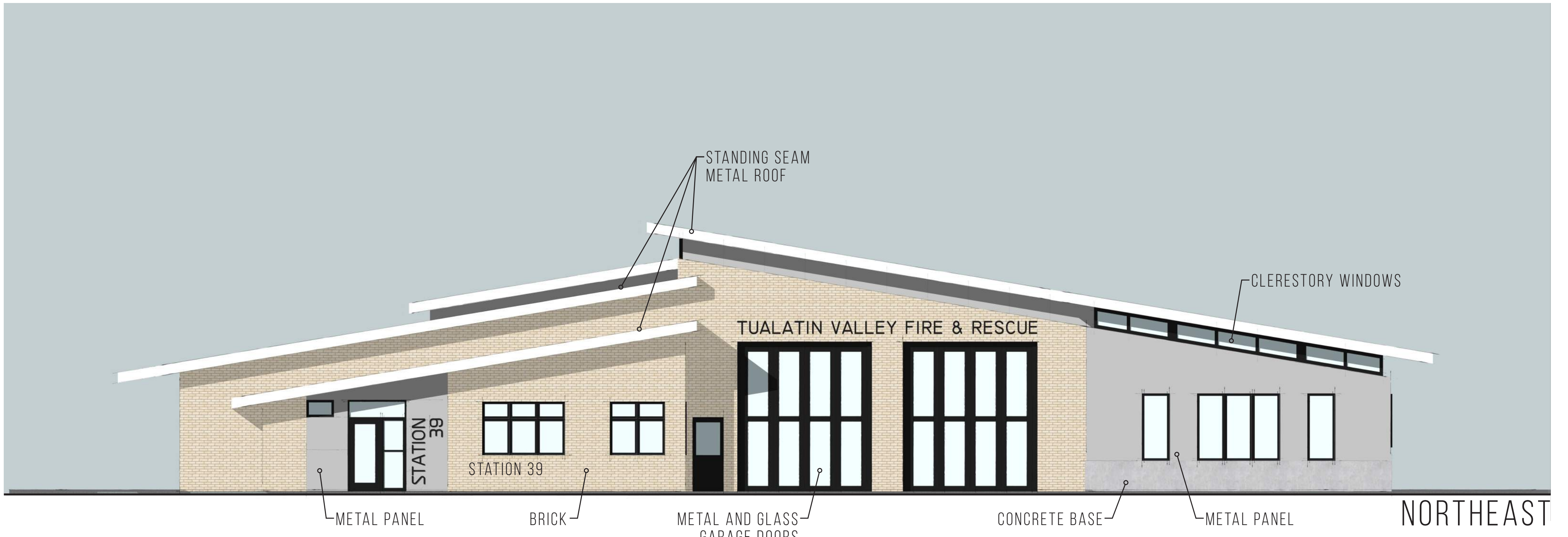
38'-5"



FIRE STATION 39

TUALATIN / 11.07.2017





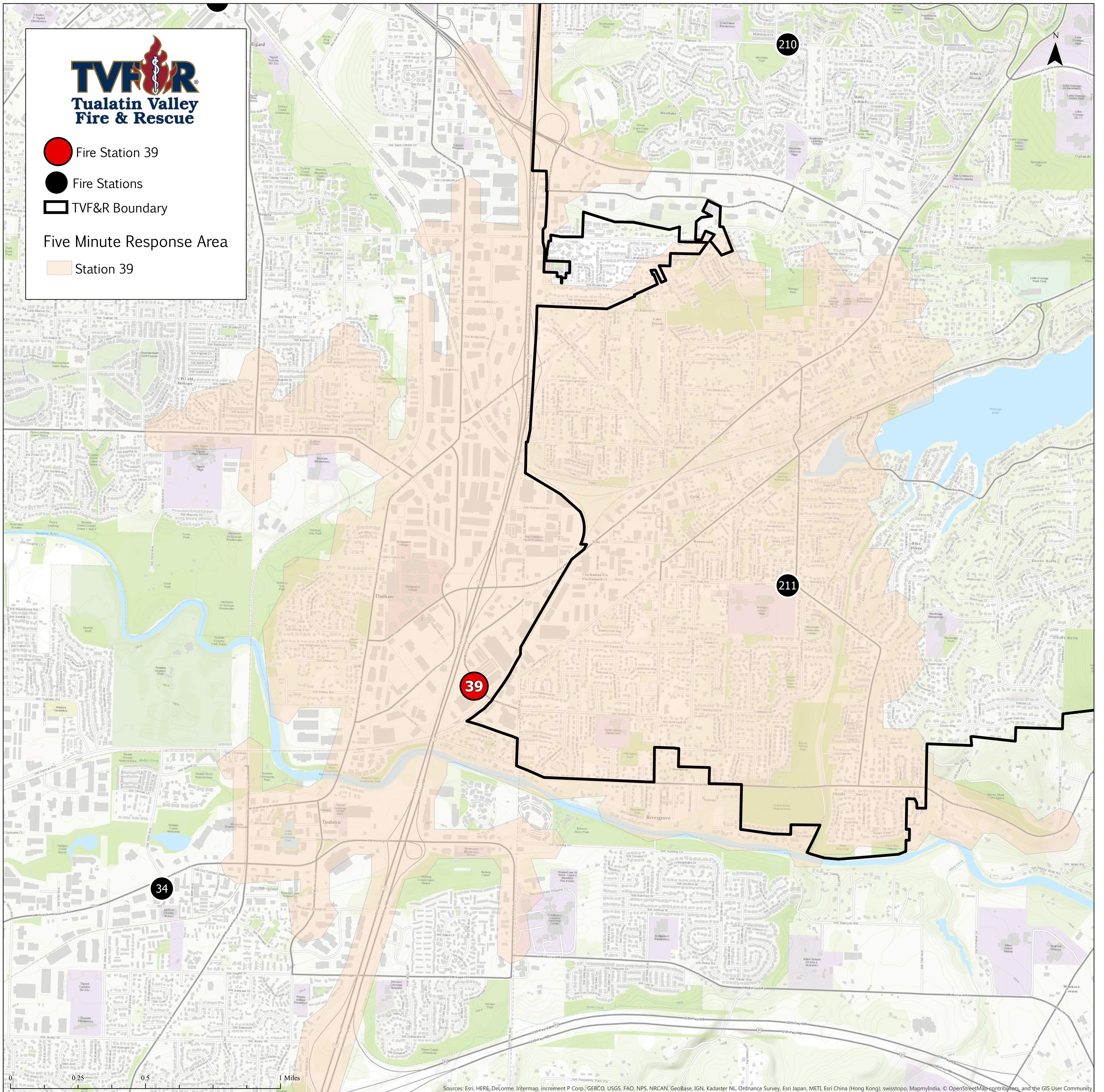


Exhibit 7

Order Granting Plaintiff's Motion of Immediate Possession (Case No. 17CV14497)

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IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF WASHINGTON

TUALATIN VALLEY FIRE AND RESCUE, a
rural fire protection district,

Plaintiff,

v.

AMERCO REAL ESTATE COMPANY, a
Nevada corporation

Defendant.

Case No. 17CV14497

ORDER GRANTING PLAINTIFF’S
MOTION OF IMMEDIATE POSSESSION

IT APPEARING TO THE COURT that: Plaintiff Tualatin Valley Fire and Rescue (“Plaintiff”) served a Notice of Immediate Possession (“Notice”) on the defendant Amerco Real Estate Company (“Defendant”) named in the above captioned proceeding on April 18, 2016; Defendant failed to file an objection that complies with ORS 35.352(2) in the time provided; and this Order is supported by the Declaration of Cynthia Fraser filed herewith as required by ORS 35.352(3) along with Plaintiff’s Motion for Entry of Order for Immediate Possession and Response to Defendant’s Reservation of Right to Object to Immediate Possession.

The Court further finding that Defendant submitted a “Non-Opposition to Plaintiff’s Motion for Entry of Order for Immediate Possession” on May 19, 2017 and advised the Court that it did not object to the form of Order for Immediate Possession.

IT IS FURTHER APPEARING TO THE COURT that a deposit as required by ORS

1 35.265 has been made. Now, therefore,

2 IT IS HEREBY ORDERED THAT Plaintiff has the right to take and exercise immediate
3 possession of such property and interests on May 4, 2017, as provided in the notice and provided
4 in ORS 35.352.
5
6
7

8 Signed: 6/9/2017 09:34 AM

9 
10
11

11 Submitted by:

12 Cynthia M. Fraser, OSB #872246
13 Paul H. Trincherro, OSB # 014397
14 GARVEY SCHUBERT BARER
15 121 SW Morrison Street
16 Portland, OR 97204
17 Telephone: (503) 228-3939
18 Fax: (503) 226-0259

19 *Of Attorneys for Plaintiffs*
20
21
22
23
24
25
26

CERTIFICATE OF READINESS

UTCR 5.100

This proposed order or judgment is ready for judicial signature because:

- 1. Each opposing party affected by this order or judgment has stipulated to the order or judgment, as shown by each opposing party's signature on the document being submitted.
- 2. Each opposing party affected by the order or judgment has approved the order or judgment, as shown by signature on the document being submitted or by written confirmation of approval sent to me.
- 3. I have served a copy of this order or judgment on all parties entitled to service and:
 - a. No objection has been served on me.
 - b. I received objections that I could not resolve with Defendant despite reasonable efforts to do so. I have filed a copy of the objections I received and indicated which objections remain unresolved.
 - c. After conferring about objections, Defendant agreed to independently file any remaining objection.
- 4. The relief sought is against an opposing party who has been found in default.
- 5. An order of default is being requested with this proposed judgment.
- 6. Service is not required pursuant to ORS 35.352(3).
- 7. This is a proposed judgment that includes an award of punitive damages and notice has been served on the Director of the Crime Victims' Assistance Section as required by subsection (4) of this rule.

DATED this 5th day of June, 2017.

s/Cynthia M. Fraser
 Cynthia M. Fraser
 Of Attorneys for Plaintiff

1 **CERTIFICATE OF SERVICE**

2 I hereby certify that I served the proposed **ORDER GRANTING PLAINTIFF’S**
3 **MOTION OF IMMEDIATE POSSESSION** on the following:

4 Peter C Richter
5 Alex Naito
6 Miller Nash Graham & Dunn LLP
7 111 SW 5th Ave Ste 3400
8 Portland OR 97204
9 peter.richter@millernash.com
10 alex.naito@millernash.com

11 by mailing to them a copy of the original thereof, contained in a sealed envelope, addressed as
12 above set forth, with postage prepaid, and deposited in the mail in Portland, Oregon, on this 4th
13 day of May, 2017 and provided them a copy of this Order on June 5, 2017.

14 *s/ Cynthia M. Fraser*
15 _____
16 Cynthia M. Fraser, OSB #872243
17 Of Attorneys for Plaintiff

18 GSB:8632935.2 [37746.00200]



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October 11, 2017

VIA EMAIL AND U.S. MAIL

Sean Brady
City Attorney
City of Tualatin Oregon
18880 SW Martinazzi Ave
Tualatin, OR 97062

Re: Tualatin Valley Fire & Rescue

Dear Sean:

I have been hired by Tualatin Valley Fire & Rescue ("TVFR") to work with TVFR's general counsel, Bob Blackmore, on the acquisition of property necessary for TVFR to build a new fire station for the health, safety and welfare of its fire district. One of the issues that came up recently with your planning department was the legal ability of TVFR to proceed with the land use process necessary to build the facility because TVFR does not have title to the property.

Prior to joining this law firm, I was a Senior Assistant Attorney General at the Oregon Department of Justice in the trial division, where I specialized in condemnation. Since returning to private practice, I have represented several government entities in the acquisitions of properties for public use. Most recently, I was the condemnation attorney for the City of Lake Oswego-Tigard Water Partnership. I worked closely with City Attorney David Powell on all of the necessary property acquisitions for that project.

The Oregon Condemnation Procedures Act ORS Chapter 35 governs and describes the condemnation powers a government entity has and the procedures it must follow. When a public condemnor commences an action for condemnation of property, and immediate possession of the property is considered necessary by the public condemnor, the condemnor may deposit funds into the court where the action was commenced for the use of the defendants in the action. ORS 35.265. TVFR filed a complaint in Washington County Circuit Court on April 6, 2017 against Amerco Real Estate Company ("U-Haul") and deposited funds into court in compliance with the statute. Thereafter, on April 18, 2017, TVFR filed a Notice of Immediate Possession of Property with the court. Any time after a condemnation action is commenced, the public condemnor may serve notice on the property owner that it will take immediate possession of the property that is the subject of the condemnation action.



ORS 35.352. On May 4, 2017, the Washington County Circuit Court granted plaintiff's Motion for Entry of an Order of Immediate Possession.

Accordingly, as of May 5, 2014, TVFR has immediate legal possession of the property, and as such may proceed with moving forward with its project.¹ Even if there is an appeal to the action from the judgment, the appeal will not stay the proceeding as to prevent the condemnor from taking possession of the property and using it for the purposes for which it is being appropriated. ORS 35.355. Thus, the legislature intended that the condemnor – TVFR – could proceed with the project while the property owner has the right to contest the amount of just compensation. TVFR has the necessary legal authority to proceed as if it had legal title to the property. The condemnation proceeding is scheduled for a jury trial March 5, 2018 to March 9, 2018.

Feel free to contact either Bob Blackmore at (503) 479-7175 or myself if you have any questions. I understand that a meeting to discuss next steps is being set up and we thought setting out the legal status of TVFR in advance would assist you.

Very truly yours,

GARVEY SCHUBERT BARER

By

Cynthia M. Fraser

A handwritten signature in black ink, appearing to read 'Cynthia M. Fraser', written over a dotted line.

¹ It should also be noted that there is a statutory presumption of necessity that when TVFR declared the taking of the U-Haul property necessary for its purposes of the health and safety of its district, there is a presumption of evidence of the necessity of the property. See *Port of Umatilla v. Richmond*, 212 Or 596 321 P2d 338 (1958). In the absence of fraud, bad faith or abuse of discretion, the necessity propriety or expediency of appropriation of the property for the public use, the location of the property taken and its suitability for the proposed use are legislative questions and therefore not subject to review by the court.

CUP17-0002

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.