



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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Salem, Oregon 97301-2524

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Second Floor/Director's Office: (503) 378-5518

Web Address: <http://www.oregon.gov/LCD>

NOTICE OF ADOPTED AMENDMENT

August 8, 2006

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: Washington County Plan Amendment
DLCD File Number 009-06



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: August 24, 2006

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Meg Fernekees, DLCD Regional Representative
Aisha Willits, Washington County

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FORM 2

DLCD NOTICE OF ADOPTION

DEPT OF

This form must be received by DLCD within 5 working days after the final decision per ORS 197.610, OAR Chapter 660 - Division 18 (See reverse side for submittal requirements)

AUG 04 2006

LAND CONSERVATION AND DEVELOPMENT

Jurisdiction: Washington County

Local File No.: 06-252-PA (If no number, use none)

Date of Adoption: August 2, 2006 (Must be filled in)

Date Mailed: August 3, 2006

Date the Notice of Proposed Amendment was mailed to DLCD: June 7, 2006

- Comprehensive Plan Text Amendment, Comprehensive Plan Map Amendment, Land Use Regulation Amendment, Zoning Map Amendment, New Land Use Regulation, Other: (Please specify type of action)

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached." The plan amendment request was to remove the R-9 Residential designation from three parcels and designate the parcels Institutional (INS).

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "SAME." If you did not give notice for the proposed amendment, write "N/A." The adopted amendment involves 8.57 acres, not 10.71 acres as originally proposed. The reduction in acreage reflects the exclusion of approximately 2.14 acres of tax lot 200 from the plan amendment.

Plan Map Changed from: R-9 Residential to: Institutional

Zone Map Changed from: N/A to: N/A

Location: Tax Map: 1N1 27CA; Tax Lots 200 (portion), 301, 302 Acres involved: 8.57

Specified Change in Density: Previous: 9 D.U. / acre New: N/A

Applicable Statewide Planning Goals: 1, 2, 10, 11, 12

Is an Exception Proposed? Yes: [] No: [X]

Was an Exception Adopted? Yes: [] No: [X]

DLCD No: 009-06(15295)

Did the Department of Land Conservation and Development receive a notice a Proposed Amendment FORTY-FIVE (45) days prior to the first evidentiary hearing?

Yes: No:

If no, do the Statewide Planning Goals apply?

Yes: No:

If no, did The Emergency Circumstances require immediate adoption?

Yes: No:

Affected State and Federal Agencies, Local Governments or Special Districts:
Washington County Land Use and Transportation, Washington County Sheriff, Tualatin Valley Fire and Rescue,
Tualatin Valley Water District, Clean Water Services, Tualatin Hills Park and Recreation District, TriMet

Local Contact: Aisha Willits, Senior Planner

Area Code + Phone Number: 503-846-3961

Address: Washington County DLUT, 155 N First Avenue, Suite 350-14

City: Hillsboro

Zipcode + 4: 97124-3072

Email Address: Aisha_willits@co.washington.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 – Division 18

1. Send this Form and **TWO (2)** Copies of the Adopted Amendment to :

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Submit **TWO (2) copies** of the adopted material, if copies are bound, please submit **TWO (2)** complete copies of documents and maps.
3. **Please Note:** Adopted materials must be sent to DLCD no later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.
6. In addition to sending the "Notice of Adoption" to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8½ x 11 inch green paper only; or call the DLCD Office at (503) 373-0050; or Fax you request to (503) 378-5518; or email your request to Larry.French@state.or.us – ATTENTION: PLAN AMENDMENT SPECIALIST.

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3 IN THE PLANNING COMMISSION
4 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of a Proposed Plan) RESOLUTION AND ORDER
4 Amendment Casefile 06-252-PA)
4 for Beaverton School District #48) No. 06-252-PA

5
6 This matter having come before the Washington County Planning Commission (Commission) at
7 its meeting of August 2, 2006; and

8 It appearing to the Commission that the above-named applicant(s) applied to Washington County
9 for a Plan Amendment to change the plan designation for certain real property described in Exhibit "A",
10 attached hereto and by this reference made a part hereof, from R-9 Residential to Institutional (INS); and

11 It appearing to the Commission that notice of the public hearing for August 2, 2006 was sent to
12 property owners of record at least twenty days prior to the hearing (as required by Community
13 Development Code Section 204) on July 12, 2006; and

14 It appearing to the Commission that a public hearing was conducted consistent with Section 205
15 of the Community Development Code;

16 It appearing to the Commission from evidence and findings in the Application (Exhibit "B"), and in
17 the findings (Exhibit "C"), attached hereto and by this reference made a part hereof, that the
18 aforementioned application does meet the requirements of the Comprehensive Framework Plan for the
19 Urban Area for such a Plan Amendment; and therefore, that the aforesaid application should be approved;
20 and

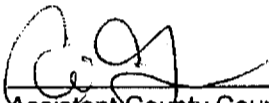
21 It appearing to the Commission that the findings described in Exhibit "C" constitute appropriate
22 legislative findings and should be adopted by this Commission; it is therefore
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1 RESOLVED AND ORDERED that Casefile No. 06-252-PA for a Plan Amendment for property described
2 in Exhibit "A" is hereby approved. The Commission further adopts the findings in Exhibits "B" and "C" and
3 the conditions of approval set forth in the Summary of Decision, (Exhibit "D") as if specifically set forth
4 herein.

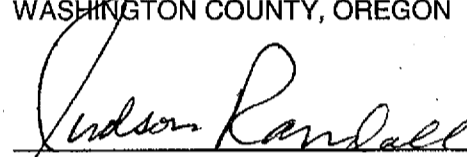
5 7 votes Aye, 0 votes Nay.

6 PLANNING COMMISSION FOR
7 WASHINGTON COUNTY, OREGON

8
9 APPROVED AS TO FORM:

10 

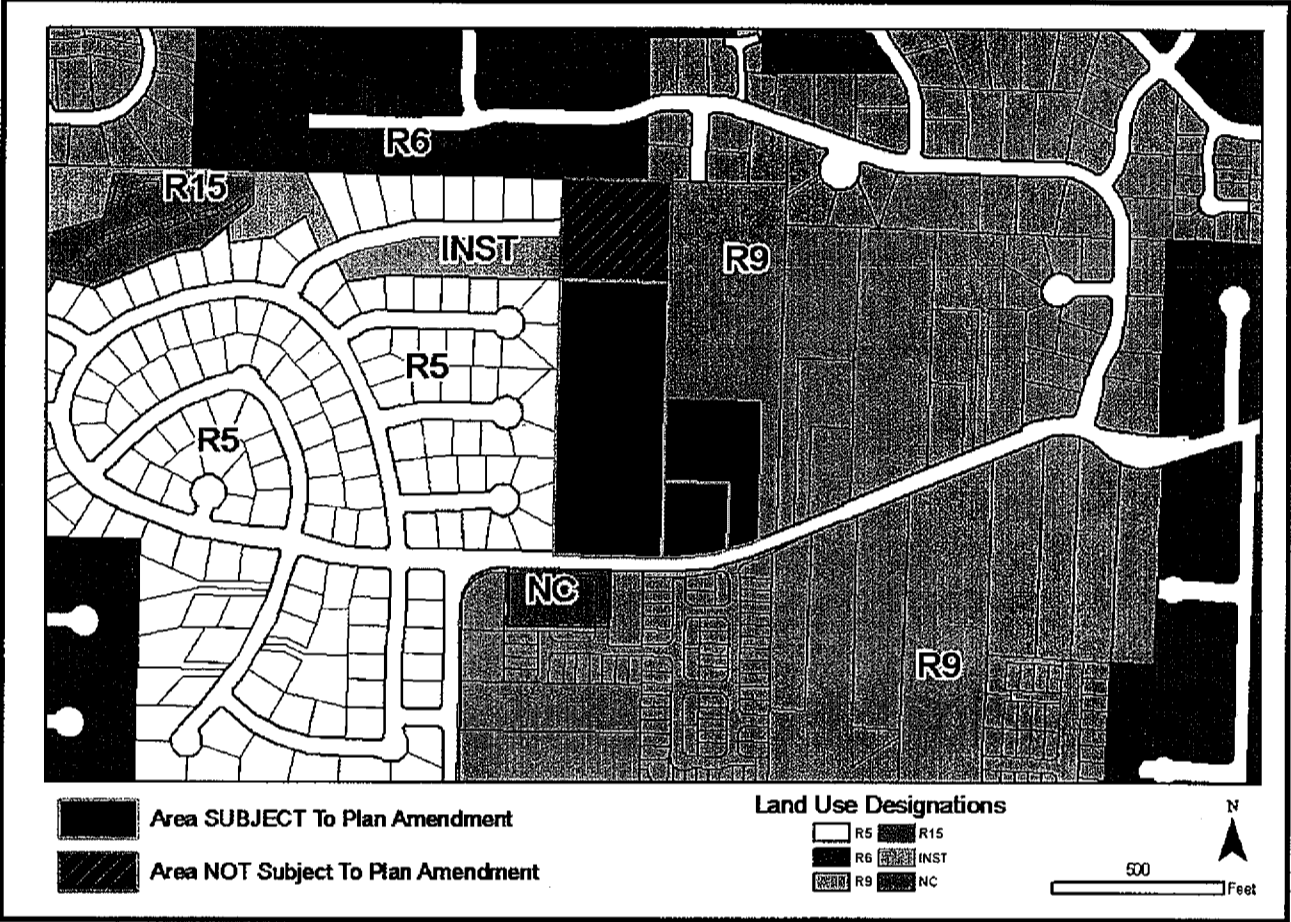
11 Assistant County Counsel
12 for Washington County, Oregon



CHAIRMAN


RECORDING SECRETARY

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WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND
TRANSPORTATION
PLANNING DIVISION, SUITE #350-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124 846-3519

STAFF REPORT

CASEFILE NO.: 06-252-PA

APPLICANT:

Beaverton School District #48, Attn: Leslie Imes
16550 SW Merlo Road
Beaverton, OR 97006

APPLICANT'S REPRESENTATIVE:

Angelo Eaton & Associates
620 SW Main, Suite 201
Portland, OR 97205

PROCEDURE TYPE: III

CPO: 1 **COMMUNITY**
 PLAN: Cedar Hills – Cedar Mill

EXISTING LAND USE DISTRICT(S):
R-9 Residential (9 units per acre)

CONTACT PERSON: Frank Angelo / Serah
Overbeek

OWNER:

Applicant (tax lots 200 & 302); Tax lot 301 is under
contract from Matthew Larson

PROPERTY DESCRIPTION:

ASSESSOR MAP NO.: 1N1 27 CA

TAX LOT NO(S): 200 (portion), 301 & 302

SITE SIZE: 8.57 acres

ADDRESS: 11645, 11625 & 11775 NW McDaniel

LOCATION: On the north side of McDaniel Road,
east of its intersection with 119th Avenue

REQUEST: Plan designation change from R-9 Residential to Institutional (INS) for two parcels and a
portion of a third parcel.

Casefile No. 06-252-PA Staff Report for the
August 2, 2006 Planning Commission Hearing

I. APPLICABLE REGULATIONS:

- A. LCDC Statewide Planning Goals 1, 2, 10, 11 & 12
- B. State Transportation Planning Rule - OAR 660-012-0060
- C. Metro Urban Growth Management Functional Plan: Titles 1, 2, 7 & 12
- D. Washington County Comprehensive Framework Plan Policies: 1, 2, 14, 18, 21, 22, 25, 26, 27, 30, 31, 32, 33, 34 & 40
- E. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10, 12, 14, 15 & 19
- F. Cedar Hills – Cedar Mill Community Plan: General Design Elements 1, 8, 9, 10, 12, 13 & 16 and the Bonny Slope/The Bluffs Subarea criteria

- G. Washington County Community Development Code:
1. Article III, Land Use Districts
 Section 304 R-9 Residential District
 Section 330 Institutional District

II. AFFECTED JURISDICTIONS:

Washington County Sheriff
Washington County Department of Land Use and Transportation
Tualatin Valley Fire and Rescue (TVF&R)
Tualatin Valley Water District
Clean Water Services
Tualatin Hills Park and Recreation District
TriMet

III. FINDINGS

A. General

Applicant: See page 3 of the May 2006 application.

Staff: The properties subject to this plan amendment request are illustrated on page 21 of this staff report. The applicant, Beaverton School District (the "District"), is requesting that three parcels currently designated R-9 Residential be changed to Institutional (INS). Two parcels, 1N1 27CA 301 (.92 acres) and 1N1 27CA 302 (1.93 acres) would be changed entirely to Institutional should this plan amendment be approved. A third parcel, 1N1 27CA tax lot 200, would only be partially designated Institutional. Approximately 2.14 acres of tax lot 200 features steep slopes, and is not likely to be developed by the District. In a memo submitted by the applicant's representative on June 22, 2006, staff was asked to exclude that 2.14-acre portion from the plan amendment request. Tax lots 200 and 302 are owned by the Beaverton School District, however, tax lot 301 is currently owned by Matthew Larson. The District provided a copy of a purchase and sale agreement dated April 20, 2006 demonstrating the District's intent to purchase tax lot 301.

This plan amendment request, if approved, would redesignate the subject properties as Institutional. The Institutional and R-9 Districts both allow schools through a Type III development review process. However, the applicant's submittal indicates that an Institutional designation recognizes the tax lots' public ownership. According to the District's 2002 Facility Plan, additional school facilities are needed in the northeastern quadrant of the District's service area. Within the attendance areas currently served by Jacob Wismer, Findley and Terra Linda elementary schools, the District indicated that two additional elementary schools are needed. Further east and south towards Multnomah County, in the attendance area served by Cedar Mill and West TV

elementary schools, one additional elementary school is needed to accommodate students expected to join the District by 2020.

Tax lots 200, 301 and 302 abut NW McDaniel Road to the south, just east of its intersection with 119th Avenue. Tax lots 301 and 302 are developed with single family dwellings; tax lot 200 is undeveloped. An Institutional designation on the subject property would facilitate the construction of a new elementary school to accommodate rising enrollment demands for K-5 schools. Redesignation of the subject property will also more accurately reflect the planned land use for the area.

Properties to the west are designated R-5 Residential and Institutional. The properties support a single family residential neighborhood and The Bluffs Park. Properties to the east and south are primarily designated R-9 and support single family residential development. Several of the R-9 properties to the east and southeast of the subject property are large lots that may be further developed in the future. South of the subject property, across McDaniel Road is a small parcel of Neighborhood Commercial property. The property is not currently in commercial use. A plan amendment to change the Neighborhood Commercial designation to R-9 (Case File 04-144-PA) was denied by the Washington County Planning Commission in October 2004.

North of the subject property are properties designated R-6 and R-9 Residential that support single family residential development.

B. Statewide Planning Goals

Statewide Planning Goals applicable to this proposal are addressed under related policies from the Washington County Comprehensive Framework Plan for the Urban Area.

C. State Transportation Planning Rule (OAR 660-012-0060)

Applicant: See pages 21 -22 of the May 2006 application.

Staff: See Attachment A to this staff report. The findings in this attachment also pertain to Statewide Planning Goals 11, *Public Facilities and Services* and 12, *Transportation*.

D. Metro Urban Growth Management Functional Plan

Section 3.07.830.A. of Title 8 of Urban Growth Management Functional Plan (UGMFP) requires that all comprehensive plan changes submitted after February 19, 1997 "... shall be consistent with this functional plan."

1. Title 1, Requirements for Housing and Employment Accommodations, states:

FUNCTIONAL PLAN POLICIES IN TITLE 1 SEEK WAYS TO INCREASE THE CAPACITY WITHIN THE URBAN GROWTH BOUNDARY, SUCH AS CHANGING LOCAL ZONING TO ACCOMMODATE DEVELOPMENT AT HIGHER DENSITIES IN LOCATIONS SUPPORTIVE OF THE TRANSPORTATION SYSTEM.

Applicant: See pages 19 & 20 of the May 2006 application.

Staff: The subject property consists of two parcels and a portion of a third encompassing a total of 8.57 acres. Based on a site visit on July 25, 2006, staff confirmed that the subject property currently supports two single family dwellings on tax lots 301 and 302; tax lot 200 is vacant. As stated previously, the District owns two of the parcels and has a purchase contract for the third. The District intends to construct a new elementary school on the site to serve students in the northeastern area of the District's service area.

If the three tax lots were to be developed at the current R-9 designation, the 8.57-acre subject property could accommodate between 60 and 77 dwellings. While a plan amendment from R-9 to Institutional could decrease the amount of available dwelling units by up to 77, that fact is tempered by the need for public school facilities in the Beaverton School District. The District owns or has a contract on the properties subject to this plan amendment request and has demonstrated through the 2002 Facility Plan its need for additional elementary school sites.

Schools, especially elementary schools, support residential lands by providing educational services within biking, walking and busing distance of students' homes. In addition, it is unlikely, due to the current need for elementary schools in the District's northeastern quadrant that the District would sell off District-owned residential lands. Furthermore, the District, as current owner, has the option to seek plan amendment approval to re-designate the parcel as residential and to sell it for residential development should their needs change.

The District's 2002 Facility Plan has identified the northeastern portion of the Beaverton School District service area as needing 3 elementary schools by 2020. Enrollment numbers in the area are expected to grow, and according to the applicant, the plan amendment from R-9 to Institutional will allow the District to better serve current students.

2. Title 2, Regional Parking Policy, states:

THE STATE'S TRANSPORTATION PLANNING RULE CALLS FOR REDUCTIONS IN VEHICLE MILES TRAVELED PER CAPITA AND RESTRICTIONS ON CONSTRUCTION OF NEW PARKING SPACES AS A MEANS OF RESPONDING

TO TRANSPORTATION AND LAND USE IMPACTS OF GROWTH. THE METRO 2040 GROWTH CONCEPT CALLS FOR MORE COMPACT DEVELOPMENT AS A MEANS TO ENCOURAGE MORE EFFICIENT USE OF LAND, PROMOTE NON-AUTO TRIPS AND PROTECT AIR QUALITY...

Applicant: See page 20 of the May 2006 application.

Staff: The applicant does not propose any development of the site as part of this plan amendment application. Parking requirements will be reviewed through a subsequent development application(s).

3. Title 7, Affordable Housing, states:

PROVIDE A CHOICE OF HOUSING TYPES, REDUCE BARRIERS TO SUFFICIENT AND AFFORDABLE HOUSING FOR ALL INCOME LEVELS IN THE REGION, CREATE HOUSING OPPORTUNITIES COMMENSURATE WITH THE WAGE RATES OF JOBS AVAILABLE WITHIN EACH SUBREGION, INITIATE A PROCESS FOR ADDRESSING CURRENT AND FUTURE NEEDS FOR AFFORDABLE HOUSING AND REDUCE CONCENTRATIONS OF POVERTY.

Applicant: See pages 20 & 21 of the May 2006 application.

Staff: Title 7 encourages the availability of housing for all levels of income. A designation change to Institutional would remove 8.57 acres of residential land from the inventory of land available for housing. However, additional schools are necessary to support the increased population within the Beaverton School District service area. Therefore, this plan amendment is not necessarily inconsistent with Title 7. The amendment would allow the District to construct a new school on the 8.57-acre subject property and better serve the growing population in the county.

4. Title 12, Protection of Residential Neighborhoods, states:

PROTECT THE REGION'S EXISTING RESIDENTIAL NEIGHBORHOODS FROM AIR AND WATER POLLUTION, NOISE AND CRIME, AND TO PROVIDE ADEQUATE LEVELS OF PUBLIC SERVICES.

Applicant: See page 21 of the May 2006 application.

Staff: A plan designation change from R-9 to Institutional would allow the District to construct a new elementary school on the 8.57-acre subject property north of McDaniel Road. According to the applicant, the new elementary school would provide better educational services to the community, which would be consistent with this title.

E. Washington County Comprehensive Framework Plan for the Urban Area

1. Policy 1, the Planning Process, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO ESTABLISH AN ONGOING PLANNING PROGRAM WHICH IS A RESPONSIVE LEGAL FRAMEWORK FOR COMPREHENSIVE PLANNING AND COMMUNITY DEVELOPMENT AND ACCOMMODATES CHANGES AND GROWTH IN THE PHYSICAL, ECONOMIC AND SOCIAL ENVIRONMENT, IN RESPONSE TO THE NEEDS OF THE COUNTY'S CITIZENS.

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE THE OPPORTUNITY FOR A LANDOWNER OR HIS/HER AGENT TO INITIATE QUASI-JUDICIAL AMENDMENTS TO THE COMPREHENSIVE PLAN ON A SEMI-ANNUAL BASIS. IN ADDITION, THE BOARD OF COMMISSIONERS, THE PLANNING DIRECTOR, OR THE PLANNING COMMISSION MAY INITIATE THE CONSIDERATION OF QUASI-JUDICIAL MAP AMENDMENTS AT ANY TIME DEEMED NECESSARY.

Applicable Implementing Strategy (portion):

f. A quasi-judicial plan amendment to the Community Plan Maps, including the implementing tax maps, shall be granted only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the location criteria of the Comprehensive Framework Plan, the Community Plan Overview and sub-area description and design elements, complies with the applicable regional functional planning requirements established by Metro, and demonstrates that the potential service impacts of the designation will not impact the built or planned service delivery system in the community. This is a generalized analysis that in no way precludes full application of the Growth Management Policies to development permits as provided in the Code. In addition, the proponent shall demonstrate one of the following:

iv. If an Institutional designation is sought, compliance with the applicable locational standards of the Code and that the site is needed to adequately serve the users of the proposed institutional use.

Applicant: See pages 5 & 6 of the May 2006 application.

Staff: The District is in need of additional elementary school facilities within the northeastern quadrant of its district boundary. Increased population in the Bonny

Slope area led the District to purchase land within the vicinity of 119th Avenue and McDaniel Road to accommodate a new elementary school. Staff finds that children currently within the neighborhood and those that will move to the Bonny Slope area within the next several years constitute "users" as stated in criterion f. The District's 2002 Facility Plan has identified a need for additional elementary schools within the northeastern portion of their service area. A change in designation on the subject property to Institutional would recognize the subject property's public ownership and allow the District to move forward with the siting of a new elementary school.

It is worth noting, though not an approval criteria, that staff finds that the proposed change in land use from R-9 to Institutional District designation is appropriate due to the fact that the subject property is currently owned by a quasi-public entity (e.g. Beaverton School District). Staff finds that the location of the subject property is in line with the District's stated need for future facilities as described in the 2002 Facility Plan. Furthermore, if the plan amendment is approved, construction of the existing elementary school will require compliance with the Special Use standards and issuance of a Special Use Permit approved through a Type III Procedure.

(These findings also pertain to Statewide Planning Goal 2, Land Use Planning.)

2. Policy 2, Citizen Involvement, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE CITIZEN PARTICIPATION IN ALL PHASES OF THE PLANNING PROCESS AND TO PROVIDE OPPORTUNITIES FOR CONTINUING INVOLVEMENT AND EFFECTIVE COMMUNICATION BETWEEN CITIZENS AND THEIR COUNTY GOVERNMENT.

Applicant: See page 6 of the May 2006 application.

Staff: A quasi-judicial plan amendment such as this must be considered through a Type III procedure. In accordance with Section 204-1 of the Community Development Code (CDC), the County placed a legal notice of the hearing in newspapers of general circulation (*The Oregonian* and *The Hillsboro Argus*) at least ten days prior to the August 2, 2006 hearing date. The notice was published in *Washington County Weekly* section of *The Oregonian* on July 20, 2006 and the *Hillsboro Argus* on July 21, 2006.

Pursuant to CDC Section 204-4 a notice of the public hearing for this application was sent to all owners of record of property within 500 feet of the subject property. This notice was sent at least 20 days prior to the August 2, 2006 hearing (mailed July 12, 2006).

A copy of the plan amendment application was mailed to the representative for the local Citizen Participation Organization (CPO 6) on June 7, 2006. Finally, the staff report was available to all interested parties seven days prior to the hearing as required by Code Section 203-6.2. The application complies with Policy 2.

(These findings also pertain to Statewide Planning Goal 1, Citizen Involvement.)

3. Policy 14, Managing Growth, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO MANAGE GROWTH IN UNINCORPORATED LANDS WITHIN THE UGB SUCH THAT PUBLIC FACILITIES AND SERVICES ARE AVAILABLE TO SUPPORT ORDERLY URBAN DEVELOPMENT.

Applicant: See pages 6 - 8 of the May 2006 application.

Staff: Copies of statements of service availability from the service providers to the site are included in the applicant's submittal. These statements are from the Tualatin Valley Water District, Tualatin Valley Fire & Rescue, TriMet, Clean Water Services, the Washington County Sheriff's Office, and Tualatin Hills Park & Recreation. All service providers, with the exception of TriMet, have stated that service levels are adequate to serve the site if this plan amendment is approved. TriMet considers an area to be served if it is within a ¼ mile walk of bus service or a ½ mile walk of a light rail station. TriMet considers the subject property to be beyond those distances, however, bus service is available south of the property on Cornell Road. Students that will attend the new elementary school will likely walk, bike, ride District-provided school buses or be transported by car from home to school. Given these other modes of transportation, lack of TriMet transit service to the site is not considered a significant impact.

(These findings also pertain to Statewide Planning Goal 11, Public Facilities and Services.)

4. Policy 18, Plan Designations and Locational Criteria for Development, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO PREPARE COMMUNITY PLANS AND DEVELOPMENT REGULATIONS IN ACCORDANCE WITH LAND USE CATEGORIES AND LOCATIONAL CRITERIA CONTAINED IN THE COMPREHENSIVE FRAMEWORK PLAN.

Applicable Implementing Strategy:

- a. **Utilize the land use classifications for the community planning program characterized in this section as plan designations. In determining the**

appropriate land use designations for community land, the location criteria should be utilized. Through the preparation of Community Plans the application of the plan designations may deviate from the general characterizations of those designations. Such deviations shall be characterized in the Community Plans.

R-9

Characterization: This class of uses includes detached and attached residences, mobile home parks, mobile home subdivisions, and appropriate accessory uses. These uses occur at a density of no more than 9 units per acre and no less than 7 units per acre. When allowed by a legislative or quasi-judicial plan amendment, assisted living units, that are part of a mixed-use development, may be used to satisfy the minimum density requirement.

Location Criteria: Residences in this class should generally be located close to, but not necessarily on, Major Collector and/or Arterial streets. They should be located away from intersections of Arterials and Major Collectors. This kind of location allows moderately good access to transit, reduces through traffic on local streets, and mitigates noise and air pollution impacts. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include detached and attached residences, retail commercial, office commercial, and industrial uses.

Institutional District (INS)

Characterization: This class of uses includes publicly owned facilities and lands (e.g., parks, schools, public open space, government offices), lands owned by utilities (power line easements), and uses serving the general public (e.g., hospitals and religious institutions).

Location criteria: Due to the diverse nature of these uses, an optimal location cannot be defined for the class. Instead, as these uses are needed, their location should be reviewed and determined through special studies or plans and the community planning process.

Applicant: See pages 8 & 9 of the May 2006 application.

Staff: The three tax lots that make up the subject property are either owned or under contract by the District, therefore they are considered to be publicly owned, which is one of the characterizations of schools. Approximately 2.14 acres of tax lot 200 are excluded from the plan amendment request due to steep slopes that make the area difficult for the District to develop. Staff finds that the most appropriate land use

designation for the subject property is that of Institutional, primarily since the subject parcels are currently owned by the District. The proposed change in designation would allow the District to construct a new elementary school in the Bonny Slope / The Bluffs neighborhood to serve increased enrollment demand.

In addition, staff finds that the incorporation of 8.57 acres of additional Institutional land will not result in an overabundance of Institutional land. To the west of the subject property, The Bluffs Park is designated Institutional. Other Institutionally-designated properties in the area are Terra Linda Elementary, Cedar Mill Elementary, St. Pius Church, Lost Park and Bonny Slope Park. For these reasons, staff find that the change in designation from R-9 to Institutional satisfies the criterion of Policy 18.

(These findings also pertain to Statewide Planning Goal 2, Land Use Planning.)

6. Policy 21, (Urban Area Housing) Housing Affordability, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE THE HOUSING INDUSTRY TO PROVIDE AN ADEQUATE SUPPLY OF AFFORDABLE HOUSING FOR ALL HOUSEHOLDS IN THE UNINCORPORATED URBAN COUNTY AREA.

Applicable Implementing Strategy:

- a. Provide for an average overall density for new housing constructed in the urban unincorporated area of at least 8 units per net buildable acre.**

Applicant: See pages 9 & 10 of the May 2006 application.

Staff: In Washington County's Final Periodic Review Order for the Urban Area, it was calculated that in 1989 there was an opportunity to construct new housing on the remaining residential land in the urban unincorporated area, given present designations, at an overall density of 8.62718 units per acre (110,842 potential units divided by 12,848 vacant acres). Legislative and quasi-judicial plan amendments since 1989 have resulted in an overall gain of 391 dwelling units.

The three tax lots subject to this plan amendment request can accommodate between 60 and 77 dwelling units. Due to the property's ownership by the Beaverton School District, development under the R-9 designation is unlikely. Due to minimum density requirements in the residential districts, the overall density for new housing constructed in the urban unincorporated areas will increase. The loss of 60 units will slightly decrease the supply of available housing, but will allow the District to better provide public school opportunities to support population growth in Washington County.

(These findings also apply to Statewide Planning Goal 10, Housing.)

7. Policy 22, (Urban Area Housing) Housing Choice and Availability, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE THE HOUSING INDUSTRY TO MAKE A VARIETY OF HOUSING TYPES AVAILABLE, IN SUFFICIENT QUANTITIES, TO THE HOUSING CONSUMER.

Applicable Implementing Strategy:

- a. **Designate a sufficient amount of land in the Community Plans to allow at least 50% of the housing units constructed over the next 20 years to be attached units.**

Applicant: See page 10 of the May 2006 application.

Staff: The subject of this policy is the potential ratio of attached and detached dwelling units developed on vacant residential land in the urban unincorporated area. In the Final Periodic Review Order for the Urban Area, it was calculated that in 1989 the potential ratio was 47.3 percent single-family residences to 52.7 percent multi-family residences (52,416 single-family units/58,426 multi-family units, a difference of 6,010 units). Urban plan amendments since 1989 have not changed this ratio significantly.

As mentioned in the staff response for Policy 21, minimum density requirements established in the R-9 District will increase the overall density and will likely lead to the construction of more attached residences. The number of dwellings that would be lost as a result of the plan designation change to Institutional is minimal when considered in a countywide context. Staff notes that schools can be constructed within the R-9 District and a countywide analysis of housing assumed that some schools would be constructed on residential land. An example is Findley Elementary, located northwest of the subject property, which was constructed on R-6 designated land. If the plan amendment were approved, construction of a new elementary school could occur, possibly preserving residential land elsewhere in the county.

(These findings also apply to Statewide Planning Goal 10, Housing.)

8. Policy 25, (Public Facilities and Services) Sanitary Sewer Collection and Treatment, states:

IT IS THE POLICY OF WASHINGTON COUNTY THAT WHENEVER FEASIBLE ALL AREAS WITHIN THE URBAN GROWTH BOUNDARY (UGB) BE SERVED WITH SANITARY SEWER SERVICE AS PROVIDED IN THE REGIONAL WASTEWATER TREATMENT MANAGEMENT PLAN.

Applicant: See the Clean Water Services service provider letter and page 10 of the May 2006 application.

Staff: The applicant submitted a service provider letter from Clean Water Services stating that adequate sanitary sewer is available to serve the parcel subject to the plan amendment. In addition, all future development of the tax lots will be subject to the current Design and Construction Standards for Sanitary Sewer and Surface Water Management at the time of development application submittal.

(These findings also pertain to Statewide Planning Goal 11, Public Facilities and Services.)

9. Policy 26, (Public Facilities and Services) Water Supply and Distribution, states:

IT IS THE POLICY OF WASHINGTON COUNTY THAT ALL RESIDENCES AND BUSINESSES BE SERVED WITH AN ADEQUATE SUPPLY OF POTABLE WATER FOR CONSUMPTION AND FIRE SUPPRESSION PURPOSES.

Applicant: See the Tualatin Valley Water District and Tualatin Valley Fire & Rescue service provider letters and page 10 of the May 2006 application.

Staff: The applicant submitted a service provider letter from the Tualatin Valley Water District stating that adequate water service is available for the parcels subject to the plan amendment. In addition, a service provider letter from the Tualatin Valley Fire & Rescue (TVF&R) was submitted that stated that TVF&R could provide the parcel subject to the plan amendment with adequate emergency service. The TVF&R letter stated that a fire station is located within 1.5 miles of the school site and that the average response time to the school would be between four and six minutes.

(These findings also pertain to Statewide Planning Goal 11, Public Facilities and Services.)

10. Policy 27, (Public Facilities and Services) Drainage Management, states:

IT IS THE POLICY OF WASHINGTON COUNTY THAT DRAINAGE BE MANAGED COUNTY-WIDE THROUGH A SYSTEM WHICH COORDINATES THE ACTIVITIES OF COUNTY AGENCIES, LOCAL JURISDICTIONS AND SPECIAL DISTRICTS, AND ADDRESSES BOTH THE WATER QUALITY AND QUANTITY ASPECTS OF DRAINAGE MANAGEMENT.

Applicant: See pages 10 & 11 of the May 2006 application.

Staff: All future development of the subject properties will be subject to the current Design and Construction Standards for Sanitary Sewer and Surface Water Management at the time of development application submittal. Upon review of the application and a site inspection, staff does not expect any potential problems with the future application of the Design and Construction Standards.

(These findings also pertain to Statewide Planning Goal 11, Public Facilities and Services.)

11. Policy 30, (Public Facilities and Services) Schools, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO COORDINATE WITH SCHOOL DISTRICTS AND OTHER EDUCATIONAL INSTITUTIONS IN PLANNING FUTURE SCHOOL FACILITIES TO ENSURE PROPER LOCATION AND SAFE ACCESS FOR STUDENTS.

Applicant: See page 11 of the May 2006 application.

Staff: Approval of the plan amendment will facilitate the construction of a new elementary school, which is needed in order to accommodate increased enrollment. The District, through its purchase of the subject properties, has made the determination of the "proper location" of this future school facility. Safe access to the subject property will be addressed through development review of the future school.

(These findings also pertain to Statewide Planning Goal 11, Public Facilities and Services.)

12. Policy 31, (Public Facilities and Services) Fire and Police Protection, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO WORK CLOSELY WITH APPROPRIATE SERVICE PROVIDERS TO ASSURE THAT ALL AREAS OF THE COUNTY CONTINUE TO BE SERVED WITH AN ADEQUATE LEVEL OF FIRE AND POLICE PROTECTION.

Applicant: See the Tualatin Valley Fire & Rescue and Washington County Sheriff's Office service provider letters and page 11 of the May 2006 application.

Staff: The applicant submitted a service provider letter from Tualatin Valley Fire & Rescue (TVF&R) that stated that TVF&R has personnel and equipment in the area to respond to emergencies on the subject property. A service provider letter from the Washington County Sheriff was also submitted that stated that the Sheriff's Office could provide an adequate level of service for emergency calls.

(These findings also pertain to Statewide Planning Goal 11, Public Facilities and Services.)

13. Policy 32, Transportation, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO REGULATE THE EXISTING TRANSPORTATION SYSTEM AND TO PROVIDE FOR THE FUTURE TRANSPORTATION NEEDS OF THE COUNTY THROUGH THE DEVELOPMENT OF A TRANSPORTATION PLAN AS AN ELEMENT OF THE COMPREHENSIVE PLAN.

Applicant: See the applicant's Transportation Analysis prepared by DKS Associates, and page 11 of the May 2006 application.

Staff: According to the the Transportation Report for Casefile 06-252-PA (Attachment A to this staff report) the proposed change in land use designation from R-9 Residential will not have a significant impact to the transportation system.

(These findings also pertain to Statewide Planning Goals 11, Public Facilities and Services, and 12, Transportation.)

14. Policy 33, (Recreation) Quantity and Quality of Recreation Facilities and Services, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO WORK TO PROVIDE RESIDENTS AND BUSINESSES IN THE URBAN UNINCORPORATED AREA WITH ADEQUATE PARK AND RECREATION FACILITIES AND SERVICES AND OPEN SPACE.

Applicant: See pages 11 & 12 of the May 2006 application.

Staff: Although development plans have yet to be created for a new elementary school on McDaniel Road, the applicant states that elementary school designs typically include outdoor recreational areas such as ball fields and play areas. These recreational areas are open to the public and will add to the inventory of open space within the Bonny Slope/The Bluffs area. The proposed change in land use designations will not adversely effect The Bluffs Park, the existing open space area, located to the west of the subject property.

(These findings also pertain to Statewide Planning Goals 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, 8, Recreational Needs, and 11, Public Facilities and Services.)

15. Policy 34, (Recreation) Open Space and Recreation Facilities Location, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE THE LOCATION OF PARKS, OPEN SPACE AND RECREATION FACILITIES SO AS TO DEFINE AND IMPLEMENT THE COUNTY-WIDE DEVELOPMENT CONCEPT, COUNTY POLICIES AND COMMUNITY PLANS.

Applicant: See page 12 of the May 2006 application.

Staff: According to the applicant, the development of the subject property as an elementary school facility will provide recreation facilities and open space for the students attending the school. During non-school hours, the fields and open space will generally be available to the public.

16. Policy 40, (Regional Planning) Regional Planning Implementation, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO HELP FORMULATE AND LOCALLY IMPLEMENT METRO'S REGIONAL GROWTH MANAGEMENT REQUIREMENTS IN A MANNER THAT BEST SERVES EXISTING AND FUTURE RESIDENTS AND BUSINESSES.

Neighborhoods: New residential neighborhoods generally will be developed at densities of four to six units per acre. Future residential developments within neighborhoods will be slightly more compact than subdivisions created prior to the late 1990's. "Infill" development is anticipated on sites that were previously overlooked and on underutilized larger lots. Some institutional uses and limited neighborhood commercial activities may be appropriate in neighborhoods.

Applicant: See pages 12 & 13 of the May 2006 application.

Staff: The applicant considers future development of the subject property as infill development, consistent with this policy. Institutional uses are allowed in neighborhoods as stated in Policy 40 and can be considered appropriate based on the subject property's location abutting existing Institutional lands. The location of institutional uses, such as schools, are appropriate in neighborhoods because they serve the educational needs of surrounding residents.

(These findings also pertain to Statewide Planning Goal 12, Transportation, and Goal 13, Energy Conservation.)

F. Cedar Hills – Cedar Mill Community Plan

1. Community Plan Overview, Applicable General Design Elements:

1. **In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:**
 - a. **used to accept, define, or separate areas of differing residential densities and differing planned uses;**
 - b. **preserved and protected consistent with the provisions of the Community Development Code to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and**
 - c. **where appropriate, interconnected as part of a park and open space system.**

Open space shall be utilized for park and recreation facilities or passive recreation and dedicated to the appropriate recreation service provider whenever feasible.

Applicant: See page 17 of the May 2006 application.

Staff: According to the applicant's narrative, a design for the proposed elementary school has not yet been developed. During development of the site plan for the school, the applicant states that the design will maintain consistency with General Design Element 1 of the Cedar Hills – Cedar Mill Community Plan.

8. **Bicycle parking facilities shall be required as a part of all commercial, industrial and institutional developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.**

Applicant: See page 17 of the May 2006 application.

Staff: The applicant does not propose development of the site at this time. Bicycle parking will be addressed through the future development review process.

9. **In the design of road improvements that are required of new developments to meet the County's growth management policies, pedestrian/bicycle pathways identified in the County's Transportation Plan shall be included.**

Applicant: See page 17 of the May 2006 application.

Staff: The Local Street Connectivity Map within the Cedar Hills – Cedar Mill Community Plan identifies the need for a connection from South Road into the northern portion of tax lot 200. The map lists the connection as a “Potential Street Connection if practicable; if not, a Required Accessway”. The District requested that the northern 295 feet of tax lot 200 (approximately 2.14 acres) be excluded from the plan amendment request and retain the R-9 designation due to steep slopes. During development review for the proposed elementary school, the applicant has indicated that a traffic impact statement will be obtained to identify any necessary road, bicycle or pedestrian improvements.

10. Noise reduction measures shall be incorporated into all new developments located adjacent to Arterials or Collectors. Noise reduction alternatives include vegetative buffers, berms, walls and other design techniques such as insulation, setbacks, and orientation of windows away from the road.

Applicant: See page 18 of the May 2006 application.

Staff: The applicant does not propose development of the site at this time. Any required noise reduction measures necessary will be identified through the future development review process.

12. New development shall dedicate right-of-way for road extensions and alignments as indicated in Washington County’s Transportation Plan or Community Plans. New development shall also be subject to conditions set forth in the County’s growth management policies during the development review process.

Applicant: See page 18 of the May 2006 application.

Staff: As mentioned in the response to General Design Element 9, above, the Local Street Connectivity Map within the Cedar Hills – Cedar Mill Community Plan identifies the need for a connection from South Road into the northern portion of tax lot 200. The map lists the connection as a “Potential Street Connection if practicable; if not, a Required Accessway”. The District requested that the northern 295 feet of tax lot 200 (approximately 2.14 acres) be excluded from the plan amendment request and retain the R-9 designation due to steep slopes. If a future development review action involves the portion of tax lot 200 excluded from this plan amendment request, any necessary road, pedestrian and bicycle improvements will be identified at that time.

13. New access onto Arterials and Collectors shall be limited. Shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible.

Applicant: See page 18 of the May 2006 application.

Staff: The applicant does not propose development of the subject property as part of this plan amendment request. During the development review process, the applicant has indicated that a traffic impact statement and an access management plan will be provided with the application to address the school's access onto McDaniel Road.

16. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.

Applicant: See page 18 of the May 2006 application.

Staff: The subject property is located in Zone B on the Parking Maximum Designations map within the Cedar Hills – Cedar Mill Community Plan. The requirements of Zone B are listed in Section 413 of the Community Development Code. The applicant does not propose to develop the site as part of this plan amendment request, but will be required to comply with Section 413 and this General Design Element as part of a future development review process.

2. Bonny Slope/The Bluffs Subarea:

The lotting pattern in the Bonny Slope areas consists of both large and long rectangular lots, which will be suitable for additional development when full services become available. The predominant land use at present is detached residential. While the Plan retains a low density residential designation throughout much of this subarea, increased R-9 densities are indicated for a number of parcels located along Collector and Arterial streets.

Applicant: See pages 18-19 of the May 2006 application.

Staff: The subject property is located north of McDaniel Road, east of its intersection with 119th Avenue. The approval of this plan amendment request could result in the construction of a new elementary school. The three tax lots that make up the subject property are owned by the District or under contract by the District. A change from R-9 to Institutional would allow the subject property to be used to provide a school use in an area that the District's 2002 Facility Plan identifies as deficient for elementary schools.

Design Element 1 - Pedestrian/bike paths in this area shall provide connections to the Bonny Slope and Bluffs Parks, the neighborhood

commercial area at the Thompson/South Road intersection and the neighborhood commercial site near NW McDaniel and NW 119th.

Applicant: See page 19 of the May 2006 application.

Staff: During development review for the new elementary school on McDaniel Road, if the northern portion of tax lot 200 is included in the plan for the school, the District will be required to plan for a pedestrian connection linking the school to The Bluffs Park, located adjacent to tax lot 200.

G. Washington County Community Development Code

1. Article III, Land Use Districts:

Section 304, R-9 Residential District (Residential 9 units per acre):

304-1 Intent and Purpose

The R-9 District is intended to implement the policies of the Comprehensive Plan for areas designated for residential development at not more than nine (9) units per acre and no less than seven (7) units per acre, except as otherwise specified by Section 300-2. The purpose of the R-9 District is to provide areas for detached and attached houses on small lots as well as areas for manufactured homes on individual lots and manufactured dwelling subdivisions and parks.

Applicant: See pages 15 and 16 of the May 2006 application.

Staff: Schools may be permitted in the R-9 District subject to a Type III Special Use application. The tax lots subject to the plan amendment request are not developed with 7-9 dwelling units per acre, as is allowed by the R-9 District. According to county tax records, tax lot 200 is vacant, and tax lots 301 and 302 each have one dwelling. A plan amendment to Institutional would recognize the public ownership of the subject property.

Section 330, Institutional District (INS):

330-1 Intent and Purpose

This District is intended to implement the policies of the Comprehensive Plan by providing standards and procedures for reviewing proposed institutional facilities necessary for support of community development. The purpose of the District is to provide for identification of existing and proposed institutional facilities on the Community Plan maps. This District is intended to allow the public service providers and governmental agencies the assurance that future sites identified through long

range and capital improvement planning will be available for the uses specifically identified when they are needed.

Applicant: See page 16 of the May 2006 application.

Staff: Schools constitute a permitted use in the Institutional District pursuant to approval of a Special Use Permit issued through a Type III Procedure. The Institutional designation will allow the District to construct an elementary school facility in an area identified in the District's 2002 Facility Plan as deficient in elementary schools. A new elementary school in the northeast quadrant of the District's service area will better serve the needs of the District and the students in the area, provided subsequent special use permit approval is obtained.

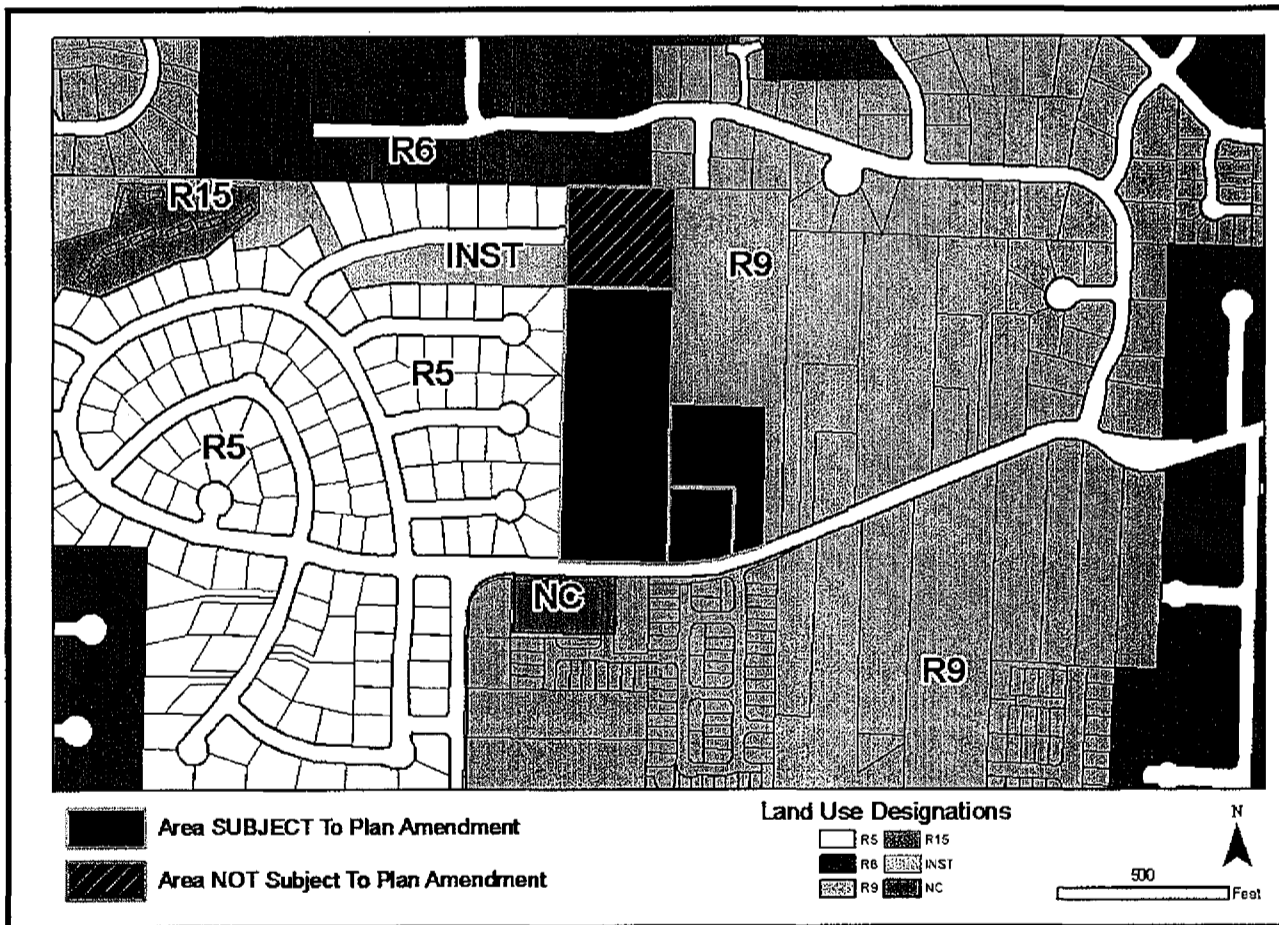
IV. SUMMARY AND CONCLUSIONS

1. Based on the location criteria of Policy 18 and other policies of the Comprehensive Framework Plan, staff concludes that the Institutional District is the most appropriate designation for the subject property.
2. The change in plan designation to Institutional will not "significantly affect" the surrounding planned transportation system and is therefore consistent with the Transportation Plan and OAR 660-012-0060.
3. Local service providers currently can provide an adequate level of public facilities and services for the site. The lone exception is TriMet, which states that the agency considers an area served by transit when a site is within a ¼ mile walk of bus service or a ½ mile walk of light rail service. The subject property is located outside of those boundaries.
4. The plan amendment to Institutional is consistent with the provisions of the Metro Urban Growth Management Functional Plan.
5. Approval of the plan amendment to Institutional will not significantly affect the County's compliance with the LCDC Metropolitan Housing Rule and related CFP policies and implementing strategies.
6. The plan amendment is consistent with the provisions of the Cedar Hills – Cedar Mill Community Plan.

V. RECOMMENDATION

Based on the evidence and findings in the applicant's submittal, the findings in Section III of this report, and the summary and conclusions above, staff recommends **approval** of the request to change the designation of the subject property from R-9 to Institutional with the following condition:

1. Any additional amount over and above the fee deposit submitted with this application which is determined to be owing the County shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the owner.



July 17, 2006

**TRANSPORTATION REPORT
FOR
CASEFILE NO. 06-252-PA**

Applicant: Angelo Planning Group for Beaverton School District
Location: On the north side of NW McDaniel Road, East of NW 119th Avenue
Tax Map/Lot: 1N1 27CA Tax Lots 200 (5.12 portion), 301 and 302
Site Size: 10.71 acres total; 8.57 acres in plan amendment

Staff has reviewed this request for compliance with the applicable Washington County 2020 Transportation Plan policies and rules and submits the following findings and recommendations.

FINDINGS

A. General:

1. If approved, this proposal would re-designate 8.57 acres of tax lots 200, 301 and 302, Map 1N1 27CA, from R-9 (Residential 9 units/acre) to INS (Institutional). Tax lot 200 is 7.86 acres, tax lot 301 is 0.92 acre and tax lot 302 is 1.91 acres. All of the subject tax lots, except for 2.14 acres of tax lot 200 are part of this plan amendment application.
2. The subject parcels have frontage on NW McDaniel Road, which is designated as a collector on the Functional Classification System in the 2020 Transportation Plan.
3. The following standards are applicable to this request and are addressed in this staff report:
 - a. OAR 660, Division 12, Oregon Transportation Planning Rule: Section 060 - Plan and Land Use Regulation Amendments
 - b. Washington County Comprehensive Framework Plan For the Urban Area:
Policy 1.f – Criteria for Plan Amendment Approval
 - c. Washington County 2020 Transportation Plan Policies:
 - 1.0 Travel Needs Policy
 - 2.0 System Safety Policy
 - 4.0 System Funding Policy
 - 5.0 System Implementation and Plan Management Policy
 - 6.0 Roadway System Policy
 - 10.0 Functional Classification Policy
 - 12.0 Transit Policy
 - 14.0 Pedestrian Policy
 - 15.0 Bicycle Policy
 - 19.0 Transportation Planning Coordination and Public Involvement Policy

B. Oregon Transportation Planning Rule

1. The Oregon Transportation Planning Rule, OAR 660-012-0060, requires an analysis of the impact of a proposed plan amendment on the planned transportation system to determine whether the proposal will 'significantly affect' the planned transportation system in the area. Pursuant to the OAR, the proposed plan amendment would 'significantly affect' the transportation system if it does any of the following:
 - Changes the functional classification of an existing or planned transportation facility;
 - Changes standards implementing a functional classification system;
 - Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or
 - Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.

2. Considering the criteria above, in order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the county generally requires a comparative analysis of a 'reasonable worst-case development' of a site under current and proposed land use designations.

Plan amendment requests may be for designations that permit more intensive land uses with greater trip generation potential. In such cases, applicants are typically required to submit traffic analyses that have been prepared by licensed traffic engineers in order to help evaluate the potential affects of proposed plan amendments on transportation facilities.

3. A 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site under the proposed plan designation. According to the applicant's narrative and the latest submitted traffic analysis, dated July 19, 2006, the proposed plan amendment would allow use of the site for a potential 750-student elementary school. This projected worst-case development is based on site size and the professional judgement of the school district. County staff accepts this worst-case development scenario as reasonable since the school district is in the best position to estimate enrollment levels and there is no generally accepted or established amount of development (and associated trip generation) associated with site size.

Under the proposed INS designation and assuming a reasonable worst-case future development of the site for a 750-student elementary school, the site would have higher trip generation than under the existing R-9 plan designation. However, since a school will provide service to the existing, surrounding residential development, this mitigates the impact on the transportation system to some extent.

Trip generation rates for the AM and PM peak periods are included in the applicant's traffic analysis as is a description of the methodology used to determine trip generation. The applicant used a combination of observed trip rates at existing school facilities as well as ITE estimates (Codes 520,

Elementary School) to determine ADT and peak period trip generation. Where observed trip rates were higher than available ITE trip rates, the observed trip rates were used to provide a more conservative estimate.

4. No changes in functional classification of affected streets are proposed or required by this plan amendment. The plan amendment also will not affect the standards implementing the adopted functional classification system of the 2020 Transportation Plan. The proposal is therefore consistent with these requirements of the Oregon Transportation Planning Rule.
5. County performance standards are based on AM and PM peak two-hour analysis periods and use volume to capacity ratio (V/C) to measure intersection performance. The 'acceptable' standard calls for a maximum V/C of 0.99 in the first-hour and 0.90 in the second-hour for both the AM and PM peak periods.
6. The applicant's traffic analysis provides a comparative evaluation of trip generation and intersection performance under existing and proposed plan designations consistent with the county's adopted performance criteria. Tables 1 through 3 of the applicant's traffic analysis include comparative summaries of estimated peak hour trip generation, AM and PM peak intersection performance and a trip generation summary.
7. Although there will be traffic impacts as a result of the proposed plan amendment, based on the information in the July 19, 2006 traffic analysis, all intersections within the analysis area will function within the county's adopted performance criteria over the course of the planning horizon (through year-2020). The analysis did not include intersections that would likely receive only minimal traffic impacts from the future school (such as NW 113th Avenue and Cornell Road). Based on the information in the traffic analysis, the proposed plan amendment from R-9 to INS will not result in a 'significant affect' on the transportation system as defined in the Transportation Planning Rule.

C. Washington County Comprehensive Framework Plan For The Urban Area

1. This plan amendment request is subject to Policy 1.f. from the County's Comprehensive Framework Plan (CFP). This policy states the following:

A quasi-judicial plan amendment to the Community Plan Maps, including the implementing tax maps, shall be granted only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan, the Community Plan Overview and the sub-area description and design elements, complies with the regional plan, and demonstrates that the potential service impacts of the designation will not impact the built or planned service delivery system in the community. This is a generalized analysis that is no way precludes full application of the Growth Management Policies to development permits as provided in the Code.

As it pertains to transportation, this policy requires the county to analyze the existing transportation system as well as the planned system. Although there will be some traffic impacts as a result of the plan amendment on the subject site,

the applicant's traffic analysis demonstrates that these impacts will not be significant and the plan amendment will be consistent with Policy 1.f. with regard to transportation.

D. Washington County 2020 Transportation Plan

The proposed plan amendment is subject to 10 policies from the County's 2020 Transportation Plan, which are listed and addressed below.

1.0 TRAVEL NEEDS POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF WASHINGTON COUNTY RESIDENTS AND BUSINESSES.

STAFF: The proposed plan amendment is not anticipated to have a significant detrimental impact on the capacity or level of service on transportation facilities since the potential trip generation will not cause intersection performance at nearby intersections to fall below county standard over the planning horizon. The applicant has provided an analysis (attached) that demonstrates that while there may be overall system impacts that will occur as a result of the plan amendment, they will not be significant. The proposal therefore does not conflict with Policy 1.0.

2.0 SYSTEM SAFETY POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A TRANSPORTATION SYSTEM THAT IS SAFE.

STAFF: Any traffic safety impacts associated with future development on the subject property will be subject to the traffic safety regulations set forth in the Community Development Code and Resolution and Order 86-95 which implement Policy 2.0. The applicant's traffic analysis did not identify any safety issues that would result from the increase in trips that could occur on affected county roadways from diverted trips should the plan amendment be approved.

4.0 SYSTEM FUNDING POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO AGGRESSIVELY SEEK ADEQUATE AND RELIABLE FUNDING FOR TRANSPORTATION FACILITIES AND SERVICES, AND TO ENSURE THAT FUNDING IS EQUITABLY RAISED AND ALLOCATED.

STAFF: No detrimental impacts to system capacity are anticipated as a result of the proposed plan amendment because the potential trip generation will decrease under the proposed INST plan designation. Any future development on the site will require payment of the appropriate Traffic Impact Fee toward future capacity improvements. Payment of the Traffic Impact Fee is consistent with the strategies included under Policy 4.0.

5.0 SYSTEM IMPLEMENTATION AND MANAGEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO EFFICIENTLY IMPLEMENT THE TRANSPORTATION PLAN AND TO EFFICIENTLY MANAGE THE TRANSPORTATION SYSTEM

STAFF: Significant impacts on capacity or roadway safety are not anticipated under the proposed plan designation. The proposal is therefore consistent with Policy 5.0.

6.0 ROADWAY SYSTEM POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THAT THE ROADWAY SYSTEM IS DESIGNED IN A MANNER THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF ALL USERS OF THE TRANSPORTATION SYSTEM.

STAFF: The applicant's traffic analysis demonstrates that the proposed plan amendment will not result in significant increases in trips or travel demand and will not degrade the planned motor vehicle performance measures set forth in the strategies for implementation of Policy 6.0. The proposal is therefore consistent with Policy 6.0.

10.0 FUNCTIONAL CLASSIFICATION POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THE ROADWAY SYSTEM IS DESIGNED AND OPERATES EFFICIENTLY THROUGH USE OF A ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM.

STAFF: The applicant's traffic analysis indicates that changes in volumes on all of the affected roadways are not significant and no changes to the adopted functional classifications are necessary. Any new access or changes in access, neither of which are associated with this request, are required to comply with the applicable access requirements found in CDC Article V; such compliance ensures that the functional integrity and roadway safety are maintained.

12.0 TRANSIT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE AND SUPPORT DEVELOPMENT OF TRANSIT FACILITIES AND SERVICES THAT INCREASE TRANSIT USE IN WASHINGTON COUNTY.

STAFF: The proposed plan amendment will not conflict with the development of transit facilities and services that increase transit use in the county and is therefore consistent with Policy 12.0.

14.0 PEDESTRIAN POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE AND SUPPORT GREATER PEDESTRIAN ACTIVITY IN THE COUNTY BY PROVIDING AND MAINTAINING AN ENVIRONMENT WHERE WALKING IS A SAFE, CONVENIENT AND PLEASANT MODE OF TRAVEL.

STAFF: Future development of the site, under either the existing or proposed plan designation, will result in provision of pedestrian facilities along the subject property's frontage as a condition of development approval. Staff therefore concludes that the proposed plan amendment is consistent with Policy 14.0.

15.0 BICYCLE POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE AND SUPPORT GREATER BICYCLING ACTIVITY IN WASHINGTON COUNTY BY PROVIDING AN ENVIRONMENT IN WHICH BICYCLING IS A SAFE AND CONVENIENT MODE OF TRAVEL.

STAFF: The site has frontage on NW McDaniel, a county collector roadway. On-street bicycle facilities are required on streets of this functional classification when streets are built or re-built. If significant improvements are required to NW McDaniel in conjunction with future development, such as a half-street, bike lanes would be required to be incorporated. In addition, the Community Development Code (CDC Section 429 – Bicycle Parking) provides for bicycle parking facilities to be developed in conjunction with future development that would be likely to occur under the proposed plan designation. Considering these facts, staff concludes that the proposed amendment is consistent with Policy 15.0.

19.0 TRANSPORTATION PLANNING COORDINATION AND PUBLIC INVOLVEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO COORDINATE ITS TRANSPORTATION PLANNING WITH LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES AND TO PROVIDE OPPORTUNITIES FOR CITIZENS TO PARTICIPATE IN PLANNING PROCESSES.

STAFF: Policy 19 provides that all plan amendments be reviewed for consistency with the applicable provisions of the Transportation Planning Rule (OAR 660-012-0060). This request has been reviewed and determined to be consistent with the applicable provisions of the Transportation Planning Rule (see findings in Section B., above). It is therefore consistent with Policy 19.0.

CONCLUSION

Based on the findings in this report, staff concludes that this plan amendment proposal (R-9 to INS) will not "significantly affect" a transportation facility as defined in OAR 660, Division 12. Under the proposed INS plan designation, there will be an increase in trips on nearby roadways but this increase in trips is not significant and nearby intersections will continue to function within county performance standards. The proposal is consistent with all of the applicable Washington County Comprehensive Framework Plan and 2020 Transportation Plan policies as discussed in Sections C. and D. of this report.

SUMMARY OF DECISION

Beaverton School District #48 applied to Washington County for a plan amendment to change the plan designation for two parcels and a portion of a third parcel from R-9 Residential District to Institutional (INS) District. Tax lots 301 and 302 on tax map 1N1 27CA and the southern 5.72 acres of tax lot 200 on tax map 1N1 27CA are included in this plan amendment request. Approximately 2.14 acres of tax lot 200 were excluded from the plan amendment.

At their meeting on August 2, 2006, the Washington County Planning Commission approved the plan amendment request, subject to the following conditions:

1. Any additional amount over and above the fee deposit submitted with this application which is determined to be owing the County shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the owner.

RECEIVED

JUN 23 2006

Memorandum

Date: June 22, 2006
To: Aisha Willits, Washington County LUT
cc: Leslie Imes, Beaverton School District
From: Serah Overbeek
Re: McDaniel Plan Amendment Application Revisions

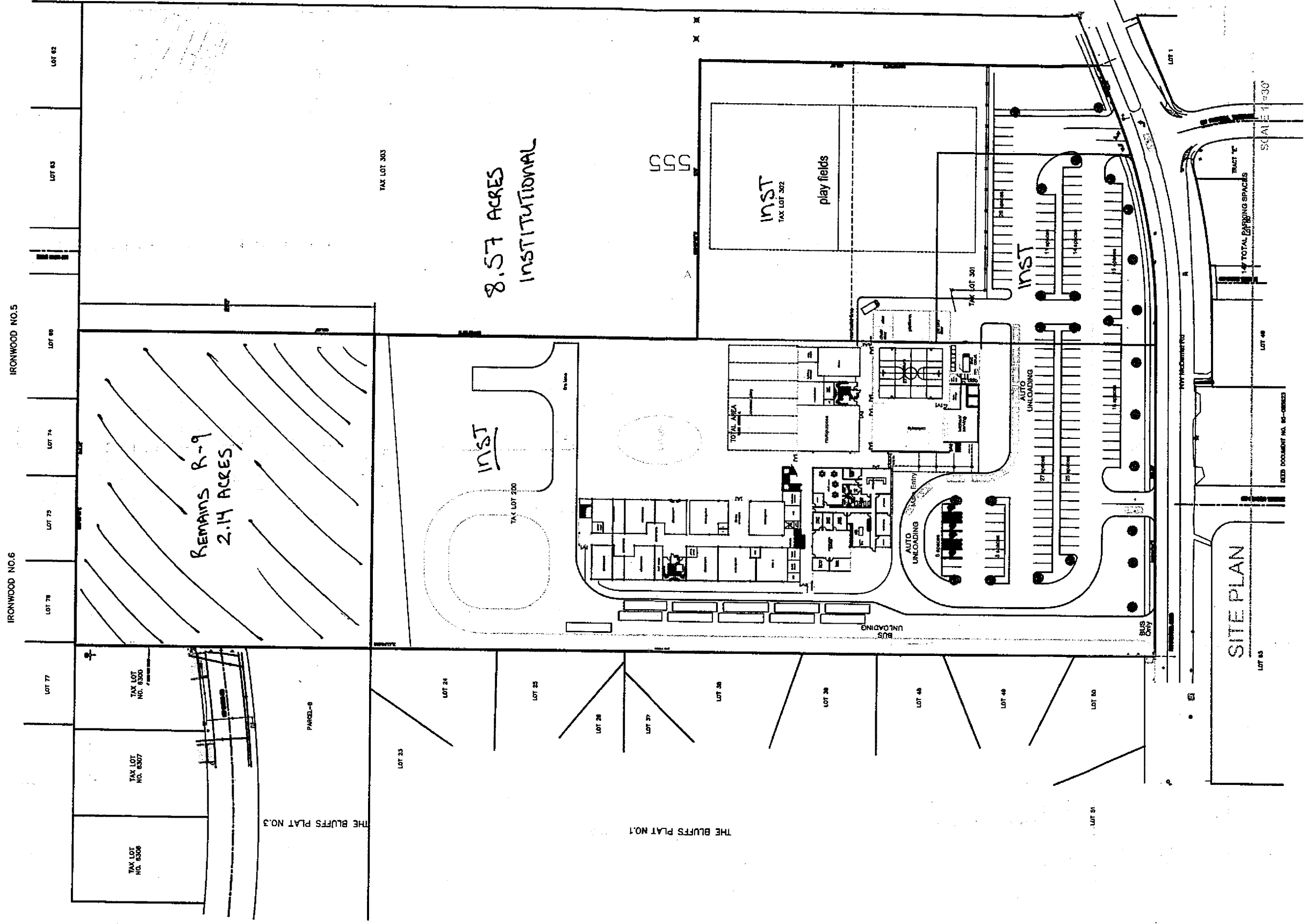
This memo is to inform you that the Beaverton School District wishes to make a revision to the Plan Amendment Application for the proposed McDaniel Elementary School site. The application requested a change in designation from R-9 to Institutional for the three tax lots. The tax lots are:

1N127CA 200
1N127CA 301
1N127CA 302
10.71 total acres

The Plan Amendment Application was deemed complete on June 7, 2006, and is scheduled for a hearing before the Planning Commission on August 2, 2006. Since that time, it has been determined that the northern portion of tax lot 200 is not useful for a school facility due to the extreme steep slope on this portion of the site. The District feels that retaining the R-9 designation on that portion of the site will allow for greater flexibility in terms of uses on the site, and will make it consistent with surrounding properties.

As shown on the enclosed site plan, the area subject to this revision is the northern portion of tax lot 200 that extends down from the northern property line about 295 feet. The total area of the portion that will retain the current R-9 designation is 2.14 acres (93,255 square feet). The District wishes to amend its Plan Amendment request to retain the R-9 designation on those 2.14 acres, and move forward with the Institutional designation on the remaining 8.57 acres of the site.

Please attach this memo and site plan to the Plan Amendment application packets that were previously submitted so that they may be reviewed together. Thank you for your consideration and please let me know if you have any questions or comments.



REMAINS R-9
2.14 ACRES

8.57 ACRES
INSTITUTIONAL

SITE PLAN

MCDANIEL VILLAGE

SCALE 1/4" = 30'

FIELD DOCUMENT NO. 84-00833

IRONWOOD NO.5

IRONWOOD NO.6

LOT 82

LOT 83

LOT 88

LOT 74

LOT 75

LOT 78

LOT 77

TAX LOT NO. 8306

TAX LOT NO. 8307

TAX LOT NO. 8308

THE BLUFFS PLAT NO.3

PARCEL-8

LOT 23

LOT 24

LOT 25

LOT 28

LOT 27

LOT 26

LOT 29

LOT 48

LOT 48

LOT 50

TAX LOT 303

TAX LOT 200

THE BLUFFS PLAT NO.1

INST
TAX LOT 302

play fields

INST

AUTO UNLOADING

BUS UNLOADING

AUTO UNLOADING

UNLOADING

LOT 51

LOT 85

LOT 48

LOT 1

TOTAL PARKING SPACES

TRACT 'C'

FIELD DOCUMENT NO. 84-00833

NOT TO SCALE

Plan Amendment Application
Beaverton School District #48

A Proposal Submitted to
Washington County



Prepared for:

Beaverton School District #48
16550 SW Merlo Road
Beaverton, Oregon 97006-5152

Prepared by:

Angelo
planning group

620 SW Main, Suite 201
Portland, Oregon 97205

May 2006

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ATTACHMENTS

- A. Application Form
 - B. Pre-Application Meeting Notes
 - C. Service Provider Letters
 - D. Tax Map
 - E. Traffic Analysis
-

I. PROPOSAL SUMMARY INFORMATION

File No: 007-022

Applicant: Beaverton School District
Attn: Leslie Imes
Facilities Department
16550 SW Merlo Road
Beaverton, Oregon 97006-5152

Phone: (503) 591-4575
Fax: (503) 591-4484
leslie_imes@beaverton.k12.or.us

Applicant's Representative: Frank Angelo
Angelo Planning Group
620 SW Main, Suite 201
Portland, Oregon 97205
Phone: (503) 227-3664
Fax: (503) 227-3679
fangelo@angeloaton.com

Request: Plan Amendment from R-9 to Institutional

Location: 11775, 11645, and 11625 NW McDaniel Road, on the north side of McDaniel Road, east of 119th Ave.

Legal Description: Properties either owned or under contract to Beaverton School District

Tax Lots: IN1 27 CA 200 – 7.86 acres
IN1 27 CA 301 – 0.92 acres
IN1 27 CA 302 – 1.93 acres
Total acres: 10.71

Current Plan Designation: R-9 (Residential, 9 units per acre)

Proposed Plan Designation: INS (Institutional)

II. INTRODUCTION

Beaverton School District (BSD) is filing this plan amendment request to apply the Institutional District designation to property owned by or under contract to the School District. The subject properties are located in Community Planning Organization (CPO) #1 within the Cedar Hills/Cedar Mill Community Plan area. The subject properties total approximately 10.71 acres. BSD plans to construct a new elementary school on these properties. The *Beaverton School District Facility Plan* (May 2002) identifies the need for one new elementary school in the northern portion of the District by 2007. Construction of a school on this site will fulfill this need. Chapter 4 of the Facility Plan documents the capacity issues in existing facilities based on increasing residential growth and corresponding enrollment projections.

The requested plan amendment is to change the land use designation from Residential (R-9) to Institutional (INST) on three tax lots. BSD ultimately intends to construct a new elementary school on the site in order to adequately meet the rising enrollment demands for K-5 schools.

Currently, all three of the subject lots are designated Residential, nine units per acre (R-9). The tax lots that are the subject of this request are:

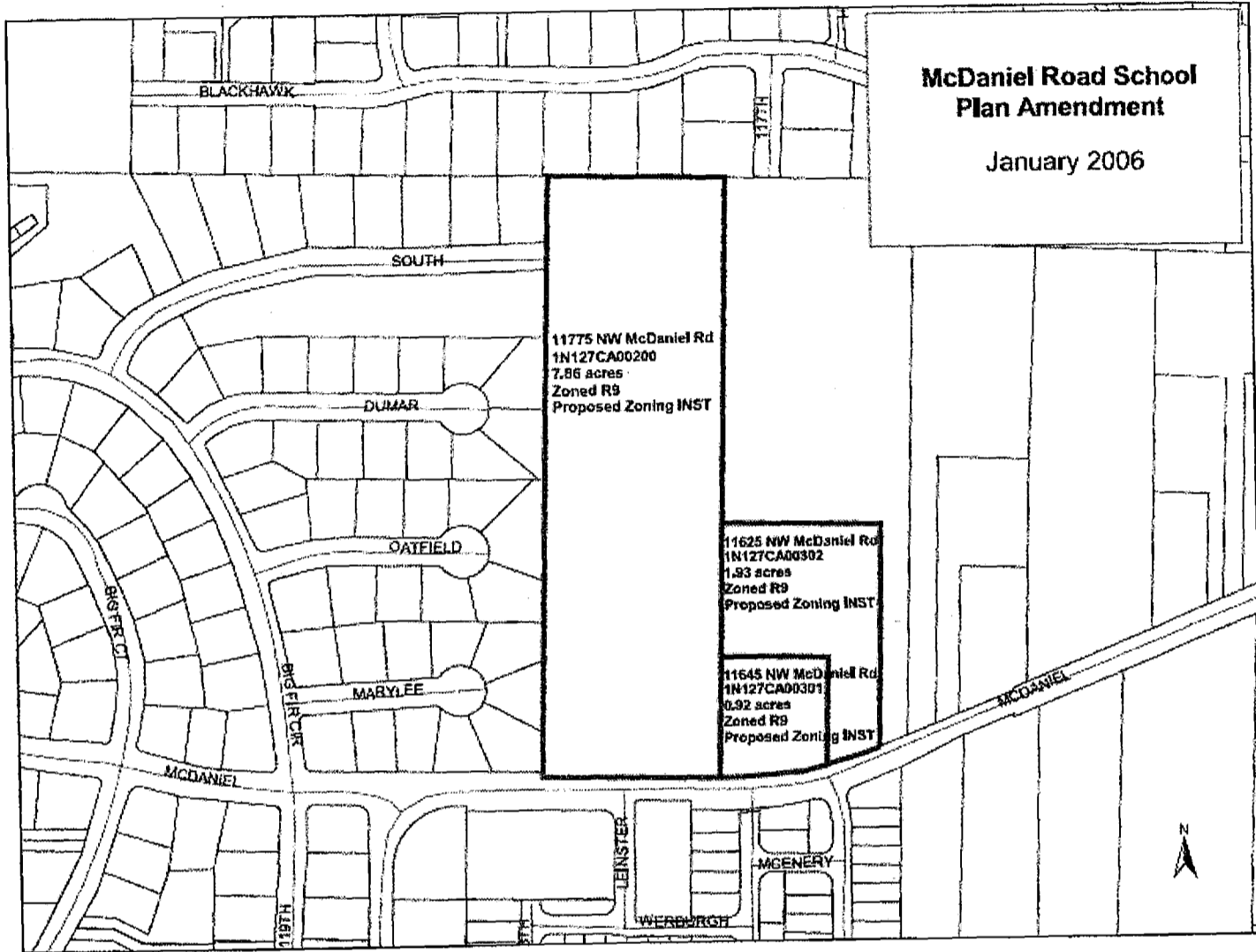
1N1 27 CA 200 – 7.86 acres
1N1 27 CA 301 – 0.92 acres
1N1 27 CA 302 – 1.93 acres
Total acres – 10.71

Figure 1 shows the site's current and proposed land use designations.

The *Beaverton School District Facility Plan* recommends the District look for building sites in the range of seven to ten acres for new elementary schools, with a projected enrollment of approximately 725 new students (Chapter 4, Facility Plan Requirements). Optimally, all three lots would be re-designated to a land use district in which schools are an allowed use in order to accommodate a future elementary school. Specific development plans have not been created for this site and therefore the applicant is not submitting a development proposal for the property at this time.

The proposed plan amendment to Institutional (Figure 1) will recognize the public ownership and apply the appropriate Washington County plan designation to the subject properties.

Figure 1 – Vicinity Map and Proposed Designation



III. CONFORMANCE WITH COMPREHENSIVE FRAMEWORK PLAN

The following narrative addresses the applicable Comprehensive Plan Amendment Criteria to amend the *Washington County Comprehensive Framework Plan for the Urban Area*. The applicable criteria were identified by Planning Division staff at the Pre-Application Conference held on January 18, 2006.

Comprehensive Plan Policies

Policy 1: The Planning Process

- f. *Approve a quasi-judicial plan amendment to the Community Plan Maps, including the implementing tax maps, only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan, the Community Plan Overview and sub-area description and design elements, complies with the applicable policies, strategies and systems maps of the Transportation Plan, complies with the applicable regional functional planning requirements established by Metro, and demonstrates that the potential service impacts of the designation will not impact the built or planned service delivery system in the community. This is a generalized analysis that in no way precludes full application of the Growth Management Policies to development permits as provided in the Code.*

Quasi-judicial and legislative plan amendments which currently have a rural land use designation and were recently added to the Urban Growth Boundary, shall include documentation that the land was annexed into the Urban Road Maintenance District, the Enhanced Sheriff Patrol District and, where applicable, the Tualatin Hills Park and Recreation District. Annexation into these districts shall be completed prior to the County's determination that a quasi-judicial plan amendment application is complete and prior to the County's adoption of a legislative plan amendment.

In addition, the proponent shall demonstrate one of the following:

5. *If an Institutional designation is sought, compliance with the applicable locational standards of the Code and that the site is needed to adequately serve the users of the proposed institutional use.*

Response: An Institutional plan designation is requested on approximately 10 acres. Two of the subject properties are currently owned by the BSD and the District has finalized a purchasing contract on the third property (tax lot 1N127CA 301). The Institutional designation will recognize the public ownership of the subject properties. As demonstrated in this application, the property is needed to adequately serve the future users of the institutional use: the students, administrators and teachers at a future elementary school. In addition, these properties meet the locational standards of the *Comprehensive Plan*. The *Comprehensive Plan* (Policy 18, Plan Designations and

Locational Criteria for Development) indicates the following for the Institutional District (INS):

Characterization: This class of uses includes publicly owned facilities and lands (e.g., parks, schools, public open space, government offices), lands owned by utilities (power line easements), and uses serving the general public (e.g., hospitals and religious institutions).

Location criteria: Due to the diverse nature of these uses, an optimal location cannot be defined for the class. Instead, as these uses are needed, their location should be reviewed and determined through special studies or plans and the community planning process.

Response: As noted in the Location Criteria, Institutional uses are diverse in nature and are not easily classified from a locational perspective. In the case of this plan amendment, the proposed action will recognize existing ownership of property owned by a public agency – the Beaverton School District. The “locational choice” has already been made by this agency. The use of the property is consistent with the uses noted in the Characterization of the Institutional District. The subject tax lots are located within the Urban Growth Boundary.

This narrative will demonstrate that the proposed designation conforms to the applicable policies of the Transportation Plan, complies with the applicable regional functional planning requirements established by Metro, and demonstrates that the potential service impacts of the designation will not impact the built or planned service delivery system in the community.

Policy 2: Citizen Involvement

It is the policy of Washington County to encourage citizen participation in all phases of the planning process and to provide opportunities for continuing involvement and effective communication between citizens and their county government.

Response: Public notice in accordance with Washington County requirements will be provided prior to the Planning Commission hearing on this request.

Policy 14: Managing Growth

It is the policy of Washington County to manage growth on unincorporated lands within the UGB such that public facilities and services are available to support orderly urban development.

- b. *Categorize urban facilities and services into three categories: Critical, Essential and Desirable*
 - 1. *Critical facilities and services are defined as: Public water, public sanitary sewers, fire, drainage, and access (Local and Minor Collector*

roads). An inability to provide an adequate level of Critical services in conjunction with the proposed development will result in the denial of a development application.

Response: As indicated by the attached "Request for Statement of Service Availability" from the requisite service providers, the critical services are adequate to support the anticipated uses on the subject properties. (See Attachment C, Service Provider Letters).

2. *Essential facilities and services are defined as: Schools, Arterial (including State highways) and Major Collector roads, transit improvements (such as bus shelter and turnouts, etc.), police protection, and on-site pedestrian facilities in the public right-of-way. Failure to ensure the availability of an adequate level of all Essential services within five (5) years from occupancy may result in the denial of a development application. The Review Authority may condition the approval to limit the period of time to a period shorter than five (5) years depending upon the degree of impact that the proposal has on the inadequate facilities or services and the risks to public safety in the interim period.*

Response: Schools are defined as "essential services." This plan amendment will recognize the existing ownership of 10.71 acres by the BSD and will provide the District with the opportunity to build a new elementary school. The attached "Request for Statement of Service Availability for Sheriff or Police Services" from the Washington County Sheriff's Office states that the service level is adequate for emergency calls. The Transportation Analysis (Attachment E) indicates that although the new school will result in increased trips, the increase will not be significant enough to impact the designation of McDaniel Road as a Collector roadway.

3. *Desirable facility(ies) and service(s) are defined as: Public transportation service, parks, bicycle facilities and off-site pedestrian facilities. These are facilities and services which can be expected in a reasonable time frame (five-year period) from the occupancy of a development. A development application may be conditioned to facilitate these services based upon specific findings.*

Response: The BSD will provide "desirable" facilities and services as appropriate when future development plans for the new elementary school site are developed and submitted for the County's approval. The subject site is not located within ¼ mile of a Tri Met bus stop or within ½ mile of a Tri Met MAX station, and is therefore not considered to be served by transit (see service provider letter in Attachment C).

- c. *Rely upon standards established by the appropriate special service district and adopted County Standards as the measurement of acceptability for the service provided by the service provider. The information obtained from the service provider shall be treated as a rebuttable presumption as to the ability to provide an adequate level of the facility or service. However, the evidence that can rebut*

it must be compelling evidence based upon objective data in order to controvert the determination of the service provider. Specific standards for implementation will be identified in the Community Development Code as well as acceptable methods for assuring availability of required public services and facilities.

Response: As indicated by the attached "Request for Statement of Service Availability" from the requisite service providers, services are adequate to support the anticipated uses on the subject properties (See attachment C)

Policy 18: Plan Designations and Locational Criteria for Development

It is the policy of Washington County to prepare community plans and develop regulations in accordance with land use categories and locational criteria contained in the Comprehensive Framework Plan.

Implementing Strategies

The County will:

- a. *Utilize the land use classifications for the community planning program characterized in this section as plan designations. In determining the appropriate land use designations for community land, the location criteria should be utilized. Through the preparation of Community Plans the application of the plan designations may deviate from the general characterizations of those designations. Such deviations shall be characterized in the Community Plans.*

Institutional (INS)

Characterization: This class of uses includes publicly owned facilities and lands (e.g., parks, schools, public open space, government offices), lands owned by utilities (power line easements), and uses serving the general public (e.g., hospitals and religious institutions).

Location criteria: Due to the diverse nature of these uses, an optimal location cannot be defined for the class. Instead, as these uses are needed, their location should be reviewed and determined through special studies or plans and the community planning process.

Response: The proposed plan amendment will recognize the public ownership of the property currently owned or under purchase contract by BSD. An elementary school located on this site will be consistent with the characterization criteria for an Institutional use.

As noted in the Location Criteria, Institutional uses are diverse in nature and are not easily classified from a locational perspective. In the case of this plan amendment, the proposed action will recognize existing ownership of property owned by a public agency, the Beaverton School District. The "locational choice" that this is an appropriate

location for a new elementary school has already been made by this agency. The use of the property is consistent with the uses noted in the Characterization of the Institutional District.

Residential, 9 units per acre (R-9)

Characterization: This class of uses includes detached and attached residences, mobile home parks, mobile home subdivisions, and appropriate accessory uses. These uses occur at a density of no more than 9 units per acre and no less than 7 units per acre. When allowed by a legislative or quasi-judicial plan amendment, assisted living units, that are part of a mixed-use residential development, may be used to satisfy the minimum density requirement.

Location Criteria: Residences in this class should generally be located close to, but not necessarily on, Major Collector and/or Arterial streets. They should be located away from intersections of Arterials and Major Collectors. This kind of location allows moderately good access to transit, reduces through traffic on local streets, and mitigates noise and air pollution impacts. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include detached and attached residences, retail commercial, office commercial, and industrial uses.

Response: Currently the tax lots that are the subject of this application are not developed at a density of 7 to 9 units per acre and are not consistent with the "characterization" of the R-9 designation. For the most part, the site is undeveloped. There is one single family residential dwelling and associated outbuildings located on the southeastern portion of the site on McDaniel Road. The properties are owned, or are under contract to be owned, by the District, which does not plan to develop residential units on any of the properties. The fact that the tax lots are publicly owned also strengthens the argument for the Institutional designation.

The subject properties are located along NW McDaniel Road, which is a designated Collector (see the Transportation Analysis in Attachment E). NW 119th Avenue is located just to the west of the site, and is also a designated Collector road. Due to these designations and the intersection of the two Collector roads, this may not be the most appropriate location for residential uses.

Policy 21 Housing Affordability

It is the policy of Washington County to encourage the housing industry to provide an adequate supply of affordable housing for all households in the unincorporated urban County area.

Response: The current plan designation of R-9 covers 10.71 acres. This acreage could accommodate 96 units at the maximum allowed density. Because the *Community Development Code* requires a minimum of 80% of the base density to be constructed, 75

is the minimum number of units that could be accommodated on the three parcels combined. While this plan amendment would theoretically reduce the number of units that could be built by a minimum of 75 units, the proposed plan amendment will support the provision of public school facilities essential to supporting population growth in Washington County.

The plan amendment to Institutional, while reducing the supply of residentially designated land, should be weighed against the need to provide public school opportunities to serve the growing population in the County. This plan amendment will recognize the public ownership of the subject properties and enable future school facilities to be provided to the community. The BSD has already established the need to construct a new elementary school in this area to accommodate the expected student population growth. The potential loss of residential units needs to be weighed against the demonstrated need for services in this growing area.

Policy 22 *Housing Choice and Availability*

It is the policy of Washington County to encourage the housing industry to make a variety of housing types available, in sufficient quantities, to the housing consumer.

Response: This plan amendment proposal will not result in new housing.

Policy 25: *Sanitary Sewerage Collection and Treatment*

It is the policy of Washington County that whenever feasible all areas within the urban growth boundary (UGB) be served with sanitary sewer service as provided in the Regional Wastewater Treatment Management Plan.

Response: As noted in the attached service provider letter, sanitary sewer service is provided and available to the subject properties (see Attachment C).

Policy 26: *Water Supply and Distribution*

It is the policy of Washington County that all residences and businesses are served with an adequate supply of potable water for consumption and fire suppression purposes.

Response: As noted in the attached service letter, water service is provided and available to the subject properties (see Attachment C).

Policy 27: *Drainage Management*

It is the policy of Washington County that drainage be managed County-wide through a system which coordinates the activities of County agencies, local jurisdictions and special districts, and addresses both the water quality and quantity aspects of drainage management.

Response: The pre-screening form from Clean Water Services (Attachment C) indicates that there are no water quality sensitive areas on the subject site, or within 200 feet of the subject site.

Policy 30: Schools

It is the policy of Washington County to coordinate with school districts and other educational institutions in planning future school facilities to ensure proper location and safe access for students.

Response: In an effort to provide adequate public school facilities, as well as to prepare for increases in enrollment, the proposed plan amendment would allow a new elementary school to be constructed on the subject properties.

Policy 31: Fire and Police Protection

It is the policy of Washington County to work closely with appropriate service providers to assure that all areas of the County continue to be served with an adequate level of fire and police protection.

Response: As is noted by the attached service provider letters (Attachment C), the site receives an adequate level of fire and police protection.

Policy 32: Transportation

It is the policy of Washington County to regulate the existing transportation system and to provide for the future transportation needs of the County through the development of a Transportation Plan as an Element of the Comprehensive Plan.

Response: The BSD is not submitting a development proposal at this time and therefore, Washington County Department of Land Use and Transportation Planning Division staff has determined that a transportation impact statement is not necessary as part of this application. A comparison of the trips generated under the current residential land use designations and that generated by the proposed institutional designation has been included in this application as Attachment E, Traffic Analysis. This analysis determined that there will be an increase in peak hour trips (both AM and PM), based on the institutional designation and a new school with 750 students located on the subject site. However, the increase in trips will is not expected to significantly impact the designation of McDaniel Road as a Collector street, and no change to its functional classification is recommended.

Policy 33: Quantity and Quality of Recreation Facilities and Services

It is the policy of Washington County to ensure that residents of its urban unincorporated areas are provided with adequate open space and park facilities and services.

Response: The proposed change of approximately 10 acres from a residential designation to Institutional will arguably allow more public access to these properties than otherwise would have been provided by private residences or multi-family development. The District has not had development plans drawn up for a future school on this site, but generally a new elementary school would incorporate outdoor recreational areas such as ball fields and play areas that would be accessible to residents in the neighborhood.

Policy 34: *Open Space and Recreation Facilities Location*

It is the policy of Washington County to encourage the location of parks, open space and recreation facilities so as to define and implement the County-wide development concept, county policies and community plans.

Response: As mentioned above, the development of the subject lots into an elementary school facility will provide open space and recreation facilities for public use within the urban unincorporated area. This is consistent with County policies and the Cedar Mill – Cedar Hill Community Plan.

Policy 35: *Residential Conservation*

It is the policy of Washington County to encourage a reduction in residential energy consumption and increase opportunities for production of energy from alternative sources.

Response: This policy is not applicable, as the proposal is to re-designate the properties to Institutional.

Policy 40: *Regional Planning Implementation*

It is the policy of Washington County to help formulate and locally implement Metro's regional growth management requirements in a manner that best serves existing and future residents and businesses.

- **Neighborhoods:** *New residential neighborhoods generally will be developed at densities of four to six units per acre. Future residential developments within neighborhoods will be slightly more compact than subdivisions created prior to the late 1990's. "Infill" development is anticipated on sites that were previously overlooked and on underutilized larger lots. Some institutional uses and limited neighborhood commercial activities may be appropriate in neighborhoods.*

Response: The subject tax lots identified by the BSD for a future elementary school site are located in a partially established neighborhood, in an area that is not developed to densities allowed by the underlying plan designation. Therefore, future development proposals on BSD property can be considered "infill." The proposal to re-designate

approximately 10 acres to Institutional will enable the School District to better serve existing and future residents in this part of the County, consistent with this policy.

IV. CONFORMANCE WITH TRANSPORTATION PLAN

The following addresses the applicable *Washington County Transportation Plan* policies. Applicable policies were identified by Planning Division staff at the Pre-Application Conference held on January 18, 2006.

Policy 1 Travel Needs Policy

It is the policy of Washington County to provide a multi-modal transportation system that accommodates the diverse travel needs of Washington County residents and businesses.

Response: The BSD is not submitting a development proposal at this time, however the trip generation of a future elementary school on the transportation system has been assessed for this site (see Attachment E). This analysis determined that the number of daily trips generated by the future elementary school will be higher than the potential impact of residential uses allowed under the current land use designation. However, this increase in trips is not expected to significantly impact the functionality of McDaniel road as a Collector roadway.

In addition, the Washington County TSP indicates that a roadway extension project is planned for NW 113th Avenue near the subject site. This project would provide additional capacity and connectivity to the site

Policy 2: System Safety Policy

It is the policy of Washington County to provide a transportation system that is safe.

Response: The proposed plan amendment would not be expected to generate any adverse effects on the transportation system. The traffic count analysis performed for this site (Attachment E) indicates that the current and planned transportation system can accommodate future trip generation from a future elementary school. Any potential safety issues will be addressed during the design and development phase for a school facility on this site.

Policy 4 System Funding Policy

It is the policy of Washington County to aggressively seek adequate and reliable funding for transportation facilities and services, and to ensure that funding is equitably raised and allocated.

Response: The proposed plan amendment is not a development proposal and will not directly require transportation improvements. Necessary transportation improvements

will be identified as part of a future development proposal and will be required as part of the development review.

Policy 5: System Implementation and Plan Management

It is the policy of Washington County to efficiently implement the transportation plan and to efficiently manage the transportation system.

Response: The proposed plan amendment will not impede the County's ability to efficiently implement or manage the transportation plan.

Policy 6: Roadway System Policy

It is the policy of Washington County to ensure that the roadway system is designed in a manner that accommodates the diverse travel needs of all users of the transportation system.

Response: The proposed plan amendment is not a development proposal and is not inconsistent with the County's policy to provide a transportation system necessary to support travel demand associated with anticipated future development of land uses. Based on the Transportation Analysis (Attachment E), a future elementary school on this site will not significantly affect the roadway system and will be consistent with the adopted TSP. The adequacy of the existing transportation facilities will be analyzed as part of a future development proposal; the BSD will design the new school facility and associated transportation improvements to be in compliance with this criterion.

Policy 10 Functional Classification Policy

It is the policy of Washington County to ensure the roadway system is designed and operates efficiently through use of a roadway functional classification system.

Response: The proposed plan amendment will not result in any change to the functional classifications of nearby roads. The Transportation Analysis (Attachment E) has indicated that the roadway system will be sufficient to serve a future school; necessary improvements will be identified as part of a future development proposal submitted for the site.

Policy 12 Transit Policy

It is the policy of Washington County to encourage and support development of transit facilities and services that increase transit use in Washington County.

Response: As noted in the service provider letter from Tri Met (Attachment C), the subject site is not within ¼ mile of a bus stop, or within ½ mile of a MAX light rail station. Therefore, the site is not considered to be served by transit, and development of transit facilities would not be appropriate on this site.

Policy 14 Pedestrian Policy

It is the policy of Washington County to encourage and support greater pedestrian activity in the county by providing and maintaining an environment where walking is a safe, convenient and pleasant mode of travel.

Response: Pedestrian access will be promoted as a means of accessing the school. At the time when a development review application is submitted for the subject property, pedestrian facilities will be addressed and planned for.

Policy 15 Bicycle

It is the policy of Washington County to encourage and support greater bicycling activity in Washington County by providing an environment in which bicycling is a safe and convenient mode of travel.

Response: Bicycle access will be promoted as a means of accessing the school and adequate bike parking will be a part of any development proposal for the school site.

Policy 19 Transportation Planning Coordination and Public Involvement

It is the policy of Washington County to coordinate its transportation planning with local, regional, state and federal agencies and to provide opportunities for citizens to participate in planning processes.

Response: The proposed plan designation change on approximately 10 acres of BSD property is expected to result in more daily automobile trips (see Attachment E) than would otherwise occur under the existing residential plan designations. However, this increase will not have an adverse impact on the transportation system. Therefore, no change to the County's transportation system plan is anticipated that would necessitate the coordination outlined in Policy 19. The proposed plan amendment does not "significantly affect" the transportation system and is consistent with the applicable provision of the Transportation Planning Rule as set forth in OAR 660-12-060. Any transportation improvements that result from a future development proposal for the site will be coordinated with the appropriate agencies, per County Policy 19.

V. CONFORMANCE WITH THE COMMUNITY DEVELOPMENT CODE

The following addresses relevant sections of the *Community Development Code* that were identified in the Pre-Application Conference held on January 18, 2006.

304 R-9 DISTRICT (RESIDENTIAL 9 UNITS PER ACRE)

304-1 Intent and Purpose

The R-9 District is intended to implement the policies of the Comprehensive Plan for areas designated for residential development at no more than nine (9) units per acre and no less than seven (7) units per acre, except as otherwise specified by Section 300-2. The purpose of the R-9 District is to provide areas for detached and attached houses on small lots as well as areas for manufactured homes on individual lots and manufactured dwelling subdivisions and parks.

Response: Currently the tax lots that are the subject of this application are not developed at a density of 7 to 9 units per acre and are not consistent with the "intent and purpose" of the R-9 zone. For the most part, the site is undeveloped. There is one single family residential dwelling and associated outbuildings located on the southeastern portion of the site on McDaniel Road. The properties are owned, or are under contract to be owned, by the District, which does not plan to develop residential units on any of the properties. The fact that the tax lots are publicly owned also strengthens the argument for the Institutional designation.

330 INSTITUTIONAL DISTRICT (INS)

330-1 Intent and Purpose

This District is intended to implement the policies of the Comprehensive Plan by providing standards and procedures for reviewing proposed institutional facilities necessary for support of community development. The purpose of the District is to provide for identification of existing and proposed institutional facilities on the Community Plan maps. This District is intended to allow the public service providers and governmental agencies the assurance that future sites identified through long range and capital improvement planning will be available for the uses specifically identified when they are needed.

Response: By amending the properties owned by a public service provider (the Beaverton School District) to the Institutional land use designation, the County will be enabling the District to build a new facility and better serve the current student body, as well as prepare for expected increases in student population. The re-designation of the identified sites is necessary in order to meet the target site-size of 10 acres for an elementary school, as identified in the Beaverton School District Facility Plan (May 2002).

VI. CONFORMANCE WITH THE CEDAR MILL – CEDAR HILL COMMUNITY PLAN

The following addresses the applicable policies in the Cedar Mill – Cedar Hill Community Plan. The applicable policies were identified by Planning Division staff at the Pre-Application Conference held on January 18, 2006.

Community Design-General Design Elements

1. *In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:*

- a. used to accept, define, or separate areas of differing residential densities and differing planned land uses;*
- b. preserved and protected consistent with the provisions of the Community Development Code to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and*
- c. where appropriate, interconnected as part of a park and open space system.*

Response: This application is for a plan amendment for the subject lots; no development is being proposed at this time and a design for the new school has not yet been created. At the time that actual development is proposed, the design for the new school site will be consistent with this policy.

8. *Bicycle parking facilities shall be required as a part of all commercial, institutional and residential developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.*

Response: No development is being proposed at this time. The plans for the new school, when proposed, will include provision of bicycle facilities in compliance with this policy and with the County bicycle parking requirements.

9. *In the design of road improvements that are required of new developments to meet the County's growth management policies, pedestrian/bicycle pathways identified in the County's Transportation Plan shall be included.*

Response: No development is being proposed at this time. At the time that development is proposed, a traffic impact statement will be included as part of the development review application and will indicate any required road improvements. Any required road improvements will include pedestrian and bicycle pathways consistent with County requirements.

10. *Noise reduction measures shall be incorporated into all new developments located adjacent to Arterials and Collectors. Noise reduction alternatives include vegetative buffers, berms, walls and other design techniques such as insulation, setbacks, and orientation of windows away from the road.*

Response: No development is being proposed at this time. The subject site is located along McDaniel Road, which is a designated Collector road. At the time that development is proposed, noise reduction measures will be considered and included if they are required by this policy and the County code.

12. *New development shall dedicate right-of-way for road extensions and alignments as indicated in Washington County's Transportation Plan or Community Plans. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.*

Response: No development is being proposed at this time. At the time that development is proposed, right-of-way will be dedicated consistent with the County TSP and the Community Plan. The development review application will demonstrate compliance with the County's growth management policies.

13. *New access onto Arterials or Collectors shall be limited. Shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible.*

Response: No development is being proposed at this time, and therefore, no new access is being planned. The subject site is located along McDaniel Road, which is a designated Collector road. At the time that development approval is requested, a traffic impact statement and an access management plan will be submitted as part of the application package to address access onto McDaniel Road.

16. *The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.*

Response: No development is being proposed at this time. At the time that development is proposed, on-site parking will be provided in conformance with the standards in the County Code.

Bonny Slope – The Bluffs Subarea

The lotting pattern in the Bonny Slope area consists of both large and long rectangular lots, which will be suitable for additional development when full services become

available. The predominant land use at present is detached residential. While the Plan retains a low density residential designation throughout much of this subarea, increased R-9 densities are indicated for a number of parcels along Collector and Arterial Streets.

Non-residential uses included in the Plan in Bonny Slope are the park and small commercial area at the Thompson-South Road intersection. School District #48 owns some land west of NW South Road but has no immediate plans for use of the site.

Response: The subject lots consist of one large, long rectangular lot and two smaller ones, all with frontage on McDaniel Road, which is a designated Collector road. These lots are currently designated as R-9 for residential development, but are primarily undeveloped. The description of the Bonny Slope subarea includes some School District land and recognizes the potential for a future school. The land that is the subject of this proposal is not the same land mentioned in the description above, however, it indicates that having a school site in the Bonny Slope subarea is consistent with its expectations.

Design Elements

1. Pedestrian/bike paths in this area shall provide connections to the Bonny Slope and Bluffs Parks, the neighborhood commercial area at the Thompson-South Road intersection and the neighborhood commercial site near NW McDaniel and NW 119th.

Response: No development is being proposed at this time. The subject tax lots are approximately one-half mile from the Bluffs Park. At the time that development is proposed, pedestrian and bicycle connections to the Bluffs Park, and the commercial areas will be considered and included if they are necessary to address this requirement.

VII. CONFORMANCE WITH METRO FUNCTIONAL PLAN

Title 8, Section 3.A. of Metro's *Urban Growth Management Functional Plan* (Functional Plan) requires all plan amendment and zone change proposals to be consistent with the Functional Plan. This section addresses the proposal in light of Functional Plan requirements. The following analysis reviews the applicable portions of the Functional Plan and demonstrates how this proposal is consistent with the purpose and requirements of the Functional Plan.

Title 1 – Requirements for Housing and Employment Accommodations

This section of the Functional Plan facilitates efficient use of land within the Urban Growth Boundary (UGB). Each city and county has determined its capacity for providing housing and employment which serves as their baseline and if a city or county chooses to reduce capacity in one location, it must transfer that capacity to another location. Cities and counties must report changes in capacity annually to Metro.

Response: The current plan designation of R-9 covers 10.71 acres. This acreage could accommodate 96 units at the maximum allowed density. Because the *Community Development Code* requires a minimum of 80% of the base density to be constructed, 75 is the minimum number of units that could be accommodated on the three parcels combined. While this plan amendment would theoretically reduce the number of units that could be built by a minimum of 75 units, the proposed plan amendment will support the provision of public school facilities essential to supporting population growth in Washington County.

The plan amendment to Institutional, while reducing the supply of residentially designated land, should be weighed against the need to provide public school opportunities to serve the growing population in the County. This plan amendment will recognize the public ownership of the subject properties and enable future school facilities to be provided to the community. The BSD has already established the need in its Facility Plan to construct a new elementary school in this area to accommodate the expected student population growth. The potential loss of residential units needs to be weighed against the demonstrated need for services in this growing area. Providing housing opportunities without the services that residents need in proximity to their homes will degrade the livability of the area.

Additionally, a future elementary school on the site would provide jobs in Washington County. According to BSD estimates, elementary schools generally accommodate approximately 750 students, and at a rate of 10.6 teachers/administrators per student would provide approximately 66 positions.

Title 2 – Regional Parking Policy

The Metro 2040 Growth Concept calls for more compact development to encourage more efficient use of land, promote non-auto trips and protect air quality. In addition, the federally mandated air quality plan adopted by the state relies on the 2040 Growth Concept fully achieving its transportation objectives. This title establishes region wide parking policies that set the minimum number of parking spaces that can be required by local governments for certain types of new development. It does not affect existing development. Parking maximums are also specified. By not creating an over supply of parking, urban land can be used most efficiently.

Response: This Title is not applicable for purposes of a plan amendment. Any future development on the subject properties will address Washington County parking standards.

Title 7 – Affordable Housing

This section of the functional plan will ensure that all cities and counties in the region are providing opportunities for affordable housing for households of all income levels.

Response: The proposed plan amendment to Institutional on the BSD property will allow for a new elementary school to be constructed on approximately 10 acres owned by BSD. The goal of this Title, to provide opportunities for affordable housing, should be balanced with the need to provide educational opportunities to serve the growing population in the County. The subject properties are not currently developed to the densities required in the R-9 district. While the site could potentially yield between 75 to 96 units if redeveloped, the three lots would have to be consolidated in order to maximize the buildable land to achieve the minimum number of units required by the land use designation. Smaller lots and higher density housing in general does provide for more affordable housing and the re-designation to Institutional will remove the future development potential of these properties from the County's residential inventory. However, this plan amendment will enable the construction of a needed elementary school to serve the growing population in Washington County.

Title 12 – Protection of Residential Neighborhoods

The purpose of this title is to protect the region's existing residential neighborhoods from air and water pollution, noise and crime, and to provide adequate levels of public services.

Response: This plan amendment to Institutional on the BSD property will allow the District to plan for a new elementary school, an allowed use in the R-9 district, on this site. A future elementary school will allow BSD to accommodate the growing student population in Washington County.

IX. CONFORMANCE WITH THE TRANSPORTATION PLANNING RULE

OAR 660-12-060 Plan and Land Use Regulations Amendments

- (1) *Amendments to functional plans, acknowledged comprehensive plans, and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. This shall be accomplished by either:*
- (a) *Limiting allowed land uses to be consistent with the planned function, capacity, and performance standards of the transportation facility;*
 - (b) *Amending the TSP to provide transportation facilities adequate to support the proposed land uses consistent with the requirements of this division;*

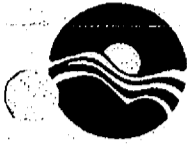
- (c) *Altering land use designation, densities, or design requirement to reduce demand for automobile travel needs through other modes; or*
- (d) *Amending the TSP to modify the planned function, capacity and performance standards, as needed, to accept greater motor vehicle congestion to promote mixed use, pedestrian friendly development where multimodal travel choices are provided.*

(2) *A plan or land use regulation amendment significantly affects a transportation facility if it:*

- (a) *Changes the functional classification of an existing or planned transportation facility;*
- (b) *Changes standards implementing a functional classification system;*
- (c) *Allows types of levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or*
- (d) *Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.*

Response: As noted in the Transportation Analysis prepared for this application (Attachment E), the proposed plan amendment will result in greater daily trip generation than would occur with development under the existing plan designation. However, an initial determination has been made in the Transportation Analysis that the proposed plan amendment to Institutional will not "significantly affect" the transportation system as defined in the Transportation Planning Rule under OAR 600-12-060 (2) (a) through (d).

ATTACHMENT A
PLAN AMENDMENT APPLICATION



WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND TRANSPORTATION
PLANNING DIVISION
ROOM 350-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124
(503) 848-3519

PLAN AMENDMENT APPLICATION

PROCEDURE TYPE III (QUASI-JUDICIAL PUBLIC HEARING)

CPO: CPO1

COMMUNITY PLAN: Cedar Hills - Cedar Mill

EXISTING LAND USE DISTRICT(S): R9

PROPERTY DESCRIPTION

ASSESSOR MAP NO(S): 1N1 27 CA
TAX LOT NO(S): 200, 301, 302
SITE SIZE: 10.71 acres
ADDRESS: 11645, 11625, & 11775 NW McDaniel Road
LOCATION: North side of McDaniel Road, east of intersection with 119th Ave.

CASEFILE NO. _____

APPLICANT NAME AND ADDRESS:

Beaverton School District
Jan Youngquist
16550 SW Merlo Road
Beaverton, OR 97006

APPLICANT'S REPRESENTATIVE AND ADDRESS:

Angelo Eaton & Associates, Inc. 620 SW Main, Suite 201
Frank Angelo Portland, OR 97205
503-227-3664

OWNER'S NAME AND ADDRESS:

Beaverton School District
Same as above

APPLICANT PHONE: 503-591-4319

OWNER PHONE: 503-591-4319

ALSO NOTIFY: Frank Angelo
620 SW Main, Suite 201
Portland, OR 97205
503-227-3664

PROPOSED PLAN AMENDMENT: Change designation from R9 to Institutional

DATE OF PRE-APPLICATION CONFERENCE:
(Attach copy of summary) Jan. 18, 2006

STAFF MEMBER: Aisha Willits

EXISTING USE OF THE SITE: Lots 200 and 301: Vacant
Lot 302: Residential (one single family home)

LIST ASSESSOR MAP AND TAX LOT NUMBERS OF ALL CONTIGUOUS LOTS OR PARCELS UNDER IDENTICAL OWNERSHIP:

LIST ALL PREVIOUS DEVELOPMENT REQUESTS, LAND USE ACTIONS AND DATES OR PREVIOUS ACTIONS RELATING TO THE SUBJECT PROPERTY:

Project L0200271 - approved property line adjustment on lot 302

WE, THE UNDERSIGNED HEREBY AUTHORIZE THE FILING OF THIS APPLICATION AND CERTIFY THAT THE INFORMATION CONTAINED IN THIS APPLICATION IS COMPLETE AND CORRECT TO THE BEST OF OUR KNOWLEDGE.

OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

NOTES:

- ❖ THIS APPLICATION MUST BE SIGNED BY ALL THE OWNERS OR ALL THE CONTRACT PURCHASERS OF THE SUBJECT PROPERTY, AS DEFINED BY THE COMMUNITY DEVELOPMENT CODE, SECTION 106-149.
- ❖ IF THIS APPLICATION IS SIGNED BY THE CONTRACT PURCHASER(S), THE CONTRACT PURCHASER(S) IS (ARE) CERTIFYING THAT THE CONTRACT VENDOR HAS BEEN NOTIFIED OF THE APPLICATION.

- ❖ THE APPLICANT OR A REPRESENTATIVE SHOULD BE PRESENT AT ALL PUBLIC HEARINGS.
- ❖ NO APPROVAL WILL BE EFFECTIVE UNTIL THE APPEAL PERIOD HAS EXPIRED.
- ❖ AN APPROVAL OR DENIAL OF THIS REQUEST MAY BE OVERTURNED ON APPEAL.

S:/shared/plng/wpshare/plan amendments/master/misc forms/app.doc

ATTACHMENT B

PRE-APPLICATION MEETING NOTES



WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND TRANSPORTATION
PLANNING DIVISION
ROOM 350-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124
(503) 846-3519 fax: (503) 846-4412

PLAN AMENDMENT PRE-APPLICATION CONFERENCE SUMMARY

PRE-APPLICANT:

Jan Youngquist / Frank Angel
16550 SW Merlo Rd
Beaverton OR 97006

PROPERTY OWNER:

Beaverton School District
& Matthew Larson
11645 NW McDaniel Rd

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): IN1 27CA
TAX LOT NO(S): 200, 301, 302
SITE SIZE: approximately 10.71 acres
ADDRESS: 11645, 11625 & 11775 NW McDaniel
LOCATION: on the north side of
McDaniel Road, east of its
intersection with 119th

PROCEDURE TYPE III

CPO: 1

COMMUNITY PLAN: Cedar Hills - Cedar Mill

EXISTING LAND USE DISTRICT(S): R9

PROPOSED PLAN AMENDMENT:

change to institutional

DATE OF PRE-APPLICATION CONFERENCE: 1/18/06

PRE-APPLICANT PHONE: 503-224-6974

STAFF MEMBER: Aisha Willits, 503-846-3961

APPLICATION SUBMITTAL DEADLINE AND OTHER APPLICABLE REQUIREMENTS:

FEBRUARY 15 (generally) for SPRING/SUMMER HEARINGS
AUGUST 15 (generally) for FALL/WINTER HEARINGS
(NOTE: AN APPLICATION WILL NOT BE SCHEDULED FOR A PUBLIC HEARING UNTIL IT IS ACCEPTED AS COMPLETE. A COMPLETE APPLICATION ADDRESSES ALL APPLICABLE PROVISIONS OF THE VARIOUS COMPREHENSIVE PLAN ELEMENTS AND OTHER APPLICABLE REQUIREMENTS, AND HAS ALL NECESSARY FORMS FILLED OUT COMPLETELY AND CORRECTLY, AND INCLUDES THE SPECIFIED FEE DEPOSIT AND THE CONTRACT SIGNED BY THE OWNER AGREEING TO PAYMENT OF ALL COSTS ASSOCIATED WITH APPLICATION PROCESSING.)

APPLICABLE POLICIES AND REGULATIONS

URBAN COMPREHENSIVE FRAMEWORK PLAN OR RURAL/NATURAL RESOURCE PLAN CONSIDERATIONS:
DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES
UNDER THESE POLICIES: 1, f.s., 2, 14, 18 (R9 & institutional), 21, 22, 25, 26, 27, 30, 31, 32, 33, 35, 36, 40 (neighborhoods), 41

TRANSPORTATION PLAN CONSIDERATIONS:
DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES
UNDER THESE POLICIES: 1, 2, 4, 5, 6, 10, 12, 14, 15, 19

COMMUNITY PLAN CONSIDERATIONS (URBAN AREA ONLY):
DEMONSTRATE CONFORMANCE WITH THE COMMUNITY PLAN OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S) 1, 8, 9, 10, 12, 13, 16, THE DESCRIPTION OF THE Bonny Slope / The Bluffs SUBAREA, SUBAREA DESIGN ELEMENT NUMBER(S) 1, PRESCRIPTIONS FOR AREA OF SPECIAL CONCERN n/a, AND SIGNIFICANT NATURAL AND HISTORIC & CULTURAL RESOURCE(S) DESIGNATION(S) OF n/a ON THE PROPERTY.

COMMUNITY DEVELOPMENT CODE CONSIDERATIONS:
APPLICABLE LAND USE DISTRICT SECTIONS (PURPOSE AND PERMITTED USES): 304 & 330

PHYSICAL LIMITATIONS OF SITE (SECTIONS 421, 422): n/a

On-site Public Notice Requirement (Rural Area Only): Section 204-1.4 requires the site to be posted with a public notice sign and an affidavit of posting filed within twenty-one (21) days of application acceptance.

OTHER CONSIDERATIONS:
State Transportation Planning Rule (OAR 660-12-060)

REVIEW AUTHORITY: Planning Commission Board of County Commissioners

GENERAL INFORMATION

PREVIOUS CASE FILES: _____

OUTSTANDING CONDITIONS AND VIOLATIONS: _____

OTHER INTERESTED AGENCIES AND ORGANIZATIONS: _____

HANDOUTS DISTRIBUTED

- PLAN AMENDMENT APPLICATION FORM
- PLAN AMENDMENT PROCEDURE SUMMARY
- AGREEMENT TO PAYMENT OF FEES FOR APPLICATION PROCESSING
- REQUEST FOR STATEMENT OF SERVICE AVAILABILITY FORMS
- TRAFFIC IMPACT STATEMENT FORM

DOCUMENTS TO BE SUBMITTED WITH APPLICATION

- NUMBER OF COPIES
- 18 PRE-APPLICATION SUMMARY
 - 18 PLAN AMENDMENT APPLICATION FORM
 - 18 WRITTEN EXPLANATION, JUSTIFICATION
 - 1 FEE CONTRACT (SIGNED)
 - 1 WASHINGTON COUNTY TAX MAP(S) (must be obtained from Assessment & Taxation Department) INI 27CA
 - N/A WELL REPORTS(LOGS) FOR SECTIONS _____

SERVICE PROVIDER LETTERS

- | | |
|--|---|
| <input type="checkbox"/> 18 PUBLIC WATER | <input type="checkbox"/> 18 PARK |
| <input type="checkbox"/> N/A SCHOOL | <input type="checkbox"/> TRANSPORTATION: Traffic Impact Statement and /or Traffic Analysis <i>Contact Gregg Leion 503-846-3969</i> |
| <input type="checkbox"/> 18 FIRE | <input type="checkbox"/> 18 SHERIFF |
| <input type="checkbox"/> 18 SEWER | <input type="checkbox"/> 18 TRI-MET |
| <input type="checkbox"/> N/A SEPTIC SYSTEM _____ | <input type="checkbox"/> N/A ODOT - CONTACT _____ |
| <input type="checkbox"/> 18 SURFACE WATER | <input type="checkbox"/> N/A CITY OF _____ |
| | <input type="checkbox"/> N/A OTHER _____ |

1 FEE DEPOSIT OF \$1600, EXCEPT FOR APPLICATIONS FOR PLAN AMENDMENTS FROM AF-10 AND AF-5, WHICH REQUIRE A DEPOSIT \$1000. (THE FINAL COST OF PROCESSING THIS APPLICATION IS ESTIMATED TO BE 2000⁰⁰. THIS ESTIMATE IS NOT BINDING ON THE COUNTY, AND MAY NOT REFLECT THE FINAL COST OF PROCESSING THE APPLICATION.)

N/A MAILING LIST AND MAP FOR PROPERTIES IN AN ADJACENT COUNTY

THESE NOTES ARE GENERAL IN NATURE AND ARE NOT INTENDED TO COVER ALL OF THE ISSUES THAT MAY SURFACE IN THE REVIEW OF AN APPLICATION. ADDITIONAL INFORMATION MAY BE REQUIRED AND IT IS THE APPLICANT'S RESPONSIBILITY TO PROVIDE THE NECESSARY INFORMATION TO PROCESS AN APPLICATION AS REQUIRED BY OREGON LAW AND WASHINGTON COUNTY ORDINANCES AND REGULATIONS.

ATTACHMENT C
SERVICE PROVIDER LETTERS



WASHINGTON COUNTY
 Dept. of Land Use & Transp.
 Land Development Services
 155 N. First Ave., Suite 350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8781 Fax (503) 846-2908
 http://www.co.washington.or.us

**REQUEST FOR STATEMENT
 OF SERVICE AVAILABILITY**

- WATER DISTRICT: _____
- FIRE DISTRICT: _____
- TRI-MET
- TUALATIN HILLS PARK & REC. DISTRICT
- CITY OF _____
- CLEAN WATER SERVICES

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:
 COMPANY: ANGEL EATON + ASSOC.
 CONTACT: SEBASTIAN DIERBEEK
 ADDRESS: 620 SW MAIN, SUITE 201
PORTLAND, OR 97205
 PHONE: 503-227-3674

OWNER(S):

NAME: BEAVERTON SCHOOL DISTRICT
 ADDRESS: 16550 SW MERL ROAD
BEAVERTON OR 97006
 PHONE: 503-591-4575

Property Desc.: Tax Map(s): 1N1 27 CB Lot Number(s): 00200, 00301, 00302

Site Size: 10.71 acres

Site Address: 11645, 11625, 11775 NW McDaniel Road
 Nearest cross street (or directions to site):
119th AVE

PROPOSED PROJECT NAME: McDaniel Road School

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, PARTITION, SPECIAL USE)

Plan Amendment from R9 to Institutional

EXISTING USE: VACANT / RESIDENTIAL PROPOSED USE: ELEMENTARY SCHOOL

| | | |
|------------------------------------|---|--|
| IF RESIDENTIAL: | IF INDUSTRIAL/COMMERCIAL: | IF INSTITUTIONAL: |
| NO. OF DWELLING UNITS: _____ | TYPE OF USE: _____ | NO. SQ. FT. <u>EST. 40,000-60,000</u> |
| SINGLE FAM. _____ MULTI-FAM. _____ | NO. OF SQ. FT. (GROSS FLOOR AREA) _____ | NO. STUDENTS/EMPLOYEES/MEMBERS: <u>750</u> |

*******ATTENTION SERVICE PROVIDER*******

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.
 (Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

- SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: _____ POSITION: _____ DATE: _____

- SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.
 Please indicate why the service level is inadequate.

TriMet considers an area to be served if it is within 1/4 mile walk of bus or 1/2 mile walk of a light rail station. The proposed project is beyond these distances and is therefore not served by transit.

SIGNATURE: [Signature] POSITION: PLANNER II DATE: 4/28/06



WASHINGTON COUNTY
 Dept. of Land Use & Transp.
 Land Development Services
 155 N. First Ave., Suite 350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 www.co.washington.or.us

**REQUEST FOR STATEMENT
 OF SERVICE AVAILABILITY FOR
 SHERIFF OR POLICE SERVICES**

WASHINGTON COUNTY SHERIFF

PRE-APPLICATION DATE: _____

**Service Provider: PLEASE RETURN THIS FORM TO:
 APPLICANT:**
 COMPANY: ANGELO EATON + ASSOC.
 CONTACT: SERAH OVERBEEK
 ADDRESS: 620 SW MAIN, SUITE 201
PORTLAND, OR 97205
 PHONE: 503-227-3674

OWNER(S):
 NAME: BEAVERTON SCHOOL DISTRICT
 ADDRESS: 16550 SW MERLO ROAD
BEAVERTON, OR 97006
 PHONE: 503-591-4575

Property Desc.: Tax Map(s): IN127 CA Lot Number(s): 00200, 00301,
00302

Site Size: 10.71 acres
 Site Address: 11645, 11625, 11775 NW McDANIEL ROAD
 Nearest cross street (or directions to site):
119th AVE

PROPOSED PROJECT NAME: McDANIEL ROAD SCHOOL

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Plan Amendment FROM R-9 TO INSTITUTIONAL

EXISTING USE: VACANT RESIDENTIAL PROPOSED USE: SCHOOL FACILITY
 IF RESIDENTIAL: _____ IF INDUSTRIAL/COMMERCIAL: _____ IF INSTITUTIONAL: _____
 NO. OF DWELLING UNITS: _____ TYPE OF USE: _____ NO. SQ. FT. EST. 40,000 - 60,000
 SINGLE FAM. _____ MULTI-FAM. _____ NO. OF SQ. FT. (GROSS FLOOR AREA) _____ NO. STUDENTS/EMPLOYEES/MEMBERS: 750

*******ATTENTION SERVICE PROVIDER*******

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
 RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.
 (Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.
 Service level is adequate for emergency calls only. Currently, the base level of police services in Washington County is .50 officer per 1,000 population. The Enhanced Sheriff's Patrol District (ESPD) has increased the level to 1.0 officer per 1,000 population in specified areas.

SIGNATURE: [Signature] POSITION: Sr Admin Sp DATE: 2-14-06

SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT.
 If the present or future service level is inadequate, please provide information documenting your inability to provide an adequate level of service. Please also provide information regarding whether the use of alternative means can be employed to provide an adequate service level. Documentation of adequacy and alternatives to provide an adequate service level may include but not be limited to the following:
 1. Contracting with private agency; 2. Contracting with other public agency; 3. Impact fees; 4. Any combination of these or other alternatives.

SIGNATURE: _____ POSITION: _____ DATE: _____

RECEIVED
FEB - 1 2006

By  **WASHINGTON COUNTY**
Dept of Land Use & Transp.
Land Development Services
155 N. First Ave., Suite 350-13
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2908
http://www.co.washington.or.us

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: ANGELO EATON + ASSOC.
CONTACT: SERAH OBERBECK
ADDRESS: 620 SW MAIN, SUITE 201
PORTLAND, OR 97205
PHONE: 503-227-3674

**REQUEST FOR STATEMENT
OF SERVICE AVAILABILITY**

- WATER DISTRICT: _____
- FIRE DISTRICT: _____
- TRI-MET
- TUALATIN HILLS PARK & REC. DISTRICT
- CITY OF _____
- CLEAN WATER SERVICES SEWER

OWNER(S):

NAME: BEAVERTON SCHOOL DISTRICT
ADDRESS: 16550 SW MERID ROAD
BEAVERTON OR 97006
PHONE: 503-591-4575

Property Desc.: Tax Map(s): 1N127CA Lot Number(s): 00300, 00301,
00302

Site Size: 10.71 acres

Site Address: 11645, 11625, 11775 NW McDaniel Road
Nearest cross street (or directions to site):
119th AVE

PROPOSED PROJECT NAME: McDaniel Road School

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, PARTITION, SPECIAL USE)

PLAN AMENDMENT FROM R9 TO INSTITUTIONAL

EXISTING USE: VACANT / RESIDENTIAL

PROPOSED USE: ELEMENTARY SCHOOL

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____
SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: _____
NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:

NO. SQ. FT. EST. 40,000-60,000
NO. STUDENTS/EMPLOYEES/MEMBERS: 750

*****ATTENTION SERVICE PROVIDER*****

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

(Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.

Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: Chris K... POSITION: ETZ DATE: 2/7/06

SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT.
Please indicate why the service level is inadequate.

SIGNATURE: _____ POSITION: _____ DATE: _____

RECEIVED
FEB - 1 2006



WASHINGTON COUNTY
Dept. of Land Use & Transp.
Land Development Services
155 N. First Ave., Suite 350-13
Hillsboro, OR 97124
Ph. (503) 848-8761 Fax (503) 846-2908
http://www.co.washington.or.us

**REQUEST FOR STATEMENT
OF DESIGN CONSIDERATIONS FOR
SURFACE WATER MANAGEMENT (CWS)**

CWS (CleanWater Services)
2550 SW Hillsboro Hwy
Hillsboro, OR 97123-9379
503-681-3600

OTHER

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: ANGELO ERTON + ASSOC
CONTACT: SERAH OVERAKER
ADDRESS: 620 SW MAIN, SUITE 201
PORTLAND, OR 97205
PHONE: 503-227-3674

OWNER(S):

NAME: Beaverton School District
ADDRESS: 16550 SW Marla Rd.
Beaverton OR 97006
PHONE: 503-591-4575

Property Desc.: Tax Map(s): 1N1 27 CA Lot Number(s): 00200, 00301
00302

Site Size: 10.71 acres
Site Address: 11645, 11625, 11775 NW McDaniel Rd.
Nearest cross street (or directions to site): 119th AVE

PROPOSED PROJECT NAME: McDaniel Road School

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)

Plan amendment from R9 to Institutional

EXISTING USE: Vacant Residential

PROPOSED USE: Elementary School

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____
SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: _____
NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:

NO. SQ. FT. Est. 40,000-60,000
NO. STUDENTS/EMPLOYEES/MEMBERS: 750

ATTACH THE FOLLOWING INFORMATION TO THIS APPLICATION:

1. Topographical map (minimum scale 1" = 200', contour interval no closer than 5 feet)
2. Development layout (streets, lots, parking areas, building configuration, pathways, creeks, wetland, landscape areas)
3. Vicinity map (minimum scale 1" = 1/4 mile)

*******ATTENTION SERVICE PROVIDER*******

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

(Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

TO BE COMPLETED BY GOVERNING JURISDICTION. DEVELOPMENT ACTION SUBMITTAL MUST CONSIDER:

Water Quality Facility required Y N
Hydraulic and hydrological analysis required Y N

Water Quantity Facility required Y N
Vegetated corridor required Y N

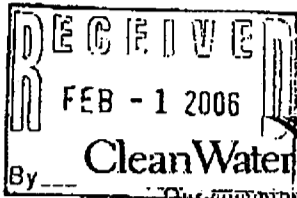
COMMENTS/EXPLANATION:

SIGNATURE: Chad Peterson

POSITION: GT2

DATE: 2/7/06

Service Pro CWS 2/18/04



File Number 06-000348

By Clean Water Services

Sensitive Area Pre-Screening Site Assessment

| | | | |
|-------------------|---|---------|---|
| Jurisdiction | <u>WASHINGTON COUNTY</u> | Date | <u>1-20-06</u> |
| Map & Tax Lot | <u>IM127CA 200, 301, 302</u> | Owner | <u>Beaverton School District</u> |
| Site Address | <u>1775 NW McDaniel Rd.</u> | Contact | <u>Leslie Imus</u> |
| Proposed Activity | <u>BEAVERTON OR 97006</u> <u>Plan amendment</u> <u>from R9 to</u> <u>Institutional</u> | Address | <u>16550 SW Merlo Rd</u> <u>Beaverton OR 97006</u> |
| | | Phone | <u>503-591-4575</u> |

Official use only below this line

| | | | | | | | |
|--------------------------|-------------------------------------|-------------------------------------|--|-------------------------------------|--------------------------|-------------------------------------|--|
| Y | N | NA | | Y | N | NA | |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Sensitive Area Composite Map Map # <u>1N1WD</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Stormwater Infrastructure maps QS # <u>2817</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Locally adopted studies or maps Specify _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Other Specify _____ |

Based on a review of the above information and the requirements of Clean Water Services Design and Construction Standards Resolution and Order No. 04-9:

- Sensitive areas potentially exist on site or within 200' of the site. THE APPLICANT MUST PERFORM A SITE CERTIFICATION PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER OR STORMWATER CONNECTION PERMIT. If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.
- Sensitive areas do not appear to exist on site or within 200' of the site. This pre-screening site assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered on your property. [REDACTED]
- The proposed activity does not meet the definition of development. NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.

Comments:

Reviewed By: Chris [Signature] Date: 2/7/06

Returned to Applicant
Mail Fax Counter
Date 2/7/06 By [Signature]



WASHINGTON COUNTY
 Dept. of Land Use & Transp.
 Land Development Services
 155 N. First Ave., Suite 350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

REQUEST FOR STATEMENT OF SERVICE AVAILABILITY

- WATER DISTRICT: TUALATIN VALLEY
- FIRE DISTRICT: _____
- TRI-MET
- TUALATIN HILLS PARK & REC. DISTRICT
- CITY OF _____
- CLEAN WATER SERVICES

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: ANGELO EATON + ASSOC.
 CONTACT: SERAH OVERBEEK
 ADDRESS: 620 SW MAIN, SUITE 201
PORTLAND, OR 97205
 PHONE: 503-227-3674

OWNER(S):

NAME: BEAVERTON SCHOOL DISTRICT
 ADDRESS: 16550 SW MERLO ROAD
BEAVERTON OR 97006
 PHONE: 503-591-4575

Property Desc.: Tax Map(s): 1N127CA Lot Number(s): 00200, 00301,
00302

Site Size: 10.71 acres

Site Address: 11645, 11625, 11775 NW McDANIEL ROAD
 Nearest cross street (or directions to site):
119th AVE

PROPOSED PROJECT NAME: McDANIEL ROAD SCHOOL

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, PARTITION, SPECIAL USE)

PLAN AMENDMENT FROM R9 TO INSTITUTIONAL

EXISTING USE: VACANT / RESIDENTIAL PROPOSED USE: ELEMENTARY SCHOOL

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____
 SINGLE FAM. _____ MULT-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: _____
 NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:

NO. SQ. FT. EST. 40,000-60,000
 NO. STUDENTS/EMPLOYEES/MEMBERS: 750

*******ATTENTION SERVICE PROVIDER*******

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

(Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.

Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: [Signature] POSITION: Professional Services DATE: 02/03/2006

SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.
 Please indicate why the service level is inadequate.

SIGNATURE: _____ POSITION: _____ DATE: _____



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**REQUEST FOR STATEMENT
 OF SERVICE AVAILABILITY**

- WATER DISTRICT: _____
- FIRE DISTRICT: _____
- TRI-MET
- TUALATIN HILLS PARK & REC. DISTRICT
- CITY OF _____
- CLEAN WATER SERVICES

PRE-APPLICATION DATE:

*Service Provider: PLEASE RETURN THIS FORM TO:
 APPLICANT:*

COMPANY: ANGELD EATON + ASSOC.
 CONTACT: SERAH OVERBEEK
 ADDRESS: 620 SW MAIN, SUITE 201
PORTLAND, OR 97205
 PHONE: 503-227-3674

OWNER(S):

NAME: BEAVERTON SCHOOL DISTRICT
 ADDRESS: 16550 SW MERLO ROAD
BEAVERTON OR 97006
 PHONE: 503-591-4515

Property Desc.: Tax Map(s): 1N127CA Lot Number(s): 00200, 00301
00302

Site Size: 10.71 acres
 Site Address: 11645, 11625, 11735 NW McDANIEL ROAD
 Nearest cross street (or directions to site):
119th AVE

PROPOSED PROJECT NAME: McDANIEL ROAD SCHOOL

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, PARTITION, SPECIAL USE)

PLAN AMENDMENT FROM R9 TO INSTITUTIONAL

EXISTING USE: VACANT / RESIDENTIAL PROPOSED USE: ELEMENTARY SCHOOL

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____
 SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: _____
 NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:

NO. SQ. FT. EST. 40,000-60,000
 NO. STUDENTS/EMPLOYEES/MEMBERS: 150

*******ATTENTION SERVICE PROVIDER*******

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

(Do NOT return this form to Washington County. The applicant will submit the completed form with their Land Development Application submittal).

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.

Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

Site is within the District and is within 1/2 mile of The Bluffs Park.

SIGNATURE: _____ POSITION: LAND PLANNER DATE: 2/7/06

SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.
 Please indicate why the service level is inadequate.

SIGNATURE: _____ POSITION: _____ DATE: _____



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**REQUEST FOR STATEMENT
 OF SERVICE AVAILABILITY**

- WATER DISTRICT: _____
- FIRE DISTRICT: _____
- TRI-MET
- TUALATIN HILLS PARK & REC. DISTRICT
- CITY OF _____
- CLEAN WATER SERVICES

PRE-APPLICATION DATE: _____

Service Provider. PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: ANGELO EATON + ASSOC.
 CONTACT: SERAH OVERBEEK
 ADDRESS: 620 SW MAIN, SUITE 201
PORTLAND, OR 97205
 PHONE: 503-227-3674

OWNER(S):

NAME: BEAVERTON SCHOOL DISTRICT
 ADDRESS: 16550 SW MERLD ROAD
BEAVERTON OR 97006
 PHONE: 503-591-4575

Property Desc.: Tax Map(s): 1N127CA Lot Number(s): 00200, 00301,
00302

Site Size: 10.71 acres
 Site Address: 11645, 11625, 11775 NW McDANIEL ROAD
 Nearest cross street (or directions to site):
119th AVE

PROPOSED PROJECT NAME: McDANIEL ROAD SCHOOL

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, PARTITION, SPECIAL USE)

PLAN AMENDMENT FROM R9 TO INSTITUTIONAL

EXISTING USE: VACANT / RESIDENTIAL

PROPOSED USE: ELEMENTARY SCHOOL

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____

SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: _____

NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:

NO. SQ. FT. EST. 40,000-60,000

NO. STUDENTS/EMPLOYEES/MEMBERS: 750

THIS IS NOT AN APPROVAL

The Fire District has personnel and equipment in the area that can respond to an emergency incident and implement such actions as may be necessary for fire and/or rescue operations.

For planning purposes, access and fire fighting water supply complying with fire code requirements shall be included on plans submitted to Washington County for their approval.

See approved (stamped) plan for additional information.

Jerry Renfro Date: 2.7.06

Jerry Renfro
 Deputy Fire Marshall II
 Tualatin Valley Fire & Rescue



WASHINGTON COUNTY OREGON

Date: 5/25/06

Washington County Fire District Service Analysis

RE: Plan Amendment, changing from R-9 to INST 10127CA Tax Lot: 00200
(land use district) (map location) 00301
00302

Fire District: Tualatin Valley

Dear Washington County Fire District,

The Washington County Department of Land Use and Transportation requires a formal detailed analysis of certain Public Services to determine any adverse impact on those services by the above plan amendment...

In order to provide sufficient information for the staff's impact evaluation, your response to the following questions, in addition to the standard "Service Availability Statement", is required.

1. What is the location (in miles from the parcel(s) referenced above) of the fire station?

Approx 1 1/2 miles

2. What will be the average emergency response time to the parcel(s) referenced above?

4-6 min.

3. What is the total number of personnel and equipment available for an initial attack on fire spread at the parcel(s) referenced above?

3 engines - 12 fire fighters
1 truck - 4 fire fighters
1 - chief / chief officer
1 paramedic - 2 fire fighters

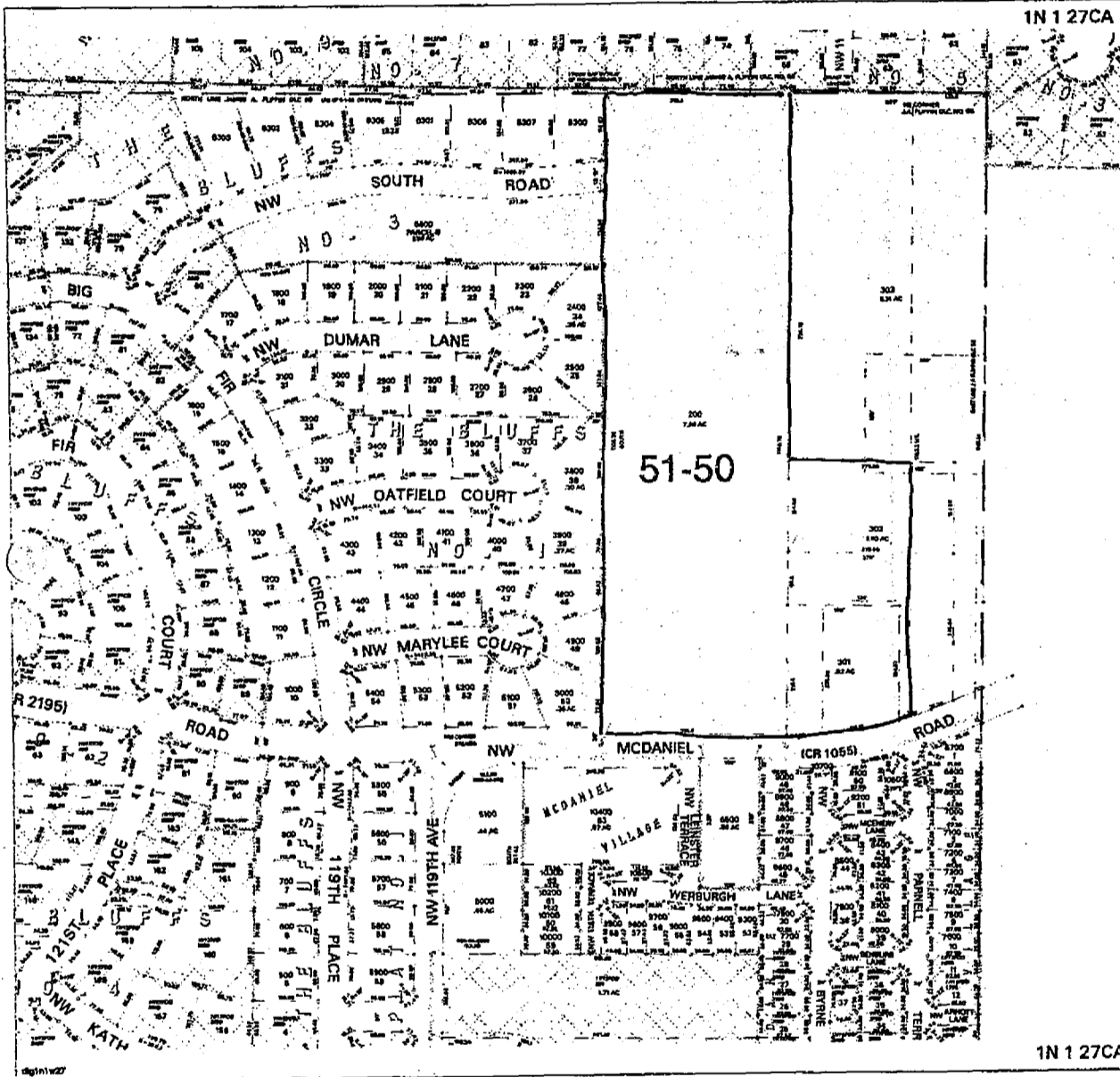
4. Will the addition of NA single family dwellings cause any serious impact on the current services provided?

Thank you for providing the additional information for the plan amendment request.

SIGNATURE: Jerry Ralls DATE: 5/30/06
POSITION: Deputy Fire Marshal

ATTACHMENT D

TAX MAP



1N 1 27CA

WASHINGTON COUNTY OREGON
 NE 1/4 SW 1/4 SECTION 27 T31N R1W W.M.
 SCALE 1" = 100'

| | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.wa.or.us

SECTION 27

Cancelled Tolls For: 1N127CA
 168224, 001, 002, 003, 004, 005

ASSESSMENT
CARTOGRAPHY
 TUNSTOR

PLOT DATE: August 24, 2004
 FOR ASSESSMENT PURPOSES
 ONLY. DO NOT RELY ON
 FOR OTHER USE

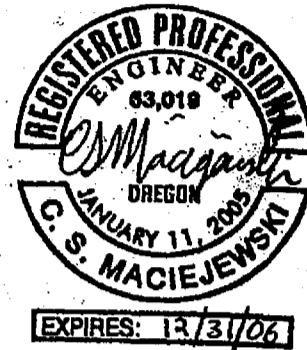
Map prices established by other City printing or a combination
 printing and for substance and color and for the most
 current property boundaries. Please contact our department map
 for the most current information.

1N 1 27CA

ATTACHMENT E
TRANSPORTATION ANALYSIS

MEMORANDUM

DATE: April 27, 2006
TO: Frank Angelo, Angelo Eaton & Associates
FROM: Christopher S. Maciejewski, PE
SUBJECT: McDaniel Elementary Rezone Transportation Analysis



P06031-000

The purpose of this memorandum is to summarize the transportation analysis conducted for a proposed zone change of three tax lots for a potential elementary school site. The site is located on NW McDaniel Road near NW 119th Avenue in Washington County, OR, within the Beaverton School District. The following sections discuss the trip generation estimates and planned roadway system designations analyzed for the proposed site based on a worst-case buildout.

Trip Generation Analysis

The proposed site consists of three residential tax lots (currently zoned R-9) located on the north side of NW McDaniel Road east of NW 119th Avenue. The proposed rezone would change each of the tax lots to institutional zoning to allow the site to be developed for an elementary school, with a worst-case buildout of 750 students.

To determine potential impacts on the surrounding transportation system, a worst-case trip generation analysis was conducted based on full buildout of the site. Trip generation estimates were made for daily and peak hour trips based on rates provided by the Institute of Transportation Engineers¹ (ITE) for similar land use types and rates calculated based on existing elementary school sites in the area. Table 1 lists the worst-case estimated trips for the residential buildout and the potential elementary school.

The existing residential zoning was assumed to buildout as single family units (ITE Code 210) for a worst-case analysis. Based on the lot sizes and existing zoning, 96 dwelling units was determined to be the worst-case buildout². This residential use would generate approximately 919 daily vehicle trips, 72 AM peak hour trips, and 97 PM peak hour trips.

The worst-case elementary school size was determined by the project team to be 750 students, based on the site acreage. This site would generate traffic similar to the ITE Code 520 Elementary School. To estimate vehicle trip generation for the proposed school, trip surveys at elementary

¹ *Trip Generation Manual, 7th Edition*, Institute of Transportation Engineers, 2003.

² The number of dwelling units was determined by the methodology described in the *Washington County Development Code Article III, 4/1/04*. R-9 tax lots account for 96 units (10.7 acres x 9 units/acre = 96 units).



1400 S.W. 5th Avenue
Suite 500
Portland, OR 97201-5502

(503) 243-3500
(503) 243-1934 fax
www.dksassociates.com

schools in the area were combined with ITE rates to reflect the higher local rates that have been observed. Based on an enrollment of 750 students, approximately 1,118 vehicle trips per day would be generated by the proposed rezone (more than residential buildout). As listed in Table 1, the proposed site would generate approximately 398 AM peak hour vehicle trips and 142 PM peak hour vehicle trips (more than the residential buildout).

Table 1: Estimated Vehicle Trip Generation

| Trip Generation Scenario | Units | Daily Trips | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
|---|--------------|-------------|--------------------|-----|-------|--------------------|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| Residential Zoning (ITE Code 210) | 96 Dwellings | 919 | 18 | 54 | 72 | 61 | 36 | 97 |
| Institutional Zoning Elementary School (ITE Code 520) | 750 Students | 1,118 | 218 | 180 | 398 | 96 | 46 | 142 |

Roadway Network Analysis

The proposed site is currently served by NW McDaniel Road, which is designated as a collector in Washington County's Transportation System Plan (TSP)³. In addition, the proposed site abuts NW South Road, which is designated in the County's TSP as a local road. NW McDaniel Road provides connections to local streets that serve the residential uses surrounding the proposed site. In addition, NW McDaniel Road provides connections to arterial roadways to the south (NW Cornell Road via NW 119th Avenue) and to the north (NW Thompson Road).

Washington County's TSP also designates a roadway extension project near the site that would provide additional roadway capacity and connectivity. NW 113th Avenue is designated as a proposed collector roadway from NW Rainmont Road to NW McDaniel Road. This connection would provide a direct route to the intersection of NW Cornell Road/NW Cedar Hills Boulevard.

Conclusions

Trip generation estimates for the proposed zone change found that the worst-case elementary school (750 students) would generate more daily and peak hour vehicle trips than the worst-case buildout of the existing residential zoning (96 single family units). However, the increase in trips would not significantly impact the designation of NW McDaniel Road as a collector roadway. Therefore, no modifications to Washington County's roadway functional designations would be recommended.

Attachments: Local Elementary School Trip Surveys

³ Washington County 2020 Transportation Plan, Washington County, Adopted by Ordinance No. 588, October 29, 2002.

Elementary School Trip Generation Comparison

| Site | Students | AM Rate | Midday Rate | PM Rate | Daily |
|---------------------|----------|---------|-------------|---------|-------|
| Aloha Park | 622 | 0.59 | 0.34 | 0.31 | |
| Clear Lake (Keizer) | 540 | 0.45 | | 0.24 | |
| Scott (Salem) | 536 | 0.61 | | 0.37 | |
| Keizer Element. | 770 | 0.42 | | 0.20 | |
| Boekman Creek | 543 | | | 0.35 | |
| Durham | 521 | 0.60 | 0.23 | 0.08 | 1.84 |
| Beaver Acres | 770 | 0.48 | 0.29 | 0.06 | |
| Barnes | 732 | 0.57 | 0.27 | 0.05 | |
| Weighted Average | | 0.53 | 0.28 | 0.19 | |
| ITE | | 0.42 | 0.28 | | 1.29 |

1.61 1.31

Weighted Daily Rate 1.49

MEMORANDUM

DATE: July 19, 2006

TO: Frank Angelo, Angelo Eaton & Associates

FROM: Christopher S. Maciejewski, P.E.
Carl Springer, P.E.

SUBJECT: Revised McDaniel Elementary Rezone Transportation Analysis

P06031-000

The purpose of this memorandum is to summarize the transportation analysis conducted for a proposed zone change of three tax lots for a potential elementary school site. The site is located on NW McDaniel Road near NW 119th Avenue in Washington County, OR, within the Beaverton School District. The following sections discuss the trip generation estimates, planned roadway system designations, and potential project impacts for the proposed site based on a worst-case buildout.

Trip Generation Analysis

The proposed site consists of three residential tax lots (currently zoned R-9) located on the north side of NW McDaniel Road east of NW 119th Avenue. The proposed rezone would change each of the tax lots to institutional zoning to allow the site to be developed for an elementary school, with a worst-case buildout of 750 students.

To determine potential impacts on the surrounding transportation system, a worst-case trip generation analysis was conducted based on full buildout of the site. Trip generation estimates were made for daily and peak hour trips based on rates provided by the Institute of Transportation Engineers¹ (ITE) for similar land use types and rates calculated based on existing elementary school sites in the area. Table 1 lists the worst-case estimated vehicle trips for the residential buildout and the potential elementary school.

The existing residential zoning was assumed to buildout as single family units (ITE Code 210) for a worst-case analysis. Based on the lot sizes and existing zoning, 96 dwelling units was determined to be the worst-case buildout². This residential use would generate approximately 919 daily vehicle trips, 72 AM peak hour trips, and 97 PM peak hour trips.

¹ *Trip Generation Manual, 7th Edition*, Institute of Transportation Engineers, 2003.

² The number of dwelling units was determined by the methodology described in the *Washington County Development Code Article III, 4/1/04*. R-9 tax lots account for 96 units (10.7 acres x 9 units/acre = 96 units).



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(503) 243-1934 fax
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The worst-case elementary school size was determined by the project team to be 750 students, based on the site acreage. This site would generate traffic similar to the ITE Code 520 Elementary School. To estimate vehicle trip generation for the proposed school, trip surveys at elementary schools in the area were combined with ITE rates to reflect the higher local rates that have been observed. Based on an enrollment of 750 students, approximately 1,118 vehicle trips per day would be generated by the proposed rezone (more than residential buildout). As listed in Table 1, the proposed site would generate approximately 398 AM peak hour vehicle trips and 142 PM peak hour vehicle trips (more than the residential buildout).

Table 1: Estimated Vehicle Trip Generation

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| Institutional Zoning Elementary School (ITE Code 520) | 750 Students | 1,118 | 218 | 180 | 398 | 96 | 46 | 142 |

Roadway Network Analysis

The proposed site is currently served by NW McDaniel Road, which is designated as a collector in Washington County's Transportation System Plan (TSP)³. In addition, the proposed site abuts NW South Road, which is designated in the County's TSP as a local road. NW McDaniel Road provides connections to local streets that serve the residential uses surrounding the proposed site. In addition, NW McDaniel Road provides connections to arterial roadways to the south (NW Cornell Road via NW 119th Avenue) and to the north (NW Thompson Road).

Washington County's TSP also designates a roadway extension project near the site that would provide additional roadway capacity and connectivity. NW 113th Avenue is designated as a proposed collector roadway from NW Rainmont Road to NW McDaniel Road. This connection would provide a direct route to the intersection of NW Cornell Road/NW Cedar Hills Boulevard.

Project Impact

Washington County ordinance currently defines impacted roadways and intersections, with respect to proposed developments, to be those where 1) the estimated traffic generated by the development exceeds 10 percent of the existing average daily traffic (ADT) 2) the generated traffic results in intersection operations below level of service (LOS) "E" for more than 20 minutes of one peak hour and project traffic is 5 percent or greater than total existing "in process" traffic⁴. In order to determine arterial and collector roadways and intersections that meet this criteria with the proposed

³ Washington County 2020 Transportation Plan, Washington County, Adopted by Ordinance No. 588, October 29, 2002.

⁴ Washington County Ordinance No. 501, Article V: Section 501-8.8.

elementary school buildout (worst-case), trip distribution for the site was estimated using the before mentioned trip generation, estimated new elementary school boundary, existing intersection turn movement volumes⁵, Metro's Regional Travel Demand Model, and review of existing household density within the surrounding area. Note that all vehicle trips were considered as new trips to the existing roadway network, thus assuming a worst-case scenario. Focus was directed towards the AM peak hour, since this is when project traffic would be highest on the adjacent roadway network.

It was found that the following intersections (listed below) would be classified as being impacted based on Washington County criteria.

- NW McDaniels Road/NW Thompson Road
- NW McDaniel Road/NW 119th Avenue
- NW McDaniel Road/NW 111th Avenue
- NW 119th Avenue/NW Kearney Street
- NW 119th Avenue/NW Cornell Road

These intersections were selected based on the proposed elementary school buildout would generate daily traffic volumes that exceed 10 percent of the ADT on both NW McDaniel Road and NW 119th Avenue.

Intersection capacity analysis was used to determine the level of impact and was based on *Highway Capacity Manual 2000* methodology for signalized and unsignalized intersections. Capacity analysis concluded that traffic operations would not be impacted substantially at any of the intersections identified with the additional traffic volumes associated with the proposed elementary school buildout (worst-case) during the AM peak hour. Although the project would add traffic to McDaniel Road, all intersections would remain operating below the County's LOS E threshold. Table 2 summarizes intersection LOS under existing conditions with proposed traffic associated with the elementary school worst-case buildout.

Table 2: Existing Level of Service (AM Peak Hour)

| Intersection | Existing | Existing + Project |
|--|-------------|--------------------|
| <i>Signalized</i> Delay LOS V/C | | |
| NW 119 th Avenue/NW Cornell Road | 26.9 C 0.74 | 32.7 C 0.82 |
| <i>Unsignalized</i> LOS | | |
| NW McDaniel Road/NW Thompson Road | A/B | A/B |
| NW McDaniel Road/NW 111 th Avenue | A/B | A/B |
| NW McDaniel Road/NW 119 th Avenue | A/B | A/B |

⁵ Turn movement counts conducted on Tuesday, June 13, 2006.

| Intersection | Existing | Existing + Project |
|---|----------|--------------------|
| NW 119 th Avenue/NW Kearney Street | A/B | A/B |

Delay = Average Stopped Delay per Vehicle (seconds)
LOS = Level of Service
V/C = Volume-to-Capacity Ratio
A/A = Major Street LOS/Minor Street LOS (unsignalized)

Further analysis was conducted for the future year 2020. Growth rates determined from Metro's Regional Travel Demand Model were used to estimate future year 2020 roadway segment volumes. Associated elementary school project traffic was then added to future 2020 projections. Again, all vehicle trips were considered as new trips to the existing roadway network. Results indicate that future growth would impact operations the greatest at the signalized intersection of NW 119th Avenue/NW Cornell Road. This intersection would near capacity and operate at LOS D, yet remain operating below the County's LOS E threshold under future 2020 base conditions. Future growth accompanied with the elementary school buildout would further impact operations at this intersection. This intersection would experience a substantial increase in delay and have a volume-to-capacity (V/C) ratio of 0.99. This intersection would however remain operating below the County's LOS E threshold. Future growth accompanied with with the elementary school buildout would not impact operations at any of the remaining unsignalized intersections. Table 3 summarizes intersection LOS under future 2020 conditions with proposed traffic associated with the elementary school worst-case buildout.

Table 3: Future Level of Service (AM Peak Hour)

| Intersection | 2020 | 2020 + Project |
|---|---------------|----------------|
| <i>Signalized</i> | | |
| | Delay LOS V/C | |
| NW 119 th Avenue/NW Cornell Road | 35.5 D 0.88 | 54.3 D 0.99 |
| <i>Unsignalized</i> | | |
| | LOS | |
| NW McDaniel Road/NW Thompson Road | A/B | A/B |
| NW McDaniel Road/NW 111 th Avenue | A/B | A/B |
| NW McDaniel Road/NW 119 th Avenue | A/B | A/B |
| NW 119 th Avenue/NW Kearney Street | A/B | A/B |

Delay = Average Stopped Delay per Vehicle (seconds)
LOS = Level of Service
V/C = Volume-to-Capacity Ratio
A/A = Major Street LOS/Minor Street LOS (unsignalized)

Conclusions

Trip generation estimates for the proposed zone change found that the worst-case elementary school (750 students) would generate more daily and peak hour vehicle trips than the worst-case buildout of the existing residential zoning (96 single family units). However, the increase in trips would not significantly impact the designation of NW McDaniel Road as a collector roadway. Therefore, no modifications to Washington County's roadway functional designations would be recommended.

Additionally, it was found that the traffic generated from the worst-case elementary school buildout would not significantly impact surrounding intersection operational levels at the date of buildout. Although the rezone would add traffic to NW McDaniel Road and NW 119th Avenue, all intersections would remain operating below the County's LOS E operational requirements during the AM peak hour when project volumes are highest and assuming all trips generated are additional trips to the existing roadway network.

Furthermore, analysis for future 2020 growth accompanied with worst-case elementary school buildout yielded that the proposed zone change would cause the signalized intersection of NW 119th Avenue/NW Cornell Road to near capacity ($v/c=0.99$) and operate at LOS D during the AM peak hour. This intersection would however remain to operate below the County's LOS E threshold under this scenario; therefore there is no significant impact because of the rezone.

- Attachments: 1) Local Elementary School Trip Surveys
2) Intersection LOS calculations

Elementary School Trip Generation Comparison

| Site | Students | AM Rate | Midday Rate | PM Rate | Daily |
|---------------------|----------|---------|-------------|---------|-------|
| Aloha Park | 622 | 0.59 | 0.34 | 0.31 | |
| Clear Lake (Keizer) | 540 | 0.45 | | 0.24 | |
| Scott (Salem) | 536 | 0.61 | | 0.37 | |
| Keizer Element. | 770 | 0.42 | | 0.20 | |
| Boekman Creek | 543 | | | 0.35 | |
| Durham | 521 | 0.60 | 0.23 | 0.08 | 1.84 |
| Beaver Acres | 770 | 0.48 | 0.29 | 0.06 | |
| Barnes | 732 | 0.57 | 0.27 | 0.05 | |
| | | | | | |
| Weighted Average | | 0.53 | 0.28 | 0.19 | |
| | | | | | |
| ITE | | 0.42 | 0.28 | | 1.29 |

1.61 1.31

Weighted Daily Rate 1.49

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #1 McDaniels/119th
 Average Delay (sec/veh): 8.0 Worst Case Level of Service: B [10.2]
 Street Name: 119th McDaniels RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0
 Volume Module:
 Base Vol: 12 0 47 0 0 0 0 0 18 68 93 2 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 12 0 47 0 0 0 0 0 18 68 93 2 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81
 PHF Volume: 15 0 58 0 0 0 0 0 22 84 115 2 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 15 0 58 0 0 0 0 0 22 84 115 2 0

Critical Gap Module:
 Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
 Capacity Module:
 Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx 88 0 70 55 xxxxx
 Potent Cap.: 900 xxxxx xxxxx xxxxx xxxxx xxxxx 806 900 927 836 xxxxx
 Move Cap.: 900 xxxxx xxxxx xxxxx xxxxx xxxxx 793 900 812 822 xxxxx
 Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.09 0.14 0.00 xxxxx
 Level of Service Module:
 2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: 9.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 875 812 xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 0.5 xxxxx xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.7 10.2 xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx 9.7
 ApproachLOS: A B

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #4 McDaniels/111th
 Average Delay (sec/veh): 4.4 Worst Case Level of Service: B [11.6]
 Street Name: 111th McDaniels
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0
 Volume Module:
 Base Vol: 10 1 57 3 3 2 2 61 52 97 53 4
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 1 57 3 3 2 2 61 52 97 53 4
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
 PHF Volume: 11 1 66 3 3 2 2 70 60 111 61 5
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 11 1 66 3 3 2 2 70 60 111 61 5

Critical Gap Module:
 Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 394 393 100 424 421 63 66 xxxxx xxxxx 130 xxxxx xxxxx
 Potent Cap.: 570 546 561 544 527 1007 1549 xxxxx xxxxx 1468 xxxxx xxxxx
 Move Cap.: 530 501 961 474 484 1007 1549 xxxxx xxxxx 1468 xxxxx xxxxx
 Volume/Cap: 0.02 0.00 0.07 0.01 0.01 0.00 0.00 xxxxx xxxxx 0.08 xxxxx xxxxx
 Level of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.2 xxxxx xxxxx
 Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.3 xxxxx xxxxx 7.7 xxxxx xxxxx
 LOS by Move: * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 848 xxxxx xxxxx 551 xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx 0.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd ConDel: xxxxx 9.7 xxxxx xxxxx 11.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * A * * * * *
 ApproachDel: 9.7
 ApproachLOS: A B

Note: Queue reported is the number of cars per lane.

McDaniels Elementary
 AM Ex.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #5 McDaniels/Thompson

 Average Delay (sec/veh): 3.7 Worst Case Level of Service: B [12.6]

 Street Name: McDaniels Thompson
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
 Volume Module:
 Base Vol: 32 4 74 3 4 6 6 213 52 60 104 1
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 32 4 74 3 4 6 6 213 52 60 104 1
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
 PHF Volume: 37 5 86 3 5 7 7 248 60 70 121 1
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 37 5 86 3 5 7 7 248 60 70 121 1
 Critical Gap Module:
 Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
 FollowUpTrm: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 559 553 278 598 583 122 122 xxxxx xxxxx 308 xxxxx xxxxx
 Potential Vol: 443 444 766 417 427 935 1478 xxxxx xxxxx 1264 xxxxx xxxxx
 Move Cap.: 415 416 766 350 400 935 1478 xxxxx xxxxx 1264 xxxxx xxxxx
 Volume/Cap: 0.09 0.01 0.11 0.01 0.01 0.01 0.00 xxxxx xxxxx 0.06 xxxxx xxxxx
 Level of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.2 xxxxx xxxxx
 Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx 8.0 xxxxx xxxxx
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx 600 xxxxx xxxxx 520 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx 0.8 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Strd ConDel: xxxxx 12.6 xxxxx xxxxx 12.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * B * * * * *
 ApproachDel: 12.6 12.1
 Approach LOS: B B
 Note: Queue reported is the number of cars per lane.

McDaniels Elementary
 AM Ex.

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

 Intersection #17 119th/Cornell

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.735
 Loss Time (sec): 12 (Y-R=4.0 sec) Average Delay (sec/veh): 26.9
 Optimal Cycle: 65 Level of Service: C

 Street Name: 119th Cornell
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 231 0 270 36 565 0 0 375 32
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 231 0 270 36 565 0 0 375 32
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 0 0 0 254 0 297 40 621 0 0 412 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 254 0 297 40 621 0 0 412 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 254 0 297 40 621 0 0 412 35
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 AdjStment: 1.00 1.00 1.00 0.91 1.00 0.91 0.95 1.00 1.00 1.00 0.99 0.99
 Lanes: 0.00 0.00 0.00 0.45 0.00 0.54 1.00 1.00 0.00 0.00 0.92 0.08
 Final Sat.: 0 0 0 793 0 927 1805 1900 0 0 1731 148
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.32 0.00 0.32 0.02 0.33 0.00 0.00 0.24 0.24
 Crit Moves: *****
 Green/Cycle: 0.00 0.00 0.00 0.44 0.00 0.44 0.04 0.44 0.00 0.00 0.41 0.41
 Volume/Cap: 0.00 0.00 0.00 0.73 0.00 0.73 0.58 0.73 0.00 0.00 0.58 0.58
 Delay/Veh: 0.0 0.0 0.0 27.2 0.0 27.2 59.8 26.3 0.0 0.0 24.2 24.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 27.2 0.0 27.2 59.8 26.3 0.0 0.0 24.2 24.2
 LOS by Move: A A A C A C A C E C A A A C C
 HCM2kAVGQ: 0 0 0 15 0 15 2 17 0 0 11 11
 Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 119th/Kearney

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B (11.0)

Street Name: 119th Kearney
Approach: North Bound South Bound East Bound West Bound

| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
|----------|--------------|---|---|--------------|---|---|-----------|---|---|-----------|---|---|
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 3 | 52 | 0 | 0 | 323 | 18 | 8 | 0 | 32 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 52 | 0 | 0 | 323 | 18 | 8 | 0 | 32 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| PHF Volume: | 3 | 60 | 0 | 0 | 376 | 21 | 9 | 0 | 37 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol: | 3 | 60 | 0 | 0 | 376 | 21 | 9 | 0 | 37 | 0 | 0 | 0 |

Critical Gap Module:

| | | | | | | | | | | | | |
|---------------|-----|------|------|------|------|------|-----|------|-----|------|------|------|
| Critical Gap: | 4.1 | xxxx | xxxx | xxxx | xxxx | xxxx | 6.4 | xxxx | 6.2 | xxxx | xxxx | xxxx |
| FollowUpTim: | 2.2 | xxxx | xxxx | xxxx | xxxx | xxxx | 3.5 | xxxx | 3.3 | xxxx | xxxx | xxxx |

Capacity Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Conflict Vol: | 397 | xxxx | xxxx | xxxx | xxxx | xxxx | 453 | xxxx | 386 | xxxx | xxxx | xxxx |
| Potent Cap: | 1173 | xxxx | xxxx | xxxx | xxxx | xxxx | 568 | xxxx | 666 | xxxx | xxxx | xxxx |
| Move Cap: | 1173 | xxxx | xxxx | xxxx | xxxx | xxxx | 567 | xxxx | 666 | xxxx | xxxx | xxxx |
| Volume/Cap: | 0.00 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.02 | xxxx | 0.06 | xxxx | xxxx | xxxx |

Level Of Service Module:

| | | | | | | | | | | | | |
|--------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| 2WayStHQ: | 0.0 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| Control Del: | 8.1 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| LOS by Move: | A | * | * | * | * | * | * | * | * | * | * | * |

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 644 xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx 11.0 xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * B * * * * *

ApproachDel: xxxxxx 11.0 xxxxxx
ApproachLOS: *

Note: Queue reported is the number of cars per lane.

McDaniels Elementary
 AM Ex. + Project

Level Of Service Computation Report

 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #1 McDaniels/119th

 Average Delay (sec/veh): 10.0 Worst Case Level Of Service: B [13.5]

Street Name: 119th McDaniels RD

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 0

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | 12 | 0 | 47 | 0 | 0 | 0 | 0 | 18 | 68 | 93 | 2 | 0 |
| Base Vol: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Adj: | 1.0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 130 | 10 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 0 | 89 | 0 | 0 | 0 | 0 | 62 | 68 | 223 | 12 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| PHF Volume: | 15 | 0 | 110 | 0 | 0 | 0 | 0 | 77 | 84 | 275 | 15 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 15 | 0 | 110 | 0 | 0 | 0 | 0 | 77 | 84 | 275 | 15 | 0 |

Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxxx
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxxx

Capacity Module:
 Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx 140 0 123 85 xxxxxx
 Potent Cap.: 900 xxxxx xxxxx xxxxx xxxxx xxxxx 755 900 856 809 xxxxxx
 Move Cap.: 900 xxxxx xxxxx xxxxx xxxxx xxxxx 743 900 706 796 xxxxxx
 Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.10 0.09 0.39 0.02 xxxxxx

Level Of Service Module:
 2WayStHQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: 9.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 817 710 xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.7 2.0 xxxxx xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.5 13.5 xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx 10.5
 ApproachLOS: B

Note: Queue reported is the number of cars per lane.

McDaniels Elementary
 AM Ex. + Project

Level Of Service Computation Report

 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #4 McDaniels/111th

 Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B [12.3]

Street Name: 111th McDaniels

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 0 1 0 0 0 0 1 0 0

| | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: | 10 | 1 | 57 | 3 | 3 | 2 | 2 | 61 | 52 | 97 | 53 | 4 |
| Base Vol: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Growth Adj: | 1.0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 14 | 0 | 79 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 31 | 1 | 57 | 3 | 3 | 4 | 2 | 92 | 66 | 97 | 132 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 36 | 1 | 66 | 3 | 3 | 5 | 2 | 106 | 76 | 111 | 152 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 36 | 1 | 66 | 3 | 3 | 5 | 2 | 106 | 76 | 111 | 152 | 5 |

Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
 Conflict Vol: 529 528 144 559 563 154 156 xxxxx xxxxx 182 xxxxx xxxxx
 Potent Cap.: 463 459 909 909 443 438 897 1436 xxxxx xxxxx 1406 xxxxx xxxxx
 Move Cap.: 428 419 909 383 400 897 1436 xxxxx xxxxx 1406 xxxxx xxxxx
 Volume/Cap: 0.08 0.00 0.07 0.01 0.01 0.01 0.00 xxxxx xxxxx 0.08 xxxxx xxxxx

Level Of Service Module:
 2WayStHQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 647 xxxxx xxxxx 506 xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx 0.6 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd ConDel: xxxxx 11.6 xxxxx xxxxx 12.3 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * B * * * * *
 ApproachDel: 11.6 12.3
 ApproachLOS: B

Note: Queue reported is the number of cars per lane.

McDaniels Elementary
AM Ex. + Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 McDaniels/Thompson

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B [13.9]

Street Name: McDaniels Thompson
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module:
Base Vol: 32 4 74 3 4 6 6 213 52 60 104 1

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 32 4 74 3 4 6 6 213 52 60 104 1

Added Vol: 12 0 10 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 44 4 84 3 4 6 6 213 94 65 104 1

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86

PHF Volume: 51 5 98 3 5 7 7 248 109 76 121 1

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 51 5 98 3 5 7 7 248 109 76 121 1

Critical Cap Module:
Critical Sp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx

Followuprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Conflict Vol: 595 590 302 640 644 122 122 xxxxx xxxxx 357 xxxxx xxxxx

Potent Cap: 419 423 742 391 394 935 1478 xxxxx xxxxx 1213 xxxxx xxxxx

Move Cap: 390 394 742 319 367 935 1478 xxxxx xxxxx 1213 xxxxx xxxxx

Volume/Cap: 0.13 0.01 0.13 0.01 0.01 0.01 0.00 xxxxx xxxxx 0.06 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.2 xxxxx xxxxx

Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx 8.2 xxxxx xxxxx

LOS by Move: * * * * * A * * * * * A * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxxx 559 xxxxx xxxxx 486 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Queue: xxxxx 1.1 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd ConDel: xxxxx 13.9 xxxxx xxxxx 12.6 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * B * * * * * B * * * * * B * * * * *

ApproachDel: 13.9 12.6 xxxxxxxx xxxxxxxx

ApproachLOS: B B

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 119th/Cornell

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7

Optimal Cycle: 83 Level Of Service: C

Street Name: 119th Cornell
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Lanes: 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 231 0 270 36 565 0 0 375 32

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 231 0 270 36 565 0 0 375 32

Added Vol: 0 0 0 68 0 56 16 0 0 0 0 0

PasserByVol: 0 0 0 299 0 326 52 565 0 0 375 46

Initial Fut: 0 0 0 299 0 326 52 565 0 0 375 46

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

PHF Volume: 0 0 0 329 0 358 57 621 0 0 412 51

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 329 0 358 57 621 0 0 412 51

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 0 0 0 329 0 358 57 621 0 0 412 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 0.91 1.00 0.91 0.95 1.00 1.00 1.00 0.99 0.99

Lanes: 0.00 0.00 0.00 0.48 0.00 0.52 1.00 1.00 0.00 0.00 0.89 0.11

Final Sat: 0 0 0 826 0 900 1905 1900 0 0 1667 204

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.40 0.00 0.40 0.03 0.33 0.00 0.00 0.25 0.25

Crit Moves: ****

Green/Cycle: 0.00 0.00 0.00 0.48 0.00 0.48 0.05 0.40 0.00 0.00 0.35 0.35

Volume/Cap: 0.00 0.00 0.00 0.92 0.00 0.82 0.70 0.82 0.00 0.00 0.70 0.70

Delay/Veh: 0.0 0.0 0.0 28.8 0.0 28.8 71.2 34.3 0.0 0.0 31.3 31.3

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 28.8 0.0 28.8 71.2 34.3 0.0 0.0 31.3 31.3

LOS by Move: A A A C A C E C A A C C

HCM2kAV9Q: 0 0 0 20 0 20 3 19 0 0 13 13

Note: Queue reported is the number of cars per lane.

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #18 119th/Kearney *****
 Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B [12.6]

 Street Name: 119th Kearney
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| Control: | Uncontrolled | Uncontrolled | Uncontrolled | Uncontrolled | Stop Sign | Stop Sign | Stop Sign | Stop Sign |
|----------------|--------------|--------------|--------------|--------------|-----------|-----------|-----------|-----------|
| Rights: | Include | Include | Include | Include | Include | Include | Include | Include |
| Lanes: | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | |
| Base Vol: | 3 | 52 | 0 | 0 | 323 | 18 | 8 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 52 | 0 | 0 | 323 | 18 | 8 | 0 |
| Added Vol: | 0 | 30 | 0 | 0 | 124 | 2 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 3 | 82 | 0 | 0 | 447 | 20 | 10 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| PHF Volume: | 3 | 95 | 0 | 0 | 520 | 23 | 12 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Vol.: | 3 | 95 | 0 | 0 | 520 | 23 | 12 | 0 |

Critical Gap Module:
 Critical Gap: 4.1
 FollowupTim: 2.2
 Capacity Module:
 Conflict Vol: 543
 Potent Cap.: 1036
 Move Cap.: 1036
 Volume/Cap: 0.00

Level of Service Module:
 2Way95thQ: 0.0
 Control Del: 8.5
 LOS by Move: A
 Movement: LT - LTR - RT
 Shared Cap.: 0.0
 SharedQueue: 0.0
 Shrd ConDel: 8.5
 Shared LOS: A
 ApproachDel: xxxxxx
 ApproachLOS: *

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 McDaniel's/119th
*****
Average Delay (sec/veh): 7.9 Worst Case Level Of Service: B [ 10.3 ]
*****
Street Name: 119th
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0
Volume Module:
Base Vol: 12 0 47 0 0 0 0 0 18 68 93 2 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 0 47 0 0 0 0 0 18 68 93 2 0
User Adj: 1.30 1.30 1.30 1.00 1.00 1.00 1.00 1.00 1.00 1.36 1.36 1.36
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 16 0 64 0 0 0 0 0 19 72 133 3 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 16 0 64 0 0 0 0 0 19 72 133 3 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx 97 0 74 65 xxxxx
Potent Cap.: 900 xxxxx xxxxx xxxxx xxxxx xxxxx 797 900 921 830 xxxxx
Move Cap.: 900 xxxxx xxxxx xxxxx xxxxx xxxxx 782 900 820 814 xxxxx
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 0.08 0.16 0.00 xxxxx
Level Of Service Module:
2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 9.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx 9.6 A B 10.3
ApproachLOS: * * * * * * * * * * * * * * * * * * * * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****
  
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #4 McDaniel's/111th
*****
Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B [ 12.7 ]
*****
Street Name: 111th
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0
Volume Module:
Base Vol: 10 1 57 3 3 2 2 61 52 97 53 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 1 57 3 3 2 2 61 52 97 53 4
User Adj: 1.20 1.20 1.20 1.00 1.00 1.00 1.00 1.00 1.00 1.36 1.36 1.36
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 13 1 72 3 3 2 3 87 74 139 76 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 13 1 72 3 3 2 3 87 74 139 76 6
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 489 490 125 523 524 79 82 xxxxx xxxxx 162 xxxxx xxxxx
Potent Cap.: 492 482 932 467 461 987 1529 xxxxx xxxxx 1429 xxxxx xxxxx
Move Cap.: 449 431 932 395 412 987 1529 xxxxx xxxxx 1429 xxxxx xxxxx
Volume/Cap: 0.03 0.00 0.08 0.01 0.01 0.00 0.00 xxxxx xxxxx 0.10 xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.3 xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx 7.8 xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 792 xxxxx xxxxx 473 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 0.4 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx 10.1 xxxxx xxxxx 12.7 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: 10.1 12.7 xxxxxx
ApproachLOS: B B
*****
Note: Queue reported is the number of cars per lane.
*****
  
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 McDaniel's/Thompson

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B [12.5]

Street Name: McDaniel's Thompson
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Volume Module:
Base Vol: 32 4 74 3 4 6 6 213 52 60 104 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 32 4 74 3 4 6 6 213 52 60 104 1
User Adj: 1.36 1.36 1.36 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 46 6 106 3 4 6 6 224 55 63 109 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 46 6 106 3 4 6 6 224 55 63 109 1
Critical Gap Module:
Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 506 501 252 556 528 110 111 xxxxx xxxxx 279 xxxxx xxxxx
Potent Cap.: 480 475 792 445 459 949 1492 xxxxx xxxxx 1295 xxxxx xxxxx
Move Cap.: 454 449 792 365 434 949 1492 xxxxx xxxxx 1295 xxxxx xxxxx
Volume/Cap: 0.10 0.01 0.13 0.01 0.01 0.01 0.00 xxxxx xxxxx 0.05 xxxxx xxxxx
Level Of Service Module:
2WayStCh: xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.2 xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx 7.9 xxxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 636 xxxxx xxx 547 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 1.0 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd Combel: xxxxx 12.5 xxxxx xxxxx 11.7 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * B * * * * * B * * * * * * * * * *
ApproachDel: 12.5 11.7 xxxxxx
ApproachLOS: B B * * * * *
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 119th/Cornell

Cycle (sec): 100 Critical Vol./Cap. (X): 0.880
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 101 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 1 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 231 0 270 36 565 0 0 375 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 0 0 0 231 0 270 36 565 0 0 375 32
User Adj: 1.30 1.30 1.30 1.30 1.30 1.30 1.20 1.20 1.20 1.20 1.20 1.20
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 316 0 369 45 714 0 0 474 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 316 0 369 45 714 0 0 474 40
ECE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 316 0 369 45 714 0 0 474 40
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj Sat: 1.00 1.00 1.00 0.91 1.00 0.91 0.95 1.00 1.00 1.00 0.99 0.99
Lanes: 0.00 0.00 0.00 0.46 0.00 0.54 1.00 1.00 0.00 0.00 0.92 0.08
Final Sat.: 0 0 0 793 0 927 1805 1900 0 0 1731 148
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.40 0.00 0.40 0.03 0.38 0.00 0.00 0.27 0.27
Crit Moves: *****
Green/Cycle: 0.00 0.00 0.00 0.45 0.00 0.45 0.04 0.43 0.00 0.00 0.39 0.39
Volume/Cap: 0.00 0.00 0.00 0.88 0.00 0.88 0.70 0.88 0.00 0.00 0.70 0.70
Delay/Veh: 0.0 0.0 0.0 36.1 0.0 36.1 76.4 37.2 0.0 0.0 28.5 28.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 36.1 0.0 36.1 76.4 37.2 0.0 0.0 28.5 28.5
LOS by Move: A A A A D A D E D A A C C
HCM2kAvgQ: 0 0 0 22 0 22 3 23 0 0 14 14
Note: Queue reported is the number of cars per lane.

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 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #18 119th/Kearney
 Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B [12.3]

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign
 Rights: Include Include Include
 Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 3 52 0 0 323 18 8 0 32 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 3 52 0 0 323 18 8 0 32 0 0 0
 User Adj: 1.30 1.30 1.30 1.30 1.30 1.30 1.20 1.20 1.20 1.20 1.20 1.20
 PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
 PHF Volume: 5 79 0 0 488 27 11 0 45 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 5 79 0 0 488 27 11 0 45 0 0 0

Critical Gap Module:
 Critical Gp: 4.1 XXXX XXXX XXXX XXXX 6.4 XXXX 5.2 XXXX XXXX XXXX
 FollowUpTim: 2.2 XXXX XXXX XXXX XXXX 3.5 XXXX 3.3 XXXX XXXX XXXX

Capacity Module:
 Conflict Vol: 515 XXXX XXXX XXXX XXXX 590 XXXX 502 XXXX XXXX XXXX
 Potent Cap.: 1061 XXXX XXXX XXXX XXXX 474 XXXX 573 XXXX XXXX XXXX
 Move Cap.: 1061 XXXX XXXX XXXX XXXX 472 XXXX 573 XXXX XXXX XXXX
 Volume/Cap: 0.00 XXXX XXXX XXXX XXXX 0.02 XXXX 0.08 XXXX XXXX XXXX

Level Of Service Module:
 2Way95thQ: 0.0 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Control Del: 8.4 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 LOS by Move: A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX 550 XXXX XXXX XXXX
 SharedQueue: 0.0 XXXX XXXX XXXX XXXX XXXX 0.3 XXXX XXXX XXXX
 Shrd Conbel: 8.4 XXXX XXXX XXXX XXXX XXXX 12.3 XXXX XXXX XXXX
 Shared LOS: A * * * * * B * * * * *
 ApproachDel: XXXXXX 12.3 XXXXXX
 ApproachLOS: B

 Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #1 McDaniels/119th

 Average Delay (sec/veh): 10.4 Worst Case Level Of Service: B [14.2]

 Street Name: 119th McDaniel RD
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0
 Volume Module:
 Base Vol: 12 0 47 0 0 0 0 0 18 68 93 2 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 12 0 47 0 0 0 0 0 18 68 93 2 0
 Added Vol: 0 0 42 0 0 0 0 0 44 0 130 10 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 12 0 89 0 0 0 0 0 62 68 223 12 0
 User Adj: 1.30 1.30 1.30 1.00 1.00 1.00 1.00 1.00 1.00 1.36 1.36 1.36
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 16 0 122 0 0 0 0 0 65 72 319 17 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 16 0 122 0 0 0 0 0 65 72 319 17 0
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
 FollowUpTrim: 2.2 xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx

Capacity Module:
 Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 155 0 126 94 xxxxx
 Potent Cap.: 900 xxxxx xxxxx xxxxx xxxxx 741 900 852 800 xxxxx
 Move Cap.: 900 xxxxx xxxxx xxxxx xxxxx 727 900 720 785 xxxxx
 Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx 0.09 0.08 0.44 0.02 xxxxx
 Level Of Service Module:
 2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: 9.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 2.5 xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.4 14.2 xxxxx
 Shared LOS: *
 ApproachDel: xxxxxx xxxxxx 10.4
 ApproachLOS: B

 Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #4 McDaniels/111th

 Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B [13.8]

 Street Name: 111th MCDaniels
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
 Volume Module:
 Base Vol: 10 1 57 3 3 2 2 61 52 97 53 4
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 1 57 3 3 2 2 61 52 97 53 4
 Added Vol: 21 0 0 0 0 0 0 0 0 31 14 0 79 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 31 1 57 3 3 4 2 92 66 97 132 4
 User Adj: 1.20 1.20 1.20 1.00 1.00 1.00 1.00 1.00 1.00 1.36 1.36 1.36
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 39 1 72 3 3 4 3 132 94 139 189 6
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 39 1 72 3 3 4 3 132 94 139 189 6
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx
 FollowUpTrim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx

Capacity Module:
 Conflict Vol: 658 657 179 691 701 192 195 xxxxx xxxxx 226 xxxxx
 Potent Cap.: 380 387 869 362 365 855 1390 xxxxx xxxxx 1354 xxxxx
 Move Cap.: 343 343 869 302 324 855 1390 xxxxx xxxxx 1354 xxxxx
 Volume/Cap: 0.11 0.00 0.08 0.01 0.01 0.00 0.00 xxxxx xxxxx 0.10 xxxxx
 Level Of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.3 xxxxx
 Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.6 xxxxx xxxxx 8.0 xxxxx
 LOS by Move: *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 560 xxxxx xxxxx 419 xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx 0.7 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx
 Shrd ConDel: xxxxx 13.0 xxxxx xxxxx 13.8 xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: 13.0 13.8
 ApproachLOS: B B

 Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 McDaniels/Thompson
 Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B [13.8]

Street Name: North Bound South Bound East Bound West Bound
 Approach: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0

Volume Module: 32 4 74 3 4 6 6 213 52 60 104 1
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 32 4 74 3 4 6 6 213 52 60 104 1
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 44 4 84 3 4 6 6 213 94 65 104 1
 User Adj: 1.36 1.36 1.36 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 63 6 120 3 4 6 6 224 99 68 109 1
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 63 6 120 3 4 6 6 224 99 68 109 1

Critical Gap Module: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
 Critical Gap: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module: 538 534 274 596 583 110 111 xxxxx xxxxx 323 xxxxx xxxxx
 Conflict Vol: 457 455 770 418 427 949 1492 xxxxx xxxxx 1248 xxxxx xxxxx
 Potential Cap: 429 427 770 333 401 949 1492 xxxxx xxxxx 1248 xxxxx xxxxx
 Move Cap: 0.15 0.01 0.16 0.01 0.01 0.01 0.00 xxxxx xxxxx 0.05 xxxxx xxxxx
 Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx 597 xxxxx xxxxx 514 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx 1.4 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd ConDel: xxxxx 13.8 xxxxx xxxxx 12.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: B * * * * * B * * * * * B * * * * * B * * * * *
 ApproachDel: 13.8 12.2 xxxxxx xxxxxx
 ApproachLOS: B B * * * * *
 Note: Queue reported is the number of cars per lane.

McDaniels Elementary
 2020 AM+Project

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 119th/Cornell
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.990
 Loss Time (sec): 12 (Y-R=4.0 sec) Average Delay (sec/veh): 54.3
 Optimal Cycle: 177 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 0 0 1 1 0 0 1 0 1 0 0 0 1 0

Volume Module: 0 0 0 211 0 270 36 565 0 0 375 32
 Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Growth Adj: 0 0 0 231 0 270 36 565 0 0 375 32
 Initial Bse: 0 0 0 68 0 56 16 0 0 0 0 0 0
 Added Vol: 0 0 0 299 0 326 52 565 0 0 375 46
 PasserByVol: 0 0 0 299 0 326 52 565 0 0 375 46
 Initial Fut: 1.30 1.30 1.30 1.30 1.30 1.30 1.20 1.20 1.20 1.20 1.20 1.20
 User Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Adj: 0 0 0 409 0 446 66 714 0 0 474 58
 PHF Volume: 0 0 0 409 0 446 66 714 0 0 474 58
 Reduct Vol: 0 0 0 409 0 446 66 714 0 0 474 58
 Final Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MFL Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 409 0 446 66 714 0 0 474 58

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.91 1.00 0.91 0.95 1.00 1.00 1.00 0.99 0.99
 Lanes: 0.00 0.00 0.00 0.48 0.00 0.52 1.00 1.00 1.00 1.00 0.89 0.11
 Final Sat.: 0 0 0 826 0 900 1805 1900 0 0 1667 204

Capacity Analysis Module: 0.00 0.00 0.00 0.50 0.00 0.50 0.04 0.36 0.00 0.00 0.28 0.28
 Vol/Sat: 0.00 0.00 0.00 0.50 0.00 0.50 0.04 0.36 0.00 0.00 0.28 0.28
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.50 0.00 0.50 0.04 0.36 0.00 0.00 0.34 0.34
 Volume/Cap: 0.00 0.00 0.00 0.99 0.00 0.99 0.84 0.99 0.00 0.00 0.84 0.84
 Delay/Veh: 0.0 0.0 0.0 52.7 0.0 52.7 101.1 61.7 0.0 0.0 41.0 41.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 52.7 0.0 52.7 101.1 61.7 0.0 0.0 41.0 41.0
 LOS by Move: A A A D A D F E A A D D
 HCM2kAVGQ: 0 0 0 33 0 33 4 29 0 0 18 18
 Note: Queue reported is the number of cars per lane.

