



# Oregon

John A. Kitzhaber, M.D., Governor

**Department of Land Conservation and Development**

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[www.oregon.gov/LCD](http://www.oregon.gov/LCD)



## **NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION**

Date: 02/11/2015  
Jurisdiction: City of Beaverton  
Local file no.: TA CPA2014-0013 & 0014,  
TA2014-0003, & ZMA2014-  
000  
DLCD file no.: 008-14

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 01/22/2015. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 45 days prior to the first evidentiary hearing.

### Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A 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).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

### DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or [plan.amendments@state.or.us](mailto:plan.amendments@state.or.us)

DLCD FORM 2



## NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE <b style="font-size: 1.5em;">DEPT OF</b> File No.: Received <span style="color: red;">JAN 22 2015</span>
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Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See OAR 660-018-0040). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use Form 4 for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use Form 5 for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use Form 6 with submittal of an adopted periodic review task.

LAND CONSERVATION  
AND DEVELOPMENT

Jurisdiction: City of Beaverton

Local file no.: CPA2014-0013 &amp; 0014, TA2014-0003, &amp; ZMA2014-0007

Date of adoption: 1-13-15

Date sent: 1/21/2015

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 10-17-14

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes  No 

If yes, describe how the adoption differs from the proposal:

**The proposal was not changed from the initial notice**

Local contact (name and title): Steven A. Sparks, AICP, Principal Planner

Phone: 503-526-2429

E-mail: [ssparks@beavertonoregon.gov](mailto:ssparks@beavertonoregon.gov)

Street address: 12725 SW Millikan Way

City: Beaverton

Zip: 97005-

### PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

#### For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Section 3.14 was amended to add a new zone as an implementing zone for the Employment land use designation. Statewide goal 2 was applicable

#### For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from Station Community to Employment 25 acres. A goal exception was required for this change. **No**

Change from Corridor to Employment 15 acres. A goal exception was required for this change. **No**

Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.

Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address): See attached

The subject property is entirely within an urban growth boundary **YES**

The subject property is partially within an urban growth boundary

**If the comprehensive plan map change is a UGB amendment** including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

**If the comprehensive plan map change is an urban reserve amendment** including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

**For a change to the text of an ordinance or code:**

Identify the sections of the ordinance or code that were added or amended by title and number:

Amendment to Section 20.15. of the Development Code to add a new Employment zoning district, Office Industrial - Nike Campus (OI-NC). Section 50.15 was also amended to have quasi-judicial land use applications filed in the OI-NC zone processed as Type 2 applications.

**For a change to a zoning map:**

Identify the former and new base zone designations and the area affected:

Change from SC-E3	to OI-NC	Acres: 25
Change from CS	to OI-NC	Acres: 15
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address): See attached

List affected state or federal agencies, local governments and special districts: None

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

ORDINANCE NO. 4649

**AN ORDINANCE AMENDING ORDINANCE NO. 4187, TABLE 3.14 COMPREHENSIVE PLAN AND ZONING DISTRICT MATRIX AND FIGURE III-1, THE COMPREHENSIVE PLAN LAND USE MAP AND ORDINANCE NO. 2050, CHAPTERS 20 AND 50 OF THE DEVELOPMENT CODE AND THE ZONING MAP, CPA 2014-0013, CPA 2014-0014, TA 2014-0003 AND ZMA 2014-0007, OFFICE INDUSTRIAL-NIKE CAMPUS AMENDMENTS**

- WHEREAS,** on November 12, 2014, the Planning Commission conducted a public hearing to consider an application to amend Ordinance No. 4187, Table 3.14 the Comprehensive Plan and Zoning District Matrix and Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, Chapter 20 and 50 of the Development Code and the Zoning Map, to create a new zoning district, Office Industrial-Nike Camps (OI-NC). Thirteen parcels were designated OI-NC with a companion land use designation of Employment. The parcels are currently zoned Community Service and Station Community-Employment with the Land Use Designation of Corridor and Station Community. The site is approximately 40 acres in size with existing office buildings; and
- WHEREAS,** Comprehensive Plan Amendment CPA 2014-0013 will add the OI-NC zoning district as an implementing zone for the Employment Land Use designation; and
- WHEREAS,** Comprehensive Plan Amendment CPA2014-0014 will change the land use designation of the subject parcels from a designation of Corridor and Station Community to Employment; and
- WHEREAS,** the Text Amendment will add the OI-NC zoning district to Chapter 20 and amend Chapter 50; and
- WHEREAS,** the quasi-judicial Zoning Map Amendment will change the zoning of the subject parcels from CS (Community Service) and SC-E (Station Community-Employment) to Office Industrial-Nike Campus (OI-NC); and
- WHEREAS,** the Planning Commission received and considered the submitted staff report, exhibits, public testimony and staff recommended approval of these comprehensive plan amendments, text amendment, and zoning map amendment; and
- WHEREAS,** no appeals were filed with the City; and
- WHEREAS,** the Council adopts as to criteria applicable to this request and findings thereon the Planning Division Staff Report dated November 5, 2014, and Planning Commission Land Use Orders Nos. 2379, 2380, 2381, and 2382. Now, therefore,

**THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:**

- Section 1.** Ordinance No. 4187, Table 3.14 the Comprehensive Plan and Zoning District Matrix and Figure III-1, the Comprehensive Plan Land Use Map and Ordinance No. 2050, Chapter 20 and 50 of the Development Code and the Zoning Map, are amended to create a new zoning district, Office Industrial-Nike Camps (OI-NC) and to designate the parcel identified in Section 2 to the zoning designation OI-NC and land use designation Employment.



**Section 2.** The property affected by this ordinance is depicted in the attached map, marked Exhibits "A", as incorporated herein.

First reading this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

Passed by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

Approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

ATTEST:

APPROVED:

\_\_\_\_\_  
CATHY JANSEN, City Recorder

\_\_\_\_\_  
DENNY DOYLE, Mayor

**BEFORE THE PLANNING COMMISSION FOR  
THE CITY OF BEAVERTON, OREGON**

IN THE MATTER OF CPA2014-0013, A ) ORDER NO. 2379  
REQUEST TO AMEND THE COMPREHESIVE ) APPROVING REQUEST  
PLAN TO ADD THE OI-NC AS AN )  
IMPLEMENTING ZONE FOR THE )  
EMPLOYMENT LAND USE DESIGNATION )  
(OFFICE INDUSTRIAL – NIKE CAMPUS )  
COMPREHENSIVE PLAN TEXT )  
AMENDMENT). CITY OF BEAVERTON, )  
APPLICANT. )

The matter came before the Planning Commission November 12, 2014, on a request for an amendment to the *Comprehensive Plan Volume 1 Chapter 3 (Land Use)* to add the OI-NC as an implementing zone for the Employment land use designation in the Comprehensive Plan and Zoning District Matrix found in Section 3.14.

Pursuant to Ordinance 4187 (Comprehensive Plan), Section 1.5.1, the Planning Commission conducted a public hearing and considered testimony and exhibits.

The Planning Commission adopts the Staff Report dated November 5, 2014, as amended, as to the applicable criteria contained in Section 1.5.1 of the Comprehensive Plan and findings thereon; now, therefore:

**IT IS HEREBY ORDERED** that CPA2014-0013 is **RECOMMENDED FOR APPROVAL** to the City Council based on the facts and findings of the Planning Commission on November 12, 2014.

Motion CARRIED by the following vote:

AYES: Doukas, Kiene, Nye, Wilson, Winter, and Overhage.  
NAYS: None.  
ABSTAIN: None.  
ABSENT: Stephens.


Dated this 26<sup>th</sup> day of November, 2014.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 2379, an appeal must be filed on an Appeal form provided by the Director at the City of Beaverton Community Development Department's office by no later than 5:00 p.m. on Monday, December 8, 2014.

PLANNING COMMISSION  
FOR BEAVERTON, OREGON

ATTEST:

  
SAMBO KIRKMAN  
Associate Planner

APPROVED:  
  
KIM OVERHAGE  
Chair

  
STEVEN SPARKS, AICP  
Planning Division Manager

**BEFORE THE PLANNING COMMISSION FOR  
THE CITY OF BEAVERTON, OREGON**

IN THE MATTER OF CPA2014-0014, A ) ORDER NO. 2380  
REQUEST TO AMEND THE COMPREHENSIVE ) APPROVING REQUEST  
PLAN MAP AMENDMENT TO CHANGE THE )  
EXISTING CORRIDOR AND STATION )  
COMMUNITY LAND USED DESIGNATIONS )  
FOR THIRTEEN PROPERTIES TO )  
EMPLOYMENT (OFFICE INDUSTRIAL - )  
NIKE CAMPUS COMPREHENSIVE PLAN )  
MAP AMENDMENT). CITY OF BEAVERTON,  
APPLICANT.

The matter came before the Planning Commission on November 12, 2014, on a request for an amendment to the *Comprehensive Plan Map Amendment* to change the existing Corridor and Station Community land use designations for thirteen properties to the Employment land use designation. The Employment land use designation will apply to parcels located north of SW Jenkins Road, south of SW Walker Road, east of SW 158<sup>th</sup> Avenue and west of SW Murray Boulevard. No new development is proposed. The thirteen parcels located in the project area are specifically identified on Washington County Assessor's Map 1S1-05BD as Tax Lots 900, 1000, 1100; Map 1S1-05AC as Tax Lot's 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD as Tax Lot's 6800; Map 1S1-05DB as Tax Lots 100 and 200.

Pursuant to Ordinance 4187 (Comprehensive Plan), Section 1.5.1, the Planning Commission conducted a public hearing and considered testimony and exhibits.



The following are supplemental facts and findings made during the November 12, 2014 public hearing:

*Removal of Tax Lot.* Staff advised the Planning Commission that the staff report identified 14 parcels as the project area; however, one parcel needed to be removed from the application as it was not intended to be part of the application. Staff requested the removal of parcel identified as 1S105BD00101. The Planning Commission agreed the project area would now consist of thirteen (13) parcels.

*Additional Traffic Analysis.* A letter submitted by the Oregon Department of Transportation (Exhibit 11) dated November 12, 2014 requested the following information: 1) Study all ramp intersections at US26 Murray Blvd and Cornell Rd interchanges; 2) Perform queuing analysis for the interchanges; and 3) Perform both AM and PM peak hour analysis. The City's traffic consultant, Garth Appanaitis, with DKS Associates addressed ODOT's request. Mr. Appanaitis stated, the additional items requested by ODOT do not seem to be applicable for addressing TPR for this proposed rezone and would likely be addressed at the time of development application review. ODOT's mobility targets on State facilities like US 26 are based on 30HV conditions (30th highest hour during the year), which occurs in the evening peak, between 4-6 PM in the Portland metro area. The AM peak conditions cited by ODOT are not typically addressed through TPR, but would be analyzed at time of the specific development application if the potential impact was of sufficient scale. The other concern noted by ODOT

related to looking at additional interchange ramp locations and the primary concern is with traffic queues backing up from the intersection onto the US-26 mainline freeway. This potential impact would not be an issue for this proposed CPA due to the nature of the existing and proposed zoning, allowable land uses and reasonable worst case traffic conditions for each scenario. In general, compared to the existing Station Community-Employment and Community Service zoning associated with the Station Community and Corridor land use designation, the proposed OI-NC zone associated with the Employment designation would include less traffic coming into the site since there would not be retail uses and most traffic in the evening peak would be employees leaving the site. With less traffic coming into the site, there would also be less traffic exiting the freeway onto the off-ramps to reach Murray Blvd and travel to the site. As a result, there would be a net reduction on traffic use and impacts at these other off-ramp locations. The Planning Commission concurred that the Traffic Analysis provided in the November 5, 2014 staff report adequately address the overall impacts associated with the proposed Comprehensive Plan Amendment as the subject site was fully developed and that the traffic impacts associated with the CPA would occur if the subject site were redevelopment. The request for additional information could be discussed at the time redevelopment is proposed. Therefore, the Commission found that the application satisfactorily addressed transportation issues associated with this application.

The Planning Commission, after holding the public hearing and considering all oral and written testimony, adopts the Staff Report dated November 5, 2014, as amended, and supplemental findings contain herein, as applicable to the criteria in Section 1.5.1 of the Comprehensive Plan.

**IT IS HEREBY ORDERED** that **CPA2014-0014** is **RECOMMENDED FOR APPROVAL** to the City Council based on the facts and findings of the Planning Commission on November 12, 2014.

Motion **CARRIED** by the following vote:

**AYES:** Doukas, Kiene, Nye, Wilson, Winter, and Overhage.  
**NAYS:** None.  
**ABSTAIN:** None.  
**ABSENT:** Stephens.


Dated this 26<sup>th</sup> day of November, 2014.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 2380, an appeal must be filed on an Appeal form provided by the Director at the City of Beaverton Community Development Department's office by no later than 5:00 p.m. on Monday, December 8, 2014.

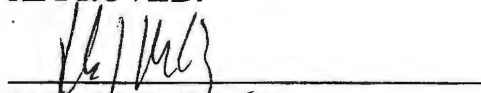
PLANNING COMMISSION  
FOR BEAVERTON, OREGON

ATTEST:

  
SAMBO KIRKMAN  
Associate Planner

  
STEVEN SPARKS, MCP  
Planning Division Manager

APPROVED:

  
KIM OVERHAGE  
Chair





southeast corner of SW Walker Road and SW 158<sup>th</sup> Avenue, a highly visible corner. Staff clarified that while the new zone does provides a maximum building height of 110 feet, there is a zoning restriction in which buildings within 500 linear feet from a residentially designated property will have a maximum building height of 80 feet. Parcels within the subject area, abutting SW Walker Road and SW 158<sup>th</sup> Avenue, are within 500 feet of residentially designated land; therefore, this restriction would apply. The Commission's agreed with this restriction.

The Planning Commission, after holding the public hearing and considering all oral and written testimony, adopts the Staff Report dated November 5, 2014, as amended, and supplemental findings contain herein, as applicable to the criteria contained in Section 40.85.15.1.C. of the Development Code.

**IT IS HEREBY ORDERED** that pursuant to Section 50.50.1 of the Beaverton Development Code the Planning Commission recommends approval of TA2014-0003 (Office Industrial – Nike Campus Employment Zone Text Amendment) to the Beaverton City Council and adoption of the Development Code Text Amendment described herein.

Motion **CARRIED** by the following vote:

<b>AYES:</b>	Doukas, Kiene, Nye, Wilson, Winter and Overhage.
<b>NAYS:</b>	None.
<b>ABSTAIN:</b>	None.
<b>ABSENT:</b>	Stephens.

Dated this 26<sup>th</sup> day of November, 2014.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 2381, an appeal must be filed on an Appeal form provided by the Director at the City of Beaverton Community Development Department's office by no later than 4:00 p.m. on Monday, December 8, 2014.

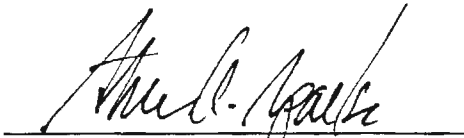
PLANNING COMMISSION  
FOR BEAVERTON, OREGON

ATTEST:

  
SAMBO KIRKMAN  
Associate Planner

APPROVED:

  
KIM OVERHAGE  
Chair

  
STEVEN SPARKS, AICP  
Planning Division Manager

**BEFORE THE PLANNING COMMISSION FOR  
THE CITY OF BEAVERTON, OREGON**

IN THE MATTER OF ZMA2014-0007 REQUESTS TO )  
AMEND THE CITY ZONING MAP THAT WOULD )  
CHANGE THE EXISTING COMMUNITY SERVICE )  
AND STATION COMMUNITY-EMPLOYMENT )  
ZONING DISTRICTS FOR THIRTEEN )  
PROPERTIES TO THE OI-NC (OFFICE )  
INDUSTRIAL - NIKE CAMPUS ZONING MAP )  
AMENDMENT). CITY OF BEAVERTON, )  
APPLICANT.

ORDER NO. 2382  
APPROVING REQUESTS

The matter came before the Planning Commission on November 12, 2014, on request for a Quasi-Judicial Zoning Map Amendment to the City's Zoning Map to change the existing Community Service and Station Community-Employment zoning districts for thirteen properties to a new Office Industrial - Nike Campus (OI-NC) zoning district. The proposed amendment will affect parcels generally located south of SW Walker Road, west of SW Murray Boulevard, north of SW Jenkins Road and east of SW 158<sup>th</sup> Avenue. The 13 parcels located in the project area are specifically identified on Washington County Assessor's Map 1S1-05BD as Tax Lots 900, 1000, 1100; Map 1S1-AC as Tax Lots 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD as Tax Lot 6800; Map 1S1-05DB as Tax Lots 100 and 200.

Pursuant to Ordinance 4187 (Comprehensive Plan), and Ordinance 2050 (Development Code), the Planning Commission conducted a public hearing and considered testimony and exhibits.

The following are supplemental facts and findings made during the November 12, 2014 public hearing:

*Removal of Tax Lot.* Staff advised the Planning Commission that the staff report identified 14 parcels as the project area; however one parcel needed to be removed from the application as it was not intended to be part of the application. Staff requested the removal of parcel identified as 1S105BD00101. The Planning Commission agreed the project area would now consist of thirteen (13) parcels.

*Additional Traffic Analysis.* A letter submitted by the Oregon Department of Transportation (Exhibit 11) dated November 12, 2014 requested the following information: 1) Study all ramp intersections at US26 Murray Blvd and Cornell Rd interchanges; 2) Perform queuing analysis for the interchanges; and 3) Perform both AM and PM peak hour analysis. The City's traffic consultant, Garth Appanaitis, with DKS Associates addressed ODOT's request. Mr. Appanaitis stated, the additional items requested by ODOT do not seem to be applicable for addressing TPR for this proposed rezone and would likely be addressed at the time of development application review. ODOT's mobility targets on State facilities like US 26 are based on 30HV conditions (30th highest hour during the year), which occurs in the evening peak, between 4-6 PM in the Portland metro area. The AM peak conditions cited by ODOT are not typically addressed through TPR, but would be analyzed at time of the specific development application if the



potential impact was of sufficient scale. The other concern noted by ODOT related to looking at additional interchange ramp locations and the primary concern is with traffic queues backing up from the intersection onto the US-26 mainline freeway. This potential impact would not be an issue for this proposed rezone due to the nature of the existing and proposed zoning, allowable land uses and reasonable worst case traffic conditions for each scenario. In general, compared to the existing zoning, the proposed zoning would include less traffic coming into the site since there would not be retail uses and most traffic in the evening peak would be employees leaving the site. With less traffic coming into the site there would also be less traffic exiting the freeway onto the off-ramps to reach Murray Blvd and travel to the site. As a result, there would be a net reduction on traffic use and impacts at these other off-ramp locations. The Planning Commission concurred that the Traffic Analysis provided in the November 5, 2014 staff report adequately address the overall impacts associated with the proposed Zoning Map Amendment as the subject site was fully developed and that the traffic impacts associated with the ZMA would occur if the subject site were redevelopment. The request for additional information could be discussed at the time redevelopment is proposed. Therefore, the Commission found that the application satisfactorily addressed transportation issues associated with this application.

The Planning Commission, after holding the public hearing and considering all oral and written testimony, adopts the Staff Report dated November 5, 2014, as amended, and supplemental findings contain herein, as applicable to the criteria contained in Section 1.5.1 of the Comprehensive Plan and Section 40.97.15.1.C of the Development Code.

**IT IS HEREBY ORDERED** that **ZMA2014-0007** is **APPROVED** based on the facts and findings of the Planning Commission on November 12, 2014.

Motion **CARRIED** by the following vote:

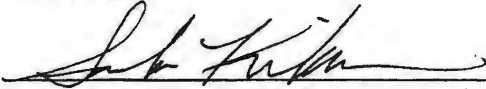
<b>AYES:</b>	Doukas, Kiene, Nye, Wilson, Winter and Overhage.
<b>NAYS:</b>	None.
<b>ABSTAIN:</b>	None.
<b>ABSENT:</b>	Stephens.

Dated this 26<sup>th</sup> day of November, 2014.

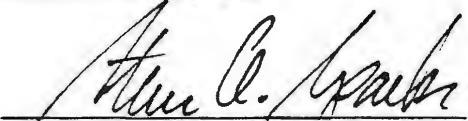
To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 2382, an appeal must be filed on an Appeal form provided by the Director at the City of Beaverton Community Development Department's office by no later than 4:00 p.m. on Monday, December 8, 2014.

PLANNING COMMISSION  
FOR BEAVERTON, OREGON

ATTEST:



SAMBO KIRKMAN  
Associate Planner



STEVEN A. SPARKS, AICP  
Planning Division Manager

APPROVED:



KIM OVERHAGE  
Chair



Community Development Department  
Current Planning Division  
12725 SW Millikan Way / PO Box 4755  
Beaverton, OR 97076  
General Information: (503) 526-2222 V/TDD  
[www.BeavertonOregon.gov](http://www.BeavertonOregon.gov)

**STAFF REPORT**

**HEARING DATE:** November 12, 2014

**TO:** Planning Commission

**FROM:** Sambo Kirkman, Associate Planner *SK*

**PROPOSAL:** **TA2014-0003 (OI-NC Employment Zone Land Use Map Amendment)**  
**CPA2014-0013 (OI-NC Employment Zone Land Use Map Amendment)**  
**CPA2014-0014 (OI-NC Employment Zone CPA)**  
**ZMA2014-0007 (OI-NC Zoning Map Amendment)**

**LOCATION:** The Nike Campus District is located south of SW Walker Road, west of SW Murray Boulevard, north of SW Jenkins Road and east of SW 158<sup>th</sup> Avenue. The 14 parcels located are specifically identified as Map 1S1-05BD Tax Lots 101, 900, 1000, 1100; Map 1S1-05AC Tax Lots 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD Tax Lot 6800; Map 1S1-05DB Tax Lots 100 and 200.

**SUMMARY:** The City of Beaverton is proposing a Text Amendment and Comprehensive Plan Map Amendment to create a new Zoning District Office Industrial-Nike Campus (OI-NC) as an implementing zone for the Employment Land Use designation. The proposal includes changing the Land Use designation on 14 parcels to Employment as well as implementing the OI-NC zone to these subject parcels. The current land use designations of four parcels is Corridor with Community Service zoning. The land use designation for the remaining 10 is Station Community with Station Community-Employment as the zoning district. No development is proposed with these applications.

**APPLICANT:** City of Beaverton  
PO Box 4755  
Beaverton, OR 97076



**DECISION CRITERIA:**

Approval Criteria for Legislative Text Amendments are listed in **40.85.15.1.C** of the Development Code.

Approval Criteria for Comprehensive Plan and Text Map Amendments are listed in **Section 1.5.1** of the Comprehensive Plan.

Approval Criteria for Quasi-Judicial Zoning Map Amendments are listed in **40.97.15.1.C** of the Development Code

**RECOMMENDATIONS:**

**Approval of CPA2014-0013 (OI-NC Comprehensive Plan Text Amendment)**

**Approval of TA2014-0003 (OI-NC Development Code Text Amendment)**

**Approval of CPA2014-0014 (OI-NC Comprehensive Plan Map Amendment)**

**Approval of ZMA2014-0007 (OI-NC Zoning Map Amendment)**

Exhibit 1: Vicinity Map

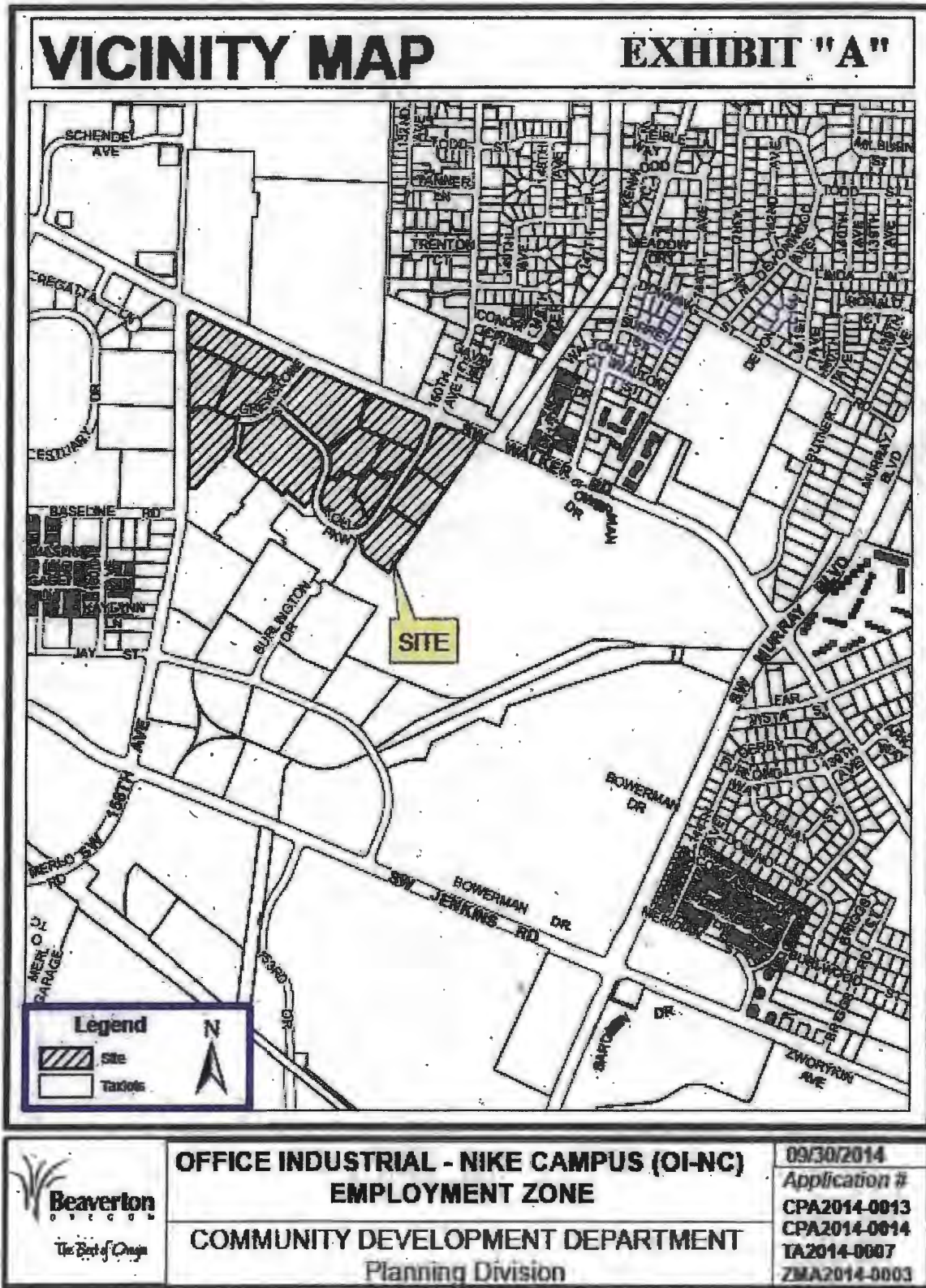
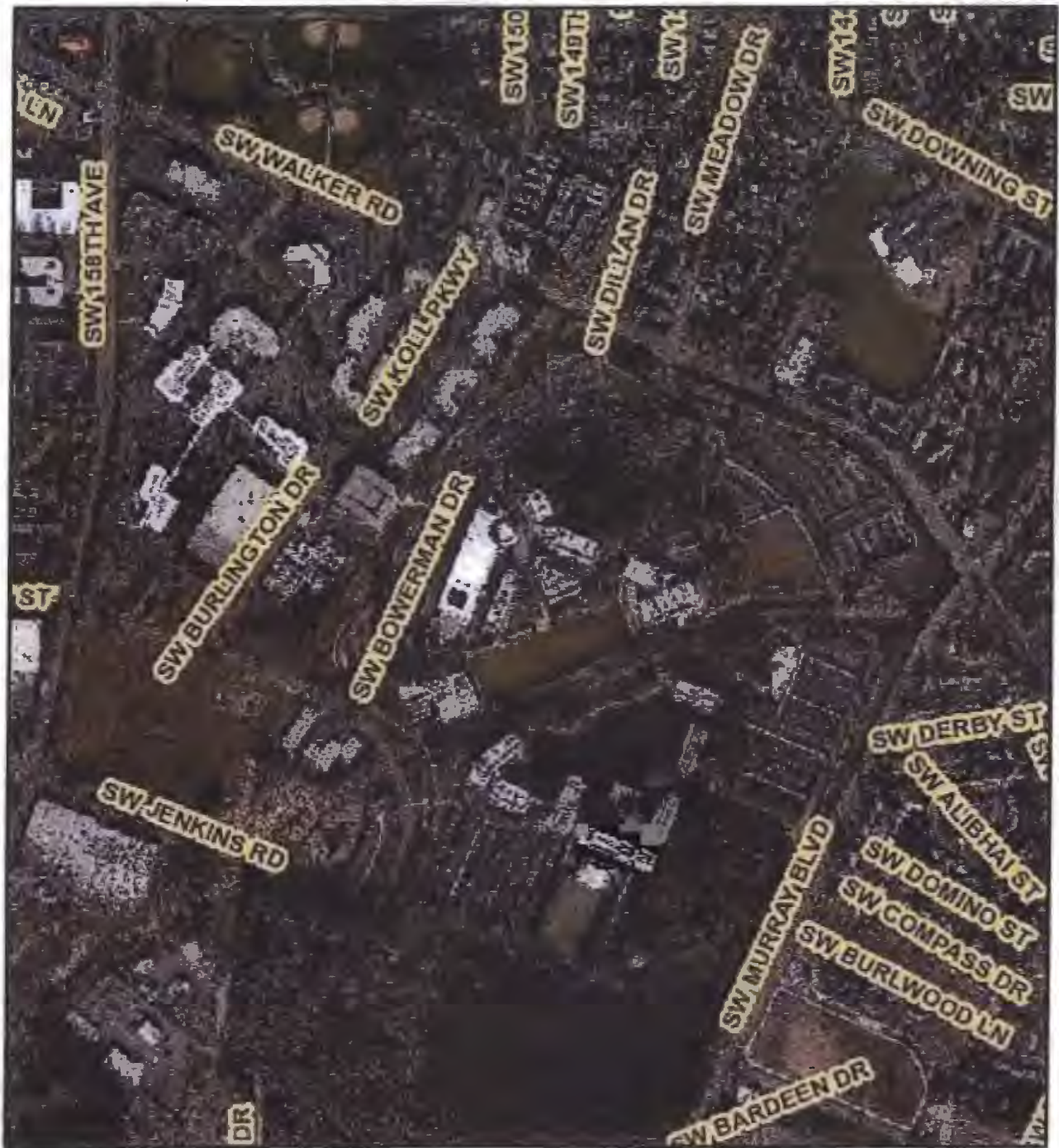




Exhibit 2: Aerial Photograph



**BACKGROUND FACTS**

**Proposal:**

Staff is proposing the development of a new zoning district, Office Industrial – Nike Campus (OI-NC). This new zone will be an implementing zone for the Employment land use designation to be used for city parcels located adjacent to the Nike World Headquarter. The subject parcels have land use designations of Corridor and Station Community with implementing zones of Community Service (CS) and Station Community-Employment (SC-E). Staff is proposing to zone the 14 parcels to OI-NC with the land use designation of Employment. The affected parcels total 40 acres and no development is proposed with this project.

**Key Application Dates**

<b><u>Application</u></b>	<b><u>Submittal Date</u></b>	<b><u>Complete Date</u></b>	<b><u>Final Written Decision Date</u></b>	<b><u>240-Day*</u></b>
CPA2014-0013	Sept. 23, 2014	Oct. 15, 2014	Jan 22, 2014	June 11, 2015
CPA2014-0014	Sept. 23, 2014	Oct. 15, 2014	Jan 22, 2014	June 11, 2015
TA2014-0003	Sept. 23, 2014	Oct. 15, 2014	Jan 22, 2014	June 11, 2015
ZMA2014-0007	Sept. 23, 2014	Oct. 15, 2014	Jan 22, 2014	June 11, 2015

\* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

**Existing Conditions Table**

<b>Current Zoning District</b>	Community Service (CS) Station Community- Employment (SC-E)	
<b>Current Development</b>	Office Commercial and Industrial	
<b>Site Size</b>	Approximately 40.4 acres	
<b>NAC</b>	Five Oaks / Triple Creek	
<b>Surrounding Uses</b>	<b><u>Zoning:</u></b> North: Residential - Urban Standard Density(R-7) Washington County Neighborhood Service (NS) South: Washington County East: Washington County West: Office Industrial Community Service (CS)	<b><u>Uses:</u></b> North: Public Recreation, Multi-Family, Eating Establishments, Gas Station South: Office (Nike Campus) East: Office (Nike Campus) West: Office Commercial, Church, Hotel, Eating Establishments

## DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

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## EXHIBITS

- Exhibit 1. Vicinity Map (pages SR-3 of this report)
- Exhibit 2. Aerial Photo (page SR-4 of this report)
- Exhibit 3. Draft Comprehensive Plan Text
- Exhibit 4. Draft Development Code Text
- Exhibit 5. Comprehensive Plan Land Use Map
- Exhibit 6. Zoning Map
- Exhibit 7. Comparison of Zoning Districts
- Exhibit 8. Public Notice Packet
- Exhibit 9. DKS Associates Traffic Analysis, dated November 5, 2014
- Exhibit 10. Public Testimony  
None Provided

**ANALYSIS AND FINDINGS  
LEGISLATIVE COMPREHENSIVE PLAN AMENDMENTS  
CPA2014-0013 OI-NC Comprehensive Plan Text Amendment**

**1.5 Criteria for Amending the Comprehensive Plan**

*The adoption by the City Council of any amendment to the Plan shall be supported by findings of fact, based on the record, that demonstrate the criteria of this Section have been met. The City Council and Planning Commission may incorporate by reference facts, findings, reasons, and conclusions proposed by the City staff or others into their decision.*

**1.5.1. Criteria for Legislative and Quasi-judicial Comprehensive Plan Amendments:**

**Facts and Findings:**

***A. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;***

Of the 19 Statewide Planning Goals, staff finds that Goals 1, 2, 5, 6, 7, 9, 10, 11, 12, 13, and 14 are applicable to the proposed map amendment.

***Goal 1: Citizen Involvement***

***To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.***

This proposed amendment is subject to the public notice requirements of the City Charter and Comprehensive Plan Section as described in discussion of approval criteria C below.

At the hearing, the Planning Commission considers written comments and oral testimony before they make a recommendation to City Council. The amendment procedures outlined in Comprehensive Plan Section 1.4 allow for proper notice and public comment opportunities on the proposed Comprehensive Plan amendment as required by this Statewide Planning Goal. These procedures have been followed; therefore, the proposed amendment is consistent with Statewide Planning Goal 1.

***Goal 2: Land Use Planning***

***To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.***

The City of Beaverton adopted its Comprehensive Plan, which includes text and maps in a three-part report (Ordinance 1800), in 1972. The City has adopted updates to the Comprehensive Plan (Ordinance 4187) that was the subject of numerous public hearings and considerable analysis before adoption. The most recent adopted Plan and findings supporting adoption was deemed acknowledged by the Department of Land Conservation and Development on December 31, 2003.

Exhibit 3 is the draft of the modified Matrix text to incorporate the OI-NC zoning district as an implementing zone for the Employment land use designation. Findings addressed for the Criteria listed in Section 1.5.1 Comprehensive Plan Amendments will identify how the proposed

Comprehensive Plan Amendment will show adequate factual base for the proposed land use designation. Therefore, the proposed amendment is consistent with Statewide Planning Goal 2.

**Goal 5: *Natural Resources, Scenic and Historic Areas, and Open Spaces*  
*To protect natural resources and conserve scenic and historic areas and open spaces.***

The proposed CPA is to provide a correlating land use designation for a new zoning district, the amendment is not expected to adversely impact natural resources, scenic and historic areas or Open Spaces. Therefore, the proposed amendment is consistent with Statewide Planning Goal 5.

**Goal 6: *Air, Water and Land Resources Quality*  
*To maintain and improve the quality of the air, water and land resources of the state.***

The *Comprehensive Plan for the City of Beaverton* addresses stormwater and drainage, potable water, and sanitary services within Chapter 5 and addresses air quality, water quality and solid and hazardous wastes within Chapter 8. The subject parcels are developed and approved through the City's Land Use process in which issues of air, water, and land resource quality have been addressed through the City's Comprehensive Plan. Therefore, the proposed amendment is consistent with Statewide Planning Goal 6, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 7: *Areas Subject To Natural Disasters and Hazards*  
*To protect people and property from natural hazards.***

Goal 7 states that, "Local governments shall adopt comprehensive plans (inventories, policies and implementing measures) to reduce risk to people and property from natural hazards." The City outlines goals, policies, and actions for seismic, geologic, and flood hazards within Chapter 8 of the *Comprehensive Plan for the City of Beaverton*. Varying levels of land use, site development, and building plan review are required in order to regulate where and how construction occurs, especially with regard to natural disasters and hazards. Therefore, the proposed amendment is consistent with Statewide Planning Goal 7 by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 9: *Economic Development*  
*To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.***

Statewide Planning Goal 9 states that, "Comprehensive plans for urban areas shall: ...3. Provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies." The City outlines goals, policies, and actions for economic development within Chapter 9 of the *Comprehensive Plan for the City of Beaverton*. This application is to add a new implementing zoning district for the Employment land use designation. Therefore, the proposed amendment is consistent with Statewide Planning Goal 9, by complying with the goals and policies of the City's Comprehensive Plan.



**Goal 10: Housing**  
**To provide for housing needs of citizens of the state.**

Compliance with Title 1 of Metro's UGMFP standards was cited as a compliance element in satisfying the requirements of Goal 10. Based upon the findings of those studies, the City adopted policies to encourage a broad mix of housing types at density levels designed to maximize development potential. The City's policies that derived from this process were henceforth acknowledged to comply with Goal 10. Compliance with the goals and policies of the City's Comprehensive Plan are shown in Criterion D. Therefore, the proposed amendment is consistent with Statewide Planning Goal 10, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 11: Public Facilities and Services**  
**To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.**

The subject parcels are developed and utilize the public facilities and services in the surrounding area. At the time of redevelopment of the subject properties in the future, site specific issues related to public facilities and services will be addressed as part of the development review process. Needs related to provision of public facilities and services are not expected to change significantly with implementation of the proposed land use designation. Therefore, the proposed amendment is consistent with Statewide Planning Goal 11, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 12: Transportation**  
**To provide and encourage a safe, convenient and economic transportation system.**

The Oregon Administrative Rules (OAR) Chapter 660-012-0060 (1) (State Transportation Planning Rule (TPR)) contains standards by which to review "amendments to functional plans, acknowledged comprehensive plans and to land use regulations". The TPR states that such amendments "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 proposed amendment is to create a new implementing zone under the Employment land use designation. This amendment does not change functional classifications or change standards implementing a functional classification system as the amendment is not site specific. Therefore the proposed amendment will not impact the City's ability to meet Statewide Planning Goal 12.

**Goal 13: Energy Conservation**  
**To conserve energy.**

Section 7.5 of the *Comprehensive Plan for the City of Beaverton* outlines goals and policies for energy conservation, solar energy and renewable energy development. Energy conservation can be addressed in several ways. Therefore, the proposed amendment is consistent with Statewide Planning Goal 13, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 14 Urbanization**

**To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.**

The subject site is located within the city limits of Beaverton and the proposal is to develop a new zoning district that is consistent with the goals of the Employment land use designations. Staff find the proposed CPA is consistent with the intent of Goal 14.

**Remaining Goals**

**Goal 3: Agricultural Lands**

**Goal 4: Forest Lands**

Goals 3 and 4 apply to rural unincorporated areas. The City of Beaverton is an urban incorporated area; therefore, the goals are not applicable to this proposed amendment.

**Goal 8: Recreational Needs**

The proposal does not involve locating necessary recreational facilities which include destination resorts or opportunities to satisfy the recreational needs to visitors and the citizens of the state. Therefore, this goal is not applicable to this proposed amendment.

**Goal 15: Willamette Greenway**

This goal applies to lands along the Willamette River. The Willamette River is not within, or adjacent to, the City of Beaverton, thus this goal is not applicable to this proposed amendment.

**Goal 16: Estuarine Resources,**

**Goal 17: Coastal Shorelands,**

**Goal 18: Beaches And Dunes,**

**Goal 19: Ocean Resources**

These goals apply to oceanic or coastal resources. The City of Beaverton is more than 80 miles from oceanic or coastal resources; therefore, these goals do not apply to the City of Beaverton or this proposed amendment.

**Staff finds that, for the reasons identified above, the proposed amendment complies with Goals 1, 2, 5, 6, 7, 9, 10, 11, 12, 13, and 14 and find that Goals 3, 4, 8, and 15 through 19 are not applicable. Therefore, staff find Criterion 1.5.1.A is met.**

**Facts and Findings:**

***B. The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan;***

**Facts and Findings:**

The effective Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan are addressed below.

**Chapter 3.07 Urban Growth Management Functional Plan**

**Title 1: Requirements for Housing and Employment Accommodation  
Metro Code Sections 3.07.110 – 3.07.120**

**Section 3.07.110 of the UGMFP states:**

*The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120.*

The proposed CPA is to incorporate a new zoning district, OI-NC as an implementing zone for the Employment land use designation. The incorporation of this new zone to the Employment land use designation does not modify compliance with Title 1.

**Title 2: Regional Parking Policy**  
(Repealed Ord. 10-1241B, § 6)

**Title 3: Water Quality and Flood Management**  
Metro Code Sections 3.07.310 – 3.07.370

**Section 3.07.310 of the UGMFP states:**

*To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.*

In concert with other local governments in Washington County, the City partnered with Clean Water Services to enact legislation acknowledged to comply with Title 3. Application to add a new zoning district to an existing City land use designations does not modify compliance with Title 3.

**Title 4: Industrial and Other Employment Areas**  
Metro Code Sections 3.07.410 – 3.07.450

**Section 3.07.410 of the UGMFP states:**

*... To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of “clustering” to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region’s transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. ...*

The City and Metro established long-term Industrial and Employment Areas, which are depicted on the *Title 4, Employment and Industrial Areas Map*. This amendment adds an additional implementing zoning district to the Employment land use designation improving the opportunity to expand employment areas in the City and therefore complies with Metro’s Title 4.

**Title 5: Neighbor Cities and Rural Reserves**  
(Repealed Ord. 10-1238A, § 4)

**Title 6: Centers, Corridors, Station Communities and Main Streets**  
Metro Code Sections 3.07.610 – 3.07.650

**Section 3.07.610 of the UGMFP states:**

***The Regional Framework Plan (RFP) identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role...***

The City and Metro established Centers, Corridors, Station Communities and Main Street Areas, which are addressed in Title 6. This amendment is to expand the implementing zones for the Employment land use designation; therefore, staff find Title 6 is not applicable to this CPA application.

**Title 7: Housing Choice**  
Metro Code Sections 3.07.710-3.07.760

The intent of Title 7 is to enact a "fair share" housing strategy for each jurisdiction which includes a diverse range of housing types, specific goals for low- and moderate-income housing, housing densities consistent with the regional transportation system, and a balance of jobs and housing. The City adopted Comprehensive Plan Chapter Four to comply with this Metro Title. This amendment is to expand the implementing zones for the Employment land use designation; therefore, staff find Title 7 is not applicable to this CPA application.

**Title 8: Compliance Procedures**  
Metro Code Sections 3.07.810-3.07.870

Information about this proposal was sent to the Chief Operating Officer on September 26, 2014, more than 45 days prior to the first evidentiary hearing as required by Metro Code Section 3.07.820.

**Title 9: Performance Measures**  
Repealed

**Title 10: Functional Plan Definitions**  
Metro Code Sections 3.07.1010

Title 10 provides definitions for use in Metro's administration of the UGMFP. While the definitions inform relative UGMFP Titles, they are not specifically related to compliance of this proposal to the UGMFP. Therefore, this title does not require a response relevant to this proposal.

**Title 11: Planning for New Urban Areas**  
Metro Code Sections 3.07.1105 – 3.07.1140

Title 11 concerns planning for new urban areas. The subject properties are not considered a 'New Urban Area' as they have been within the Urban Growth Boundary before the adoption of the first 2040 Growth Concept Map. Therefore, this title does not apply to the amendment.

**Title 12: Protection of Residential Neighborhoods**  
Metro Code Sections 3.07.1210 – 3.07.1240

**Section 3.07.1210 of the UGMFP states:**

*Existing neighborhoods are essential to the success of the 2040 Growth Concept...The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise and crime and to provide adequate levels of public services.*

This amendment is to expand the list of implementing zones for the Employment land use designation; therefore, staff find Title 12 is not applicable to this CPA application and does not modify the City's compliance with Title 12.

**Title 13: Nature In Neighborhoods**  
Metro Code Sections 3.07.1310 - 3.07.1370

The City, as a member of the Tualatin Basin Natural Resources Coordinating Committee (TBNRCC), implemented a program that complies with Title 13. The City has also enacted Comprehensive Plan and Development Code regulations that comply with Title 13 as part of the TBNRCC program. This application does not modify the City's compliance with Title 13.

**Title 14: Urban Growth Boundary**  
Metro Code Sections 3.07.1405 - 3.07.1465

Title 14 applies to adjustments and amendments to the Urban Growth Boundary. The subject properties are within the Urban Growth Boundary and within the corporate limits of the City of Beaverton. Therefore, this Title 14 does not apply to the proposed amendment.

Staff finds that, for the reasons identified above, the proposed amendment complies with applicable Titles of the Metro Urban Growth Management Functional Plan.

**Therefore, staff find Criterion 1.5.1.B is met.**

**C. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans;**

Facts and Findings:

The following Comprehensive Plan Chapters are addressed below: 1, 2, 3, 4, 5, 6, 7, 8, and 9. Staff finds that no other local plans are applicable to this proposal.

Chapter 1 Comprehensive Plan Amendment Procedures Element  
1.1.1 City-Initiated Amendments

The proposal is a City-initiated amendment to Chapter 3 of the Comprehensive Plan, originally initiated by the Community Development Director.

1.2 Periodic Review

The proposed amendment is not part of a periodic review procedure.

### 1.3 *Amendment Procedural Categories Legislative Amendments*

This Land Use Amendment, as shown in Exhibit 3, is the addition of text within the City's Comprehensive Plan. Therefore, this proposal is being processed as a legislative amendment.

### 1.4 *Notice Requirements*

The proposed Land Use Map amendment is subject to the public notice requirements of the Comprehensive Plan as follows:

#### 1.4.1 *Legislative Amendments.*

*Sections 1.4.1.A.1. and 2. require that, at least 45 days prior to the initial hearing, notice must be mailed to the State Department of Land Conservation and Development (DLCD), Metro, Washington County, the Chair of any City-recognized Neighborhood Association Committee (NAC) or County-recognized Citizen Participation Organization whose boundaries include the property for which the change is contemplated, and the Chair of the Committee for Citizen Involvement (CCI). Sections 1.4.1.A.3-6 require that between 20 and 40 days prior to the initial hearing, notice must be published in a local newspaper, posted in City Hall and City Library, mailed to the subject property owners and surrounding property owners within 500 feet, and placed on the City's Web site.*

Notice has been provided, as follows:

1. The required inter-agency DLCD notice was mailed to DLCD, Metro, and Washington County on September 26, 2014, more than forty-five (45) calendar days prior to the initial hearing;
2. The required inter-agency DLCD notice was also mailed to the *Chair of Citizen Participation Organization (CPO) 1, the Chair of the Five Oaks/ Triple Creek Neighborhood Association Committee (NAC)* whose boundaries include the properties for which the change is contemplated, and the *Chair of the Committee for Citizen Involvement* on September 26, 2014,, more than forty-five (45) calendar days prior to the initial hearing;
3. Legal notice was published in the *Beaverton Valley Times* on October 23, 2014.
4. Notice was posted in Beaverton City Hall and in Beaverton City Library on October 17, 2014.
5. Notice was mailed to property owners included in the proposed change area, and to the owners of property within 500 feet of the subject property for which the change is proposed on October 17, 2014.
6. Notice was placed on the City's web site on October 17, 2014.

At the hearing, the Planning Commission considers written comments and oral testimony before they make a decision. As noted above, the procedures of Comprehensive Plan Section 1.4.1. have been followed. The City Council has not directed staff to provide additional notice for this amendment beyond the notices described above. Exhibit 8 contains documentation of the noticing process completed by the City. Staff find the notice requirements for this CPA have been met.

- 1.5.1 *Criteria for Legislative and Quasi-judicial Comprehensive Plan Amendments*
- A. *The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;*
  - B. *The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan;*
  - C. *The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans; and*
  - D. *If the proposed amendment is to the Land Use Map, there is a demonstrated public need, which cannot be satisfied by other properties that now have the same designation as proposed by the amendment.*

The proposal is to add an additional implementing zone, OI-NC to the Employment land use designation in Section 3.14 of the Comprehensive Plan. This staff report is addressing section 1.5.1, executing the determination to review this application through the Legislative process. Relevant Statewide Planning Goals, Oregon Administrative Rules, and Titles of the Urban Growth Management Functional Plan are addressed, herein, in prior sections. This section of the staff report addresses the proposal's compliance with the City's Comprehensive Plan.

#### 1.6 *Hearings Procedures*

The Planning Commission will hold an initial hearing where public testimony and evidence will be entered into the record and used for the Planning Commission's deliberations.

#### 1.7 *Final Adoption and Appeals*

The Planning Commission will make a recommendation to City Council, who will follow appropriate procedures for adopting an ordinance implementing the Planning Commission's recommendation and incorporating their findings. The City Council will conduct a public hearing on the Planning Commission decision if an appeal of the Commission's decision is filed.

#### 1.8 *Application Fees*

Policy Number 470.001 of the City's Administrative Policies and Procedures manual states that fees for a City initiated application are not required where the application fee would be paid from the City's General Fund. The Community Development Department, which is a General Fund program, initiated the application. Therefore, the payment of an application fee is not required.

Staff find that the proposal is a legislative amendment and the appropriate procedures in Chapter 1 of the Comprehensive Plan have been met. Therefore, the proposed amendment is compatible with the relevant goals and policies found in Chapter 1.

### **Chapter 2 *Public Involvement Element***

Chapter 2 of the Comprehensive Plan reiterates criteria from Chapter 1 and goes further to discuss public involvement programs for the City in compliance with Statewide Planning Goal 1, the City Council's Goal for citizen involvement and participation, and the Comprehensive Plan Public Involvement Goal. This application satisfies Chapter 2 by satisfying the applicable procedures within Chapter 1 of the Comprehensive Plan.

Staff finds that the appropriate procedures in Chapter 2 of the Comprehensive Plan have been met. Therefore, the proposed amendment is compatible with the relevant goals and policies found in Chapter 2.

### **Chapter 3 Land Use Element**

**3.4.1 Goal: Provide a policy framework for a community designed to establish a positive identity while enhancing livability.**

**3.4.2 Goal: Proper relationships between residential, commercial, industrial, mixed and public land uses to provide a sound basis for urbanization.**

The policies identified in Goals 3.4.1 and 3.4.2 have been addressed through requirements found in the City's Development Code. The proposal is to expand the list of implementing zones for the Employment land use designation to include a new zoning district OI-NC and is not expected to adversely affect the policies. Therefore staff find the goals are met.

### **3.14 Comprehensive Plan and Zoning District Matrix**

*The City's Comprehensive Plan provides the overall planning perspective for the City. Integrating state and regional mandates, the plan provides land use patterns that are further implemented through zoning. The following Matrix prescribes the relationship between the Comprehensive Plan land use designations and zoning districts.*

*Compliance with the Comprehensive Plan is achieved through development application approval consistent with the regulations of the Development Code.*

The City has developed a new zoning district, Office Industrial –Nike Campus as shown in Exhibit 4. The purpose of this zoning district is to create a zone for parcels that are consistent with the development in the area around the Nike World Headquarters. All zoning districts are implemented in land use areas identified in the matrix found in Section 3.14 of the Comprehensive Plan. The subject area is part of a larger employment area with limited commercial uses, consistent with regional goals for employment areas and the design of the OI-NC zone. Staff proposes adding the OI-NC zone as an implementing zoning district for the Employment land use district. Incorporating this new zoning district to a land use designation is consistent with the goal of the Comprehensive plan to provide land use patterns that are further implemented through zoning.

### **Chapter 4 Housing Element**

**4.2.1.1 Goal: Maximize use of buildable residential land in the City.**

**4.2.2.1 Goal: Provide an adequate variety of quality housing types to serve Beaverton's citizenry**

**4.2.3.1 Goal: Promote the retention of existing affordable housing stock in the City.**

**4.2.3.2 Goal: Promote the production of new affordable housing units in the City.**

The proposed CPA is to expand the list of implementing zones for the Employment land use designation to include a new zoning district OI-NC. The application is not for a specific site or development; and it is not expected to adversely affect the policies of this goal. Therefore staff find the goal is met.



**Chapter 5 Public Facilities and Services Element**

This application is an amendment to the Comprehensive Plan Text by adding OI-NC as an implementing zone for the Employment land use designation. The application is not for a specific site; and it is not expected to adversely affect the policies of this goal. Therefore staff find the goal is met.

**Chapter 6 Transportation Element**

This proposed amendment is to create a new implementing zone under the Employment land use designation. The application is not site specific; therefore it is not expected to adversely affect the policies of this goal. Therefore staff find the goal is met.

**Chapter 7 Natural, Cultural, Historic, Scenic, Energy and Groundwater Resources Element.**

Staff reviewed the policies contained in Chapter 7 of the City's Comprehensive Plan and concluded that because the proposal is not site specific the proposed amendment does not affect the City's ability to implement the provisions in this chapter. Therefore staff find the policies found in Chapter 7 are still met with the proposed amendment.

**Chapter 8 Environmental Quality and Safety Element.**

Staff reviewed the policies contained in the Chapter 8 of the City's Comprehensive Plan and concluded that this proposed amendment does not affect Sections 8.2 Water Quality, 8.3 Air Quality, 8.4 Noise, 8.5 Seismic Hazards, 8.6 Geologic Hazards, 8.7 Flood Hazards, or 8.8 Solid and Hazardous Wastes. The CPA is to expand the list of implementing zones for the Employment land use designation to include a new zoning district OI-NC. The application is not for a specific site; therefore it is not expected to adversely affect the policies of this goal. Therefore staff find the policies found in Chapter 8 are still met with the proposed amendment.

**Chapter 9 Economy Element.**

Staff reviewed the policies contained in the Chapter 9 of the City's Comprehensive Plan and concluded that this proposed amendment does not affect the economic goals of the City. Therefore staff find the policies found in Chapter 9 are still met with the proposed amendment.

**Staff find that the proposed Comprehensive Plan amendment is generally consistent and compatible with the Comprehensive Plan. Therefore, the requirements of Criterion 1.5.1.C are met.**

***D. If the proposed amendment is to the Land Use Map, there is a demonstrated public need, which cannot be satisfied by other property that now have the same designation as proposed by the amendment;***

Facts and Findings:

The proposed amendment is to expand the list of implementing zones for the Employment land use designation to include a new zoning district OI-NC. This application is not for a specific site nor does it propose changes to the Land Use Map. CPA2014-0014 will address properties

associated with the proposed amendments from this application, therefore this criterion is not applicable to this application.

***Staff find that criterion 1.5.1.D is not applicable to the proposed amendment.***

### **SUMMARY**

For the reasons identified above, staff finds that the Comprehensive Plan Map Amendment satisfies the approval criteria for a legislative Comprehensive Plan Amendment pursuant to Section 1.5.1 of the Comprehensive Plan.

### **RECOMMENDATION**

Based on the facts and findings presented, staff recommends **APPROVAL** of **CPA2014-0013 (OI-NC Comprehensive Plan Text Amendment)** with no recommended conditions of approval.

**ANALYSIS AND FINDINGS  
LEGISLATIVE TEXT AMENDMENT  
TA2014-0003 OI-NC Development Code Text Amendment**

Section 40.85.15.1.C of the Development Code specifies that in order to approve a Text Amendment application, the decision-making authority shall make findings of fact, based on evidence provided by the applicant, that all of the criteria specified in Section 40.85.15.1.C.1-7 are satisfied.

- 1. *The proposal satisfies the threshold requirements for a Text Amendment application.***

Facts and Findings:

Section 40.85.15.1.A specifies that an application for a text amendment shall be required when any change is proposed to the Development Code, excluding changes to the zoning map. TA2014-0003 proposes changes to Chapter 20 and 50 of the Development Code, to include the addition of a new zone, Office Industrial-Nike Campus as shown in Exhibit 4.

**Therefore, staff find that the approval criterion has been met.**

- 2. *All City application fees related to the application under consideration by the decision-making authority have been submitted.***

Facts and Findings:

The City has initiated the proposed Text Amendment. Pursuant to 470.001 of the City's Administrative Policies and Procedures manual, City-initiated applications that are funded by the General fund are not required. Therefore the application fees are not applicable.

**Therefore, staff find the criterion is not applicable to this proposal.**

- 3. *The proposed text amendment is consistent with the provisions of the Metro Urban Growth Management Functional Plan.***

Facts and Findings:

Metro's Urban Growth Management Functional Plan (UGMFP) is the document that defines how local governments are to implement the Metro Regional Urban Growth Goals and Objectives. The UGMFP is comprised of the following titles:

- Title 1: Requirements for Housing and Employment Accommodations
- Title 2: Regional Parking Policy (Repealed and moved to Title 4 of the Regional Transportation Functional Plan (RTFP))
- Title 3: Water Quality and Flood Management
- Title 4: Industrial and Other Employment Areas
- Title 5: Neighbor Cities and Rural Reserves
- Title 6: Centers, Corridors, Station Communities and Main Streets
- Title 7: Housing Choice
- Title 8: Compliance Procedures
- Title 9: Performance Measures (Repealed)
- Title 10: Functional Plan Definitions

- Title 11: Planning for New Urban Areas
- Title 12: Protection of Residential Neighborhoods
- Title 13: Nature in Neighborhoods
- Title 14: Urban Growth Boundary

The City is required to have its land use regulations conform to the UGMFP. The Development Code has been amended to incorporate several policies of the UGMFP. This proposed text amendment does not conflict with the UGMFP.

As part of the City's standard noticing procedures, Metro was sent a copy of the DLCD notice, which contained the draft text and modified maps, similar to Exhibits 1-6. Metro staff have not provided any comment in response.

**Therefore, staff find that the approval criterion has been met.**

**4. *The proposed text amendment is consistent with the City's Comprehensive Plan.***

Facts and Findings:

The proposed text amendment will add a new zoning district, OI-NC to the Employment Land Use District section of Chapter 20 in the City's Development Code and procedures for this zone in Chapter 50. CPA2014-0013 was submitted to incorporate OI-NC as an implementing zoning district for the Employment land use designation. The following Comprehensive Plan polices were identified as applicable to the proposed text amendment:

The following Comprehensive Plan Chapters are addressed below: 1, 2, 3, 4, 5, 6, 7, 8, and 9. Staff finds that no other local plans are applicable to this proposal.

**Chapter 1 *Comprehensive Plan Amendment Procedures Element***

Staff find that the proposal is a legislative Development Code Text Amendment. Staff find that the procedures in Chapter 1 of the Comprehensive Plan are not applicable to this application as this text amendment follows the requirements identified in Chapter 50 of the Development Code. Therefore, staff find the goals and policies identified in Chapter 1 are not applicable to this application.

**Chapter 2 *Public Involvement Element***

Staff find that the proposal is a legislative Development Code Text Amendment and the procedures in Chapter 2 of the Comprehensive Plan are not applicable to this application as this text amendment follows the requirements identified in Chapter 50 of the Development Code. Therefore, staff find the goals and policies identified in Chapter 2 are not applicable to this application.

**Chapter 3 *Land Use Element***

**3.4.1 *Goal: Provide a policy framework for a community designed to establish a positive identity while enhancing livability.***

The policies identified in Goal 3.4.1 have been addressed through requirements found in the City's Development Code. The proposal is to create a new zoning district OI-NC and is not expected to adversely affect the policies. Therefore staff find the goal is met.

***3.4.2 Goal: Proper relationships between residential, commercial, industrial, mixed and public land uses to provide a sound basis for urbanization.***

The TA is to create a new zoning district, OI-NC, compatible to the uses surrounding the project area. The application is not for a specific project; therefore it is not expected to adversely affect the policies of this goal. Therefore staff find the goal is met.

- Chapter 4 Housing Element***
- Chapter 5 Public Facilities and Services Element***
- Chapter 6 Transportation Element***
- Chapter 7 Natural, Cultural, Historic, Scenic, Energy and Groundwater Resources Element.***
- Chapter 8 Environmental Quality and Safety Element.***
- Chapter 9 Economy Element.***

This proposed amendment is to create a new zoning district, OI-NC. The application is not site specific; therefore it is not expected to adversely affect the policies of these goals. Therefore staff find the goals are met.

As a post-acknowledgement amendment to the City's Development Code, the proposed text amendment is subject to ORS 197.175(1), which requires that the City demonstrate that the proposed text amendment be consistent with the relevant Statewide Planning Goals. Staff have determined that Statewide Planning Goals 1 and 2 are applicable to the proposed amendment

*Goal 1 Citizen Involvement To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

Staff find that the City's notice procedures comply with state requirements, which was implemented with this application. Therefore, the City has provided adequate notice and opportunity for public involvement for the proposed text amendment and public hearing.

*Goal 2 Land Use Planning To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.*

Staff find that the proposed text amendment fits within the established process and framework. Furthermore, the findings contained within this report establish an adequate factual basis for the proposal.

Staff find that the proposed text amendment complies with all of the applicable Statewide Planning Goals and Comprehensive Plan Goals and policies and no other local plans are applicable to this proposal.

**Therefore, staff find that the approval criterion has been met.**

5. ***The proposed text amendment is consistent with other provisions within the City's Development Code.***

Facts and Findings:

The proposal is adding a new zoning district, Office Industrial-Nike Campus (OI-NC), to the City's Development Code. The amendment is the addition of new text to Sections 20.15 and 50.15. The new zoning district is to create a compatible land use process between Washington County's process and the City's for parcels located near the Nike World Headquarters. The proposal provides a list of uses and site standards for the OI-NC that is consistent to the uses and current land use designation of the adjacent parcels in the County. Modifications to Chapter 50 are to the type of land use applications to be processed for developments adjacent to the Nike campus. Staff have not identified any known conflicts between the proposed text and the other provisions of the Development Code.

**Therefore, staff find that the approval criterion has been met.**

6. ***The proposed amendment is consistent with all applicable City ordinance requirements and regulations.***

Facts and Findings:

Staff has not identified any other applicable City ordinance requirements and regulations that would be affected by the proposed text amendment.

**Therefore, staff find that the approval criterion has been met.**

7. ***Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

Facts and Findings:

Staff has submitted the required application materials for review of a Text Amendment application in the proper sequence. The Text Amendment is to add new text to the Development Code for a new zoning district, OI-NC. A Comprehensive Plan Amendment has been submitted concurrently with this application to address the text changes to be made to incorporate OI-NC as an implementing zone for the Employment Land Use Designation. An additional CPA and a ZMA has been submitted for 14 parcels in which the City proposes to apply the OI-NC zone. No other applications are associated with the proposed zone change.

**Therefore, staff find that the approval criterion has been met.**

### SUMMARY

Based on the facts and findings presented, staff conclude that the proposed amendment to the Development Code is consistent with all the text amendment approval criteria of Section 40.85.15.1.C.1-7 of the Development Code.

## RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of **TA2014-0003 (OI-NC Development Code Text Amendment)** with no recommended conditions of approval.

ANALYSIS AND FINDINGS  
LEGISLATIVE COMPREHENSIVE PLAN AMENDMENTS  
CPA2014-0014 OI-NC Comprehensive Plan Land Use Map Amendment

**1.5 Criteria for Amending the Comprehensive Plan**

*The adoption by the City Council of any amendment to the Plan shall be supported by findings of fact, based on the record, that demonstrate the criteria of this Section have been met. The City Council and Planning Commission may incorporate by reference facts, findings, reasons, and conclusions proposed by the City staff or others into their decision.*

**1.5.1. Criteria for Legislative and Quasi-judicial Comprehensive Plan Amendments:**

***A. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;***

Of the 19 Statewide Planning Goals, staff finds that Goals 1, 2, 5, 6, 7, 9, 10, 11, 12, 13, and 14 are applicable to the proposed map amendment.

***Goal 1: Citizen Involvement***

***To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.***

This proposed amendment is subject to the public notice requirements of the City Charter and Comprehensive Plan Section as described in discussion of approval criteria C, below.

At the hearing, the Planning Commission considers written comments and oral testimony before they make a recommendation to City Council. The amendment procedures outlined in Comprehensive Plan Section 1.4 allow for proper notice and public comment opportunities on the proposed Comprehensive Plan amendment as required by this Statewide Planning Goal. These procedures have been followed; therefore, the proposed amendment is consistent with Statewide Planning Goal 1.

***Goal 2: Land Use Planning***

***To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.***

The City of Beaverton adopted its Comprehensive Plan, which includes text and maps in a three-part report (Ordinance 1800), in 1972. Updated Plans, including a new Land Use Map, have been the subject of numerous public hearings and considerable analysis before adoption throughout the years. The current adopted Plan and findings supporting adoption was deemed acknowledged pursuant to a series of Approval Orders from the Department of Land Conservation and Development, the last of which was issued on December 31, 2003.

Exhibit 5 is a map identifying the existing and proposed City Land Use designation for the subject site. Findings addressed for the Criteria listed in Section 1.5.1 Comprehensive Plan Amendments will identify how the proposed Comprehensive Plan Amendment will show adequate factual base for the proposed land use designation. Therefore, the proposed amendment is consistent with Statewide Planning Goal 2.



**Goal 5: *Natural Resources, Scenic and Historic Areas, and Open Spaces*  
*To protect natural resources and conserve scenic and historic areas and open spaces.***

The City's Natural Resources Map shows the area east of the subject parcel, as wetland and flood plain resources. However, the subject parcels is not part of any Natural Resources, Scenic and Historic Areas or Open Spaces. The proposed CPA is to change the land use designations on 14 parcels that are currently developed. No modifications are proposed with this application. The proposed CPA is not expected to adversely impact natural resources, scenic and historic areas or Open Spaces in the surrounding area. Therefore, the proposed amendment is consistent with Statewide Planning Goal 5.

**Goal 6: *Air, Water and Land Resources Quality*  
*To maintain and improve the quality of the air, water and land resources of the state.***

The *Comprehensive Plan for the City of Beaverton* addresses stormwater and drainage, potable water, and sanitary services within Chapter 5 and addresses air quality, water quality and solid and hazardous wastes within Chapter 8. The subject parcels are developed with no development proposed. Future modifications to the parcels will require approval through the City's Land Use process in which issues of air, water, and land resource quality have been addressed through the City's Comprehensive Plan. Therefore, the proposed amendment is consistent with Statewide Planning Goal 6, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 7: *Areas Subject To Natural Disasters and Hazards*  
*To protect people and property from natural hazards.***

Goal 7 states that, "Local governments shall adopt comprehensive plans (inventories, policies and implementing measures) to reduce risk to people and property from natural hazards." The City outlines goals, policies, and actions for seismic, geologic, and flood hazards within Chapter 8 of the *Comprehensive Plan for the City of Beaverton*. Varying levels of land use, site development, and building plan review are required in order to regulate where and how construction occurs, especially with regard to natural disasters and hazards. Therefore, the proposed amendment is consistent with Statewide Planning Goal 7 by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 9: *Economic Development*  
*To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.***

Statewide Planning Goal 9 states that, "Comprehensive plans for urban areas shall: ...3. Provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies." The City outlines goals, policies, and actions for economic development within Chapter 9 of the *Comprehensive Plan for the City of Beaverton*. The subject properties have been designated and developed for office commercial use. The proposed amendment to change the Land Use designation to Employment for the subject site is consistent with Goal 9 in encouraging economic activities. The City proposes a land use designation that are the most similar to the current employment uses of the subject site consistent with the goals and policies of the City's Comprehensive Plan. Therefore, the proposed amendment is consistent with Statewide Planning Goal 9, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 10: Housing**

***To provide for housing needs of citizens of the state.***

The City adopted policies to encourage a broad mix of housing types at density levels designed to maximize development potential. The City's policies that derived from this process were henceforth acknowledged to comply with Goal 10. Compliance with the goals and policies of the City's Comprehensive Plan are shown in Criterion D. Therefore, the proposed amendment is consistent with Statewide Planning Goal 10, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 11: Public Facilities and Services**

***To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.***

The subject parcels are developed and utilize the public facilities and services in the surrounding area. At the time of redevelopment of the subject properties in the future, site specific issues related to public facilities and services will be addressed as part of the development review process. Needs related to provision of public facilities and services are not expected to change significantly with implementation of the proposed land use designation as the subject parcels are developed with no proposed modifications. Therefore, the proposed amendment is consistent with Statewide Planning Goal 11, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 12: Transportation**

***To provide and encourage a safe, convenient and economic transportation system.***

The Oregon Administrative Rules (OAR) Chapter 660-012-0060 (1) (State Transportation Planning Rule (TPR)) contains standards by which to review "amendments to functional plans, acknowledged comprehensive plans and to land use regulations". The TPR states that such amendments "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 proposed amendment of the Comprehensive Plan does not change functional classifications or change standards implementing a functional classification system. It does allow a land use that is currently not allowed. DKS Associates has submitted a significant effect analysis, Exhibit 9, based on the City's SC-E and CS, the current zoning in that district and the reasonable worst case (highest trip generating) uses of the current zoning. This was compared to the reasonable worst case (highest trip generating) uses for the proposed Employment Land Use Designation and the new OI-NC zoning district.

The TPR states that an amendment significantly affects a transportation facility if it would:

*Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

*Change standards implementing a functional classification system; or*

*As measured at the end of the planning period identified in the adopted transportation system plan:*

*Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

*Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or*

*Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance*

A Traffic Impact Analysis was completed by DKS Associates dated November 05, 2014 (Exhibit 9) that compared the traffic generated (reasonable worst case) between the current SC-E and CS zones and the proposed OI-NC zone, the implementing zones for the existing and proposed land use designations. The analysis showed the proposed zoning could result in an increase in the total evening peak hour by 560 trips. The report studied eight intersections within the influence area as defined in the City's Development Code and also included the SW Walker/SW Murray and SW 158<sup>th</sup>/SW Jenkins intersections. The report identified the following four intersections in which the V/C ratio increased above the existing zoning performance and the mobility target when addressing reasonable worst case scenario:

- SW 158<sup>th</sup> Ave/ SW Baseline Rd
- SW Walker Rd/ SW Koll Rd
- SW Walker Rd/Meadows Dr/Nike Access
- SW Walker Rd / Murray Blvd.

It should be noted that with the proposed amendment, the traffic volume on SW Walker/SW Murray would increase less than three percent thereby not warranting further analysis by Washington County or the City.

The DKS report identified mitigation measures for the SW 158<sup>th</sup>/ SW Baseline (add southbound right turn lane) and SW Walker/SW Koll (add northbound right turn lane) intersections and further monitoring for the Meadows intersection. The Murray/Walker intersection is currently being analyzed by Washington County to address near term and long term future improvements.

The amendment will not reduce the performance below the minimum acceptable performance standard identified in the TSP of an existing transportation facility or will not worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP with the identified improvements.

Staff concur with the analysis that potential development associated with uses permitted with zones in the Employment Land Use designation may result in some adverse impacts to the existing transportation system which can be mitigated through roadway improvements in the area. Redevelopment of the subject site may warrant additional improvements to the transportation system, however, this will be determined at the time of development in which the impacts to the level of service in the area can be evaluated and appropriate mitigation measures will be assessed. Therefore, based on this data, staff is in agreement with the analysis and has concluded that the findings in the significant effect analysis that the change of land use will not "significantly affect" a transportation facility as defined by OAR 660-012-0060 cited above. The proposed amendment is consistent with Statewide Planning Goal 12.

**Goal 13: Energy Conservation**  
**To conserve energy.**

Section 7.5 of the *Comprehensive Plan for the City of Beaverton* outlines goals and policies for energy conservation, solar energy and renewable energy development. Energy conservation can be addressed in several ways. Therefore, the proposed amendment is consistent with Statewide Planning Goal 13, by complying with the goals and policies of the City's Comprehensive Plan.

**Goal 14 Urbanization**

**To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.**

The subject site is located within the city limits of Beaverton and the proposal is to change the land use designation for 14 parcels from Station Community and Corridor to Employment, all City land use designations. The subject site is developed with no proposed modifications. Staff find the proposed CPA is consistent with the intent of Goal 14.

**Remaining Goals**

**Goal 3: Agricultural Lands**

**Goal 4: Forest Lands**

Goals 3 and 4 apply to rural unincorporated areas. The City of Beaverton is an urban incorporated area; therefore, the goals are not applicable to this proposed amendment.

**Goal 8: Recreational Needs**

The proposal does not involve locating necessary recreational facilities which include destination resorts or opportunities to satisfy the recreational needs to visitors and the citizens of the state. Therefore, this goal is not applicable to this proposed amendment.

**Goal 15: Willamette Greenway**

This goal applies to lands along the Willamette River. The Willamette River is not within, or adjacent to, the City of Beaverton, thus this goal is not applicable to this proposed amendment.

**Goal 16: Estuarine Resources,**

**Goal 17: Coastal Shorelands,**

**Goal 18: Beaches And Dunes,**

**Goal 19: Ocean Resources**

These goals apply to oceanic or coastal resources. The City of Beaverton is more than 80 miles from oceanic or coastal resources; therefore, these goals do not apply to the City of Beaverton or this proposed amendment.

**Staff finds that, for the reasons identified above, the proposed amendment complies with Goals 1, 2, 5, 6, 7, 9, 10, 11, 12, 13, and 14 and find that Goals 3, 4, 8, and 15 through 19 are not applicable. Therefore, staff find Criterion 1.5.1.A is met.**

***B. The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan;***

The effective Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan are addressed below.

**Chapter 3.07 Urban Growth Management Functional Plan**

**Title 1: Requirements for Housing and Employment Accommodation  
Metro Code Sections 3.07.110 – 3.07.120**

**Section 3.07.110 of the UGMFP states:**

***The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120.***

The proposed CPA is to modify the land use designations of 14 parcels that is developed with office buildings to the Employment. Four of the parcels are designated Corridor and the remaining 10 are designated Station Community. The Employment designation allows the City to apply a new zoning district to these 14 parcels, OI-NC. This zoning district is consistent with current development on the site and will allow any future development to be more consistent with the surrounding employment-based parcels. The housing capacity in the City will not be impacted by this amendment as the subject site is developed with employment based uses. Therefore staff find application of a City land use designations upon the subject properties does not modify compliance with Title 1.

**Title 2: *Regional Parking Policy***  
(Repealed Ord. 10-1241B, § 6)

**Title 3: *Water Quality and Flood Management***  
Metro Code Sections 3.07.310 – 3.07.370

**Section 3.07.310 of the UGMFP states:**

*To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.*

In concert with other local governments in Washington County, the City partnered with Clean Water Services to enact legislation acknowledged to comply with Title 3. Application of a City land use designations upon the subject properties does not modify compliance with Title 3.

**Title 4: *Industrial and Other Employment Areas***  
Metro Code Sections 3.07.410 – 3.07.450

**Section 3.07.410 of the UGMFP states:**

*... To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of “clustering” to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region’s transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. ...*

The City and Metro established long-term Industrial and Employment Areas, which are depicted on the *Title 4, Employment and Industrial Areas Map*. The proposal is to add 14 additional parcels to the City’s Employment Area, the Comprehensive Plan currently identifies areas of the proposal as a key employment area for the City. Therefore the proposal complies with Title 4.

**Title 5: *Neighbor Cities and Rural Reserves***  
(Repealed Ord. 10-1238A, § 4)

**Title 6: Centers, Corridors, Station Communities and Main Streets**  
Metro Code Sections 3.07.610 – 3.07.650

**Section 3.07.610 of the UGMFP states:**

***The Regional Framework Plan (RFP) identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role...***

The City and Metro established Centers, Corridors, Station Communities and Main Street Areas, which are addressed in Title 6. The four of the 10 subject properties are currently designated Corridor and 10 are currently designated Station Community. The proposed CPA to change the land use designation for these parcels to Employment. This land use designation is consistent with the subject parcel as the parcels are more than ½ a mile from a light rail station. The Station Community –Employment zone on the ten parcels does not permit residential development on the site, which is not consistent with the higher density residential development encouraged for Station Community zones both by Metro and the City. The proposed CPA to Employment, will provide a land use designation more consistent with the current non-residential use of the subject site. Therefore staff find the proposed application will not adversely impact Title 6.

**Title 7: Housing Choice**  
Metro Code Sections 3.07.710-3.07.760

The intent of Title 7 is to enact a "fair share" housing strategy for each jurisdiction which includes a diverse range of housing types, specific goals for low- and moderate-income housing, housing densities consistent with the regional transportation system, and a balance of jobs and housing. However, the subject properties are commercially developed that is consistent with an employment area and not housing. Therefore staff find Title 7 is not applicable to this CPA application.

**Title 8: Compliance Procedures**  
Metro Code Sections 3.07.810-3.07.870

Information about this proposal was sent to the Chief Operating Officer on September 26, 2014, more than 45 days prior to the first evidentiary hearing as required by Metro Code Section 3.07.820.

**Title 9: Performance Measures**  
Repealed

**Title 10: Functional Plan Definitions**  
Metro Code Sections 3.07.1010

Title 10 provides definitions for use in Metro's administration of the UGMFP. While the definitions inform relative UGMFP Titles, they are not specifically related to compliance of this proposal to the UGMFP. Therefore, this title does not require a response relevant to this proposal.

**Title 11: Planning for New Urban Areas**  
Metro Code Sections 3.07.1105 – 3.07.1140

Title 11 concerns planning for new urban areas. The subject properties are not considered a 'New Urban Area' as they have been within the Urban Growth Boundary before the adoption of the first 2040 Growth Concept Map. Therefore, this title does not apply to the amendment.

**Title 12: Protection of Residential Neighborhoods**  
Metro Code Sections 3.07.1210 – 3.07.1240

**Section 3.07.1210 of the UGMFP states:**

*Existing neighborhoods are essential to the success of the 2040 Growth Concept...The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise and crime and to provide adequate levels of public services.*

The subject site contains existing office development. Existing developments to the north of the subject properties is a mix of standard density and medium density residential and adjacent to the project area is the Nike World Headquarter that is consistent with an employment area. The proposed City land use designation is consistent with the uses for the subject properties and no modifications are proposed to the subject parcels. Therefore, this proposal results in little impacts to the surrounding residential neighborhoods. Staff find application of an Employment land use designations upon the subject properties does not modify compliance with Title 12.

**Title 13: Nature In Neighborhoods**  
Metro Code Sections 3.07.1310 - 3.07.1370

The City, as a member of the Tualatin Basin Natural Resources Coordinating Committee (TBNRCC), implemented a program that complies with Title 13. The City has also enacted Comprehensive Plan and Development Code regulations that comply with Title 13 as part of the TBNRCC program. This application does not modify the City's compliance with Title 13.

**Title 14: Urban Growth Boundary**  
Metro Code Sections 3.07.1405 - 3.07.1465

Title 14 applies to adjustments and amendments to the Urban Growth Boundary. The subject properties are within the Urban Growth Boundary and within the corporate limits of the City of Beaverton. Therefore, this Title 14 does not apply to the proposed amendment.

**Staff finds that, for the reasons identified above, the proposed amendment complies with applicable Titles of the Metro Urban Growth Management Functional Plan. Therefore, staff find Criterion 1.5.1.B is met.**

***C. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans;***

The following Comprehensive Plan Chapters are addressed below: 1, 2, 3, 4, 5, 6, 7, 8, and 9. Staff finds that no other local plans are applicable to this proposal.

Chapter 1 Comprehensive Plan Amendment Procedures Element  
1.1.1 City-Initiated Amendments

The proposal is a City-initiated amendment to the Land Use Map, originally initiated by the Community Development Director.



## 1.2 Periodic Review

The proposed amendment is not part of a periodic review procedure.

## 1.3 Amendment Procedural Categories Quasi-Judicial Amendments

This Land Use Map Amendment applies to specific parcels. The proposal is to change the land use designation of 14 parcels from Station Community and Corridor to Employment. Therefore, this proposal is being processed as a quasi-judicial amendment.

## 1.4 Notice Requirements

The proposed Land Use Map amendment is subject to the public notice requirements of the Comprehensive Plan as follows:

### 1.4.2 Quasi-Judicial Amendments.

*Sections 1.4.2.A.1. and 2. require that, at least 45 days prior to the initial hearing, notice must be mailed to the State Department of Land Conservation and Development (DLCD), Metro, Washington County, the Chair of any City-recognized Neighborhood Association Committee (NAC) or County-recognized Citizen Participation Organization whose boundaries include the property for which the change is contemplated, and the Chair of the Committee for Citizen Involvement (CCI). Sections 1.4.2.A.3. and 4. require that between 20 and 40 days prior to the initial hearing, notice must be published in a local newspaper, posted in City Hall and City Library, mailed to the subject property owners and surrounding property owners within 500 feet, and placed on the City's Web site.*

*Notice has been provided, as follows:*

1. The required inter-agency DLCD notice was mailed to DLCD, Metro, and Washington County on September 26, 2014, more than forty-five (45) calendar days prior to the initial hearing;
2. The required inter-agency DLCD notice was also mailed to the Chair of Citizen Participation Organization (CPO) 1, the Chair of the Five Oaks/Triple Creek Neighborhood Association Committee (NAC) whose boundaries include the properties for which the change is contemplated, and the Chair of the Committee for Citizen Involvement on September 26, 2014, more than forty-five (45) calendar days prior to the initial hearing;
3. Legal notice was published in the Beaverton Valley Times on October 23, 2014.
4. Notice was posted in Beaverton City Hall and in Beaverton City Library on October 17, 2014.
5. Notice was mailed to property owners included in the proposed change area, and to the owners of property within 500 feet of the subject property for which the change is proposed on October 17, 2014.
6. Notice was placed on the City's web site on October 17, 2014.

At the hearing, the Planning Commission considers written comments and oral testimony before they make a decision. The procedures outlined in Comprehensive Plan Section 1.4.1. allow for proper notice and public comment opportunities on the proposed Legislative Comprehensive Plan amendment as required by Statewide Planning Goal 1.

As noted above, the procedures of Comprehensive Plan Section 1.4.1. have been followed. The City Council has not directed staff to provide additional notice for this amendment beyond the notices described above. Exhibit 8 contains documentation of the noticing process completed by the City. Staff find the notice requirements for this CPA have been met.



**1.5.1 Criteria for Legislative and Quasi-judicial Comprehensive Plan Amendments**

- A. *The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;*
- B. *The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan;*
- C. *The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans; and*
- D. *If the proposed amendment is to the Land Use Map, there is a demonstrated public need, which cannot be satisfied by other properties that now have the same designation as proposed by the amendment.*

This staff report is addressing section 1.5.1, executing the determination to review this application through the Quasi-judicial process. Relevant Statewide Planning Goals, Oregon Administrative Rules, and Titles of the Urban Growth Management Functional Plan are addressed, herein, in prior sections. This section of the staff report addresses the proposal's compliance with the City's Comprehensive Plan.

**1.6 Hearings Procedures**

The Planning Commission will hold an initial hearing where public testimony and evidence will be entered into the record and used for the Planning Commission's deliberations.

**1.7. Final Adoption and Appeals**

The Planning Commission will make a recommendation to City Council, who will follow appropriate procedures for adopting an ordinance implementing the Planning Commission's recommendation and incorporating their findings. The City Council will conduct a public hearing on the Planning Commission decision if an appeal of the Commission's decision is filed.

**1.8 Application Fees**

Policy Number 470.001 of the City's Administrative Policies and Procedures manual states that fees for a City initiated application are not required where the application fee would be paid from the City's General Fund. The Community Development Department, which is a General Fund program, initiated the application. Therefore, the payment of an application fee is not required.

Staff find that the proposal is a quasi-judicial amendment. Staff find that the appropriate procedures in Chapter 1 of the Comprehensive Plan have been met. Therefore, the proposed amendment is compatible with the relevant goals and policies found in Chapter 1.

**Chapter 2 Public Involvement Element**

Chapter 2 of the Comprehensive Plan reiterates criteria from Chapter 1 and goes further to discuss public involvement programs for the City in compliance with Statewide Planning Goal 1, the City Council's Goal for citizen involvement and participation, and the Comprehensive Plan Public Involvement Goal. This application satisfies Chapter 2 by satisfying the applicable procedures within Chapter 1 of the Comprehensive Plan. Therefore, the proposed amendment is compatible with the relevant goals and policies found in Chapter 2.

### **Chapter 3 Land Use Element**

**3.4.1 Goal: Provide a policy framework for a community designed to establish a positive identity while enhancing livability.**

**3.4.2 Goal: Proper relationships between residential, commercial, industrial, mixed and public land uses to provide a sound basis for urbanization.**

The policies identified in Goal 3.4.1 and 3.4.2 have been addressed through requirements found in the City's Development Code. The proposal is modify the existing land use designations from SC and Corridor to Employment. The subject site is developed and no modifications are proposed with this CPA application. The Employment land use designation is consistent with the office park found in the development and the surrounding area. The proposal is not expected to adversely affect the policies. Therefore staff find the goals are met.

#### **3.11.1 Goal: Regulate development in Employment Areas to accommodate changing market trends while maintaining the City's employment base**

- a) *Regulate new development in Employment Areas to promote a functional and attractive mix of office and light industrial uses within the Campus Industrial zoning district. Allow limited commercial and other non-industrial uses to lessen dependence on the automobile for workday activities of employees in the employment areas, increase the attractiveness of the employment center, and to provide a range of synergistic relationships in the development. Examples of regulatory limits on commercial activity include, but are not limited to, size, type, location, and hours of operation.*
- b) *Apply the Employment Area land use designation consistent with the Metro 2040 Urban Growth Concept Map.*
- c) *Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix.*

The CPA is to change the existing land use designations from SC and Corridor to Employment. The subject parcel is developed with office buildings with no residential uses and no modifications are proposed. The current use of the subject site is consistent with uses described for the Employment land use designation with many office buildings and manufacturing facilities. The site contains multiple multi-storied buildings with many office building supporting the Nike World Headquarters, a key employment source in the area. The proposal is not expect to adversely affect the policies of this goal. Therefore staff find the goal is met.

#### **3.14 Comprehensive Plan and Zoning District Matrix**

*The City's Comprehensive Plan provides the overall planning perspective for the City. Integrating state and regional mandates, the plan provides land use patterns that are further implemented through zoning. The following Matrix prescribes the relationship between the Comprehensive Plan land use designations and zoning districts. Compliance with the Comprehensive Plan is achieved through development application approval consistent with the regulations of the Development Code.*

Parcels found on Map 1S1-05BD Tax Lots 101, 900, 1000, 1100 are designated Corridor and parcels on Map 1S1-05AC Tax Lots 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD Tax Lot 6800; Map 1S1-05DB Tax Lots 100 and 200 are designated Station Community. The proposed CPA is to change the land use designation for these 14 parcels to Employment. The CPA will provide these parcels with a land use designation that implements the new zoning district OI-NC, as described in the modified Comprehensive Plan and Zoning District Matrix (Exhibit 3). The modification of the land use

designation will allow for a zoning district on the subject parcels that is consistent with the employment uses found on the subject parcels and consistent with the employment areas found on the abutting properties that are located in the County.

#### **Chapter 4 Housing Element**

*4.2.1.1 Goal: Maximize use of buildable residential land in the City.*

*4.2.2.1 Goal: Provide an adequate variety of quality housing types to serve Beaverton's citizenry*

*4.2.3.1 Goal: Promote the retention of existing affordable housing stock in the City.*

*4.2.3.2 Goal: Promote the production of new affordable housing units in the City.*

The proposed CPA is to modify the land use designation from Station Community and Corridor to Employment for 14 parcels that total approximately 40 acres. Application of the Employment land use designation on subject parcel is consistent with the employment uses found on the subject site. The parcels abut the Nike Headquarters with many of the buildings in the subject area providing supportive uses to this major employment area. The implementing zone for 10 of the 14 parcels are Station Community-Employment, which discourages residential uses. The proposed CPA will not adversely impact the goals of Chapter 4 as the subject area has been developed for more employment base uses and not residential.

#### **Chapter 5 Public Facilities and Services Element**

The subject properties are located within a network of improved roadways, utilities and preserved open spaces. Applying City land use designations will not alter the City's projected provision of the Public Facilities Plan, Capital Improvement Plan, Urban Service Area, Storm Water and Drainage, Potable Water, Sanitary Sewer, Parks and Recreation, Police, or Fire and Emergency Medical Services. Impacts to the public facilities are addressed with specific development proposal. This application is an amendment to the Comprehensive Plan Map and no development is proposed at this time. Staff find the proposed amendment will not adversely affect the Public Facilities and Service policies identified in the goals of Chapter 5.

#### **Chapter 6 Transportation Element**

##### **6.2 Transportation Goals**

**6.2.1. Goal: Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.**

The subject parcels are located within an established transportation system. The project area abuts SW 158<sup>th</sup> and SW Walker Road and is in close proximity to SW Jenkins and SW Murray Boulevard. Washington County maintains jurisdiction for SW Walker Road and SW Murray Boulevard, impacts to those existing streets will be reviewed by Washington County. Development of the subject site is not proposed with this application, thereby no roadway improvements are needed with this project. Future development of this site will require additional application review at which time mitigation measures needed for the subject area will be addressed with impacts that are associated with a development. Therefore the goal is not adversely affected by this proposal.

**6.2.2. Goal: A balanced multimodal transportation system that provides mobility and accessibility for users.**

**6.2.3. Goal: A safe transportation system.**

The subject properties are located within an established transportation system that includes sidewalks, bike lanes and bus access that provide a safe transportation system. The proposed amendment is not expected to alter the multimodal transportation system provided in this area. Therefore the goals are not adversely affected with this proposal.

**6.2.4. Goal: An efficient transportation system that reduces the percentage of trips by single occupant vehicles, reduces the number and length of trips, limits congestion, and improves air quality.**

Comprehensive Plan Section 6.2.4.c is relevant to the proposed amendment. It states as follows:

*Maintain levels of service consistent with Metro's Regional Transportation Plan and the Oregon Transportation Plan. Applications for Comprehensive Plan Amendments shall comply with the requirements of OAR 660-012-0060 and as appropriate include a transportation Impact Analysis that shows that the proposal will not degrade system performance below the acceptable two-hour peak demand-to-capacity ratio of 0.98...*

Staff cite the findings for Goal 12 of the Statewide Planning goals as applicable to this section. The proposal seeks to amend the land use designation assigned to the subject property from Station Community and Corridor to Employment. Discussion addressing the amendment's compliance with OAR 660-012-0060 was provided under the section addressing Goal 12 compliance. Staff find that the proposed amendment with adequate mitigation at the time of redevelopment, will not adversely affect the degree of traffic generation on local transportation facilities.

It should also be noted that development of the project area will require that the traffic impacts be assessed by the applicant to demonstrate that traffic generation deriving from the development will not impose excess constraints upon the system. If the impacts of development are forecast to degrade the system beyond the 0.99 vehicle to capacity ratio, mitigation measures to alleviate the impact may be required. The analysis of the impact of development would be triggered at the time when development of the property is proposed rather than with the proposed amendment. Therefore staff find the proposed amendment will not adversely affect this goal.

**6.2.5. Goal: Transportation facilities that serve and are accessible to all members of the community.**

The subject properties are located within an established transportation system that includes sidewalks, bike lanes and bus access that provide a safe transportation system. The proposed amendment is not expected to adversely impact the accessibility to the transportation system. Therefore staff find the proposed amendment will not adversely affect this goal.

**6.2.6. Goal: Transportation facilities that provide safe efficient movement of goods.**

**6.2.7 Goal: Implement the transportation plan by working cooperatively with federal, State, regional, and local governments, the private sector, and residents.**

The City of Beaverton, Washington County, Metro, TriMet, and the State of Oregon work cooperatively with the private sector and residents to implement a safe and efficient transportation plan. The request is a proposed map amendment and is not expected to adversely affect these goals.

**6.2.8. Goal: Create a stable, flexible financial system.**

The request is a proposed map amendment with no proposed development. The proposal will not adversely affect this goal.

**6.3 Transportation Needs**

**6.4 Developing a Financially Constrained Transportation Plan**

**6.5 Transportation System Plan Improvements**

The proposal is a map amendment to the Comprehensive Plan Land Use Map. No development is proposed with this application. Future development of the project area will require that the traffic impacts be assessed by the applicant to demonstrate that traffic generation deriving from the development will not impose excess constraints upon the system. If the impacts of development are forecast to degrade the system beyond demand to capacity ratio, mitigation measures to alleviate the impact may be required. This may or may not include improvements that have been identified in the DKS Associate report. A more detailed analysis of the impact of development would be triggered at the time when development of the property is proposed rather than with the proposed amendment. Staff find the proposal is consistent with these goals

Staff find that implementation of the City's land use designation does not modify the projected provision of public facilities and services. The goals found in Chapter 6 of the City's Comprehensive Plan are not expected to be adversely impacted by the proposed map amendment. Therefore, staff finds that the proposed amendment is compatible with the relevant goals found in Chapter 6.

***Chapter 7 Natural, Cultural, Historic, Scenic, Energy and Groundwater Resources Element.***

The City's Natural Resources Map shows the area east of the subject parcel, as wetland and flood plain resources. However, the subject parcels is not part of any Natural Resources, Scenic and Historic Areas or Open Spaces. The proposed CPA is to change the land use designations on 14 parcels that are currently developed. No modifications are proposed with this application. Staff reviewed the policies contained in Chapter 7 of the City's Comprehensive Plan and concluded that because the proposal does not affect any significant *Natural, Cultural, Historic, Scenic, Energy and Groundwater Resources*, the proposed amendment does not affect the City's ability to implement the provisions in this chapter. Therefore staff find the policies found in Chapter 7 are still met with the proposed amendment.

***Chapter 8 Environmental Quality and Safety Element.***

Staff reviewed the policies contained in the Chapter 8 of the City's Comprehensive Plan and concluded that this proposed amendment does not affect Sections 8.2 Water Quality, 8.3 Air Quality, 8.4 Noise, 8.5 Seismic Hazards, 8.6 Geologic Hazards, 8.7 Flood Hazards, or 8.8 Solid and Hazardous Wastes. The proposal allows parcels with split land use designations to have one designation for the entirety of the parcel as well as the proposed development which has been fully built out. Therefore staff find the policies found in Chapter 8 are still met with the proposed amendment.

***Chapter 9 Economy Element.***

Staff reviewed the policies contained in the Chapter 9 of the City's Comprehensive Plan and concluded that this proposed amendment does not affect the economic goals of the City. Therefore staff find the policies found in Chapter 9 are still met with the proposed amendment.

***Staff find that the proposed Comprehensive Plan amendment is generally consistent and compatible with the Comprehensive Plan. Therefore, the requirements of Criterion 1.5.1.C are met.***

***D. If the proposed amendment is to the Land Use Map, there is a demonstrated public need, which cannot be satisfied by other property that now have the same designation as proposed by the amendment;***

The proposed CPA is to modify the land use designation from Station Community and Corridor to Employment for 14 parcels that total approximately 40 acres. Application of the Employment land use designation on subject parcel is consistent with the employment uses found on the subject site and the parcels abutting. The CPA will allow the City to implement a new zoning district for the subject site. The OI-NC was design to create a zoning district that is compatible to the existing uses on the subject site as well as the county parcels that abut the project area. These County parcels make up the Nike World Headquarters, large employment area in which many of the buildings in the project area currently provide supportive services. The public need is to simplify the land use and zoning designations for the 14 parcels so that they are consistent with the current uses on site and is compatible to the surrounding area that is a key employment area to the community.

***Staff find that criterion 1.5.1.D is met for the proposed amendment.***

### **SUMMARY**

For the reasons identified above, staff finds that the Comprehensive Plan Map Amendment satisfies the approval criteria for a legislative Comprehensive Plan Amendment pursuant to Section 1.5.1 of the Comprehensive Plan.

### **RECOMMENDATION**

Based on the facts and findings presented, staff recommends **APPROVAL** of **CPA2014-0014 (OI-NC Land Use Map Amendment)** with no recommended conditions of approval.

**ANALYSIS AND FINDINGS  
FOR ZONING MAP AMENDMENTS  
ZMA2014-0007 OI-NC Zoning Map Amendment**

**Section 40.97.15.1.C Approval Criteria**

In order to approve a Quasi-Judicial Zoning Map Amendment application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied.

**1. *The proposal satisfies the threshold requirements for a Quasi-Judicial Zoning Map Amendment application.***

**Facts and Findings:**

The threshold identified in Section 40.97.15.1 of the Development Code states the following:

*An application for Quasi-Judicial Zoning Map Amendment shall be required when the following threshold applies:*

- 1. The change of zoning designation for a specific property or limited number of specific properties.*

The City proposes to modify the zoning district of 14 parcels from Station Community-Employment and Community Service to Office-Commercial – Nike Campus as shown in the Proposed Zoning Map (Exhibit 6).

**Therefore, staff find the proposed Zoning Map Amendment meet the criterion.**

**2. *All City application fees related to the application under consideration by the decision making authority have been submitted.***

**Facts and Findings:**

The City has initiated the proposed Zoning Map Amendment. Pursuant to 470.001 of the City's Administrative Policies and Procedures manual, City-initiated applications that are to be funded by the General fund are not required. Therefore the application fees are not applicable.

**Therefore, staff find the criterion is not applicable to this proposal.**

**3. *The proposal conforms with applicable policies of the City's Comprehensive Plan.***

**Facts and Findings:**

The following Comprehensive Plan Chapters are addressed below: 1, 2, 3, 4, 5, 6, 7, 8, and 9. Staff finds that no other local plans are applicable to this proposal.

***Chapter 1 Comprehensive Plan Amendment Procedures Element***

The proposal is a Zoning Map Amendment; thereby the Comprehensive Plan Amendment Procedure is not applicable. A CPA application (CPA2014-0014) is being reviewed concurrently. The requirements of this Chapter have been addressed with the CPA application. Therefore, staff find Chapter 1 of the Comprehensive Plan is not applicable to this ZMA application.



## **Chapter 2 Public Involvement Element**

The public involvement requirements for Zoning Map Amendments are addressed in Section 50.45 of the Development Code. Two CPA applications are being reviewed concurrently with this application that meet the requirements of this chapter. However, staff find Chapter 2 of the Comprehensive Plan is not applicable to this ZMA application.

## **Chapter 3 Land Use Element**

### **3.4.1 Goal: Provide a policy framework for a community designed to establish a positive identity while enhancing livability.**

The policies identified in Goal 3.4.1 have been addressed through requirements found in the City's Development Code. The proposal is to modify the existing zoning district from SC-E and CS to OI-NC. The subject site is developed and no modifications are proposed with this ZMA application. The proposal is not expected to adversely affect the policies. Therefore staff find the goal is met.

### **3.4.2 Goal: Proper relationships between residential, commercial, industrial, mixed and public land uses to provide a sound basis for urbanization.**

The proposal is not expected to adversely affect the policies of this goal. Therefore staff find the goal is met. The ZMA is to change the existing zoning district from SC-E and CS to OI-NC, a new zoning district established by the City to create a compatible zoning district for the project area and the abutting Nike World Headquarters parcels that are located in the County. The policies identified in Goal 3.4.1 have been addressed through requirements found in the City's Development Code. The subject parcel is developed with office buildings with no residential uses and no modifications are proposed. The current use of the subject site is consistent with uses described for OI-NC zone. The proposal is not expected to adversely affect the policies. Therefore staff find the goal is met.

### **3.11.1 Goal: Regulate development in Employment Areas to accommodate changing market trends while maintaining the City's employment base**

- a) *Regulate new development in Employment Areas to promote a functional and attractive mix of office and light industrial uses within the Campus Industrial zoning district. Allow limited commercial and other non-industrial uses to lessen dependence on the automobile for workday activities of employees in the employment areas, increase the attractiveness of the employment center, and to provide a range of synergistic relationships in the development. Examples of regulatory limits on commercial activity include, but are not limited to, size, type, location, and hours of operation.*
- b) *Apply the Employment Area land use designation consistent with the Metro 2040 Urban Growth Concept Map.*
- c) *Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix.*

The ZMA is to change the existing land use designations from CS and SC-E to OI-NC. The City developed this zoning district to provide uses and standards that were more compatible to the parcels abutting the subject site located in Washington County. While no proposed development are associated with this application, the compatibility of the City and County zones allows future improvements and development in this area to be cohesive. The subject parcel is



developed with office buildings with no residential uses with many buildings providing supportive services to the main employment area found on the County parcels. These current employment uses are encouraged with the OI-NC zone. The proposal is not expected to adversely affect the policies of this goal. Therefore staff find the goal is met.

### **3.14 Comprehensive Plan and Zoning District Matrix**

*The City's Comprehensive Plan provides the overall planning perspective for the City. Integrating state and regional mandates, the plan provides land use patterns that are further implemented through zoning. The following Matrix prescribes the relationship between the Comprehensive Plan land use designations and zoning districts. Compliance with the Comprehensive Plan is achieved through development application approval consistent with the regulations of the Development Code.*

Parcels found on Map 1S1-05BD Tax Lots 101, 900, 1000, 1100 are designated CS and parcels on Map 1S1-05AC Tax Lots 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD Tax Lot 6800; Map 1S1-05DB Tax Lots 100 and 200 are designated SC-E. The proposed ZMA is to change the land use designation for these 14 parcels to OI-NC a new zoning district that will be an implementing zone for the Employment land use district. The ZMA will provide these parcels with a zoning district that is consistent with the employment uses found on the subject parcels and consistent with the employment areas found on the abutting properties that are located in the County.

### **Chapter 4 Housing Element**

The goals in this chapter address housing policies. The subject parcel is built-out with office development and the proposed ZMA application is to zone the subject parcels to OI-NC, an employment designation. The proposal does not affect the housing element of the Comprehensive Plan; therefore staff find the goals found in Chapter 4 are not applicable.

### **Chapter 5 Public Facilities and Services Element**

The subject properties are located within a network of improved roadways, utilities and preserved open spaces. Applying City land use designations and zoning districts will not alter the City's projected provision of the Public Facilities Plan, Capital Improvement Plan, Urban Service Area, Storm Water and Drainage, Potable Water, Sanitary Sewer, Parks and Recreation, Police, or Fire and Emergency Medical Services. The proposal is to modify the zoning district for the subject site from CS and SC-E to OI-NC. The subject parcels total approximately 40 acres. The subject site is currently developed and would be a permitted use with the proposed zone change. Staff find the proposed amendment will not adversely affect the Comprehensive Plan policies identified in the goals of Chapter 5.

### **Chapter 6 Transportation Element**

#### **6.2 Transportation Goals**

**6.2.1. Goal: Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.**

The subject parcels are located within an established transportation system. The project area abuts SW 158<sup>th</sup> and SW Walker Road and is in close proximity to SW Jenkins and SW Murray Boulevard. Washington County maintains jurisdiction for SW Walker Road and SW Murray

Boulevard, impacts to those existing streets will be reviewed by Washington County. Development of the subject site is not proposed with this application, thereby no roadway improvements are needed with this project. Future development of this site will require additional application review at which time mitigation measures needed for the subject area will be addressed with impacts that are associated with a development. Therefore the goal is not adversely affected by this proposal.

**6.2.2. Goal: A balanced multimodal transportation system that provides mobility and accessibility for users.**

**6.2.3. Goal: A safe transportation system.**

The subject properties are located within an established transportation system that includes sidewalks, bike lanes and bus access that provide a safe transportation system. The proposed amendment is not expected to alter the multimodal transportation system provided in this area. Therefore the goals are not adversely affected with this proposal.

**6.2.4. Goal: An efficient transportation system that reduces the percentage of trips by single occupant vehicles, reduces the number and length of trips, limits congestion, and improves air quality.**

Comprehensive Plan Section 6.2.4.c is relevant to the proposed amendment. It states as follows:

*Maintain levels of service consistent with Metro's Regional Transportation Plan and the Oregon Transportation Plan. Applications for Comprehensive Plan Amendments shall comply with the requirements of OAR 660-012-0060 and as appropriate include a transportation Impact Analysis that shows that the proposal will not degrade system performance below the acceptable two-hour peak demand-to-capacity ratio of 0.98...*

The analysis provided by DKS Associates dated November 05, 2014 (Exhibit 9), found that the trip generation of the proposed land uses will be greater than the existing land uses at the evening peak hour. The analysis shows four intersections in the project area that are potentially impacted; however with potential intersection improvements outlined in the report, the impacts to the transportation system can be mitigated. Staff cite the findings in Criterion 7 as applicable to the findings of this goal.

Redevelopment of the project area will require that the traffic impacts be assessed by the applicant to demonstrate that traffic generation deriving from the development will not impose excess constraints upon the system. The subject site may warrant additional improvements to the transportation system, however, this will be determined at the time of development in which the impacts to the level of service in the area can be evaluated and appropriate mitigation measures can be assessed and conditioned when development of the property is proposed rather than with the proposed amendment. Therefore staff find the proposed amendment will not adversely affect this goal.

**6.2.5. Goal: Transportation facilities that serve and are accessible to all members of the community.**

The subject properties are located within an established transportation system that includes sidewalks, bike lanes and bus access that provide a safe transportation system. The proposed amendment is not expected to adversely impact the accessibility to the transportation system. Therefore staff find the proposed amendment will not adversely affect this goal.

**6.2.6. Goal: Transportation facilities that provide safe efficient movement of goods.**

**6.2.7 Goal: Implement the transportation plan by working cooperatively with federal, State, regional, and local governments, the private sector, and residents.**

The City of Beaverton, Washington County, Metro, TriMet, and the State of Oregon work cooperatively with the private sector and residents to implement a safe and efficient transportation plan. The request is a proposed map amendment and is not expected to adversely affect these goals.

**6.2.8. Goal: Create a stable, flexible financial system.**

The request is a proposed map amendment with no proposed development. The proposal will not adversely affect this goal.

**6.3 Transportation Needs**

**6.4 Developing a Financially Constrained Transportation Plan**

**6.5 Transportation System Plan Improvements**

The proposal is a zoning map amendment. No development is proposed with this application. The DKS Associates report (Exhibit 9) identifies the potential impacts to the transportation systems, specifically to four intersections, associated with the proposed zoned change. The report also identifies mitigation measures to address these impacts. Future development of the project area will require that the traffic impacts be assessed by the applicant to demonstrate that traffic generation deriving from the development will not impose excess constraints upon the system. If the impacts of development are forecast to degrade the system beyond demand to capacity ratio, mitigation measures to alleviate the impact may be required. This may or may not include improvements that have been identified in the DKS Associate report. A more detailed analysis of the impact of development would be triggered at the time when development of the property is proposed rather than with the proposed amendment. Staff find the proposal is consistent with these goals

Staff find that implementation of the City's land use designation does not modify the projected provision of public facilities and services. The goals found in Chapter 6 of the City's Comprehensive Plan are not expected to be adversely impacted by the proposed map amendment. Therefore, staff finds that the proposed amendment is compatible with the relevant goals found in Chapter 6.

### **Chapter 7 Natural, Cultural, Historic, Scenic, Energy and Groundwater Resources Element.**

The City's Natural Resources Map shows the area east of the subject parcel, as wetland and flood plain resources. However, the subject parcels are not part of any Natural Resources, Scenic and Historic Areas or Open Spaces. The proposed CPA is to change the land use designations on 14 parcels that are currently developed. No modifications are proposed with this application. Staff reviewed the policies contained in Chapter 7 of the City's Comprehensive Plan and concluded that because the proposal does not affect any significant *Natural, Cultural, Historic, Scenic, Energy and Groundwater Resources*, the proposed amendment does not affect the City's ability to implement the provisions in this chapter. Therefore staff find the policies found in Chapter 7 are met with the proposed amendment.

## **Chapter 8 Environmental Quality and Safety Element.**

Staff reviewed the policies contained in the Chapter 8 of the City's Comprehensive Plan and concluded that this proposed amendment does not affect Sections 8.2 Water Quality, 8.3 Air Quality, 8.4 Noise, 8.5 Seismic Hazards, 8.6 Geologic Hazards, 8.7 Flood Hazards, or 8.8 Solid and Hazardous Wastes. The proposal allows parcels with split land use designations to have one designation for the entirety of the parcel as well as the proposed development which has been fully built out. Therefore staff find the policies found in Chapter 8 are met for the proposed amendment.

## **Chapter 9 Economy Element.**

Staff reviewed the policies contained in the Chapter 9 of the City's Comprehensive Plan and concluded that this proposed amendment does not affect the economic goals of the City. Therefore staff find the policies found in Chapter 9 are met with the proposed amendment. Staff find that the proposed Comprehensive Plan amendment meets the applicable policies contained in the City's Comprehensive Plan.

Staff find that the proposed Zoning Map amendment meets the applicable policies contained in the City's Comprehensive Plan.

**Therefore, staff find the proposed Zoning Map Amendment meet the criterion.**

- 4. All critical facilities and services are available or can be made available to an adequate capacity to serve the site and uses allowed by the proposed zoning designation.***

### Facts and Findings:

The subject parcels are located within a network of improved roadways, utilities and other critical facilities. The proposed ZMA is change the zoning on 14 parcels from SC-E and CS to OI-NC. The Public Facilities Plan, Capital Improvement Plan, Urban Service Area, Storm Water and Drainage, Potable Water, and Sanitary Sewer are not adversely impacted by the ZMA as the subject parcels are fully developed and no development is being proposed. Future physical improvements on the subject site would warrant review of these critical facilities. Staff find the proposed amendment will not adversely affect the critical facilities and services available on the subject site.

**Therefore, staff find the proposed Zoning Map Amendment meet the criterion.**

- 5. Essential facilities and services are available or can be made available to serve the site and uses allowed by the proposed zoning designation.***

### Facts and Findings:

The subject parcels are located within an established part of the City. The essential facilities such as parks and recreation, police, or fire and emergency medical services are not adversely impacted by the ZMA application as the subject parcels are developed and no development is being proposed. Future physical improvements on the subject site would warrant review of these critical facilities. Staff find the proposed amendment will not adversely affect the essential facilities and services available on the subject site.

Therefore, staff find the proposed Zoning Map Amendment meets the criterion.

**6. *The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses).***

Facts and Findings:

The subject parcels are proposed to be zoned from SC-E and CS to OI-NC. The OI-NC zone was established to provide consistency between the zoning of the parcels in the project area and the abutting parcels that are in Washington County. The abutting parcels consist of the Nike World Headquarter. Future development of the subject parcel is limited as the site is at full build out with office buildings throughout the subject parcels. Exhibit 7 compares the three zoning districts showing that the OI-NC zoning district has a few more restrictions than the CS and SC-E zoning districts. The Comparison of City Zoning Districts table shows the OI-NC provides a limited number of outright permitted uses such as Office, Mail Order House, Wholesale or Retail, Manufacturing, Laboratory, and Warehouse. With the exception of Office for both the CS and SC-E zone and Manufacturing and Warehouse in the SC-E zone, all other uses are listed as either Conditional Uses or Prohibited use for the CS and SC-E zone. Office and these industrial uses are consistent with the current use of the subject site. Other permitted uses in the OI-NC have use restrictions such as being an ancillary use to serve the primary permitted use of the site. The OI-NC is consistent with the current use of the subject site and many of the buildings currently provide supportive services to the adjacent Nike World Headquarter or provide office or more industrial uses.

The current buildings on the subject site meet the site development standards for the OI-NC zone and the zoning for the County parcels have site standards that are also more consistent with the OI-NC zone. The development of the OI-NC zone was to create a zoning district that is compatible to the land use designation for the County parcels that abut the project area. These parcels make up the Nike World Headquarter in which many of the current buildings in the subject area provide supportive services. The major difference between the SC-E and CS zones to the OI-NC zone is the building height. SC-E provides a maximum building height of 40 feet and the CS zone allow a maximum height of 60 feet. The OI-NC allows the maximum height at 80 feet within 500 linear feet of a residentially designated property and 110 for all other areas. The 110 feet is compatible to the building height for the County and the 80 foot limit in close proximity to residential uses provides a buffer between the residential areas to the north and the current building heights found south of the project area, thereby providing a transition between the current building heights in the county and the dwellings to the north.

Therefore, staff find the proposed Zoning Map Amendment meet the criterion.

**7. *The proposal shall include a Traffic Impact Analysis that meets the requirements of 60.55.20. The analysis shall demonstrate that development allowed under the proposed zoning can meet the requirements of 60.55.10.1, 60.55.10.2, 60.55.10.3, and 60.55.10.7. The analysis shall identify the traffic impacts from the range of uses allowed under the proposed zoning and demonstrate that these impacts can be reasonably mitigated at the time of development.***

Facts and Findings:

The proposal is modify the zoning districts of 14 parcels, Map 1S1-05BD Tax Lots 101, 900, 1000, 1100; Map 1S1-05AC Tax Lots 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD Tax Lot 6800; Map 1S1-05DB Tax Lots 100 and 200, from SC-E and CS to OI-NC. A Traffic Impact Analysis was completed by DKS Associates dated November 5, 2014 (Exhibit 9) that compared the traffic generated (reasonable worst case) between the current SC-E and CS zones and the proposed OI-NC zone. The analysis showed the proposed zoning could result in an increase in the total evening peak hour by 560 trips. The report studied eight intersections within the influence area as defined in the Development Code and also included the SW Walker/SW Murray and SW 158<sup>th</sup>/SW Jenkins intersections. The report identified the following four intersections in which the V/C ratio increased above the existing zoning performance and the mobility target when addressing reasonable worst case scenario and potential mitigation measures:

- SW 158<sup>th</sup> Ave/ SW Baseline Rd (add southbound right turn lane)
- SW Walker Rd/ SW Koll Rd (add northbound right turn lane)
- SW Walker Rd/Meadows Dr/Nike Access (additional monitoring)
- SW Walker Rd / Murray Blvd. (Analysis by Washington County to address near term and long term future improvements)

It should be noted that with the proposed amendment, the traffic volume on SW Walker/SW Murray would increase less than three percent thereby not warranting further analysis by Washington County or the City.

While the report shows V/C ratios greater than 1.0 with the proposed zone changes for these intersection, the new zoning places restrictions to uses such as retail in the area resulting in a decrease in "pass-by" trips; therefore the traffic volume at the access points to the project area will decrease. A majority of the increase trips appear to be the result of an increase in potential square footage in the floor area due to the increase in maximum height of the zone. It should be noted that the subject parcels are currently built out and require redevelopment to accommodate any major increase in square footage for the project area.

Staff acknowledges that the intersection improvements would provide mitigation for increase trips from the uses associated with the proposed development; however the need for these improvements would be addressed at the time development to the subject site were proposed. The level of mitigation would need to be determined with an actual project in order for staff to assess and condition the necessary improvements. Staff find as identified in the DKS report, impacts associated with the proposed zoning map amendment can be reasonably mitigated at the time of development.

**Therefore, staff find the proposed Zoning Map Amendment meet the criterion.**

- 8. *As an alternative to 40.97.15.1.C.8, the applicant may provide evidence that the potential traffic impacts from development under the proposed zoning are no greater than potential impacts from development under existing zoning.***

Facts and Findings:

As stated in Criterion 7, DKS Associates completed a traffic analysis to determine impacts associated with the proposed amendments. The findings from this analysis along with identified mitigation measures are addressed in the facts and findings for Criterion 7.

**Therefore, staff find the criterion is not applicable to the proposed Zoning Map Amendment.**

**9. *The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.***

Facts and Findings:

All submittal requirements identified in Section 50.25.1 of the Development Code are contained in the submittal package.

**Therefore, staff find the proposed Zoning Map Amendment meet the criterion.**

**10. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

Facts and Findings:

Staff has submitted the required application materials for review of a Zoning Map Amendment application in the proper sequence. The ZMA is modify the zoning district of 14 parcels from SC-E and CS to OI-NC. Two Comprehensive Plan Amendments and a Text Amendment has been submitted concurrently with this application to address the land use designation and the development of this new zoning district for the subject site. No other applications are associated with the proposed zone change.

**Therefore, staff find the proposed Zoning Map Amendment meet the criterion.**

### **SUMMARY**

In the findings provided above, staff find that the Zoning Map Amendment satisfies the approval criteria for a Quasi-Judicial Zoning Map Amendment pursuant to Section 40.97.15.1.C of the City's Development Code.

### **RECOMMENDATION**

Therefore, based on the facts and findings presented, staff recommend **APPROVAL** of **ZMA2014-0007 (OI-NC Zoning Map Amendment)** with no recommended conditions of approval.



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**3.14 COMPREHENSIVE PLAN AND ZONING DISTRICT MATRIX**

The City's Comprehensive Plan provides the overall planning perspective for the City. Integrating state and regional mandates, the plan provides land use patterns that are further implemented through zoning. The following Matrix prescribes the relationship between the Comprehensive Plan land use designations and zoning districts. Compliance with the Comprehensive Plan is achieved through development application approval consistent with the regulations of the Development Code.

<b>COMPREHENSIVE PLAN AND ZONING DISTRICT MATRIX</b>	
<b>Comprehensive Plan Designation</b>	<b>Zoning District</b>
Regional Center	RC-E, RC-OT, RC-TO
Station Community	SC-HDR, SC-MU, SC-E1, SC-E3, SC-S <sup>1</sup>
Town Center	TC-HDR, TC-MU
Main Street	Neighborhood Service, R-1, R-2
Corridor	General Commercial, Community Service, Neighborhood Service, R-1, R-2, R-4
Employment Areas	Office Industrial; Office Industrial-Nike Campus
Industrial	Industrial , Office Industrial
<b>Neighborhood Residential (equivalent to Metro's Inner and Outer Neighborhood Design Types)</b>	
Low Density	R-10 <sup>2</sup>
Standard Density	R-7, R-5 <sup>3</sup>
Medium Density	R-4, R-2
High Density	R-1
Any of the plan designations cited above	Institutional

11  
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1. Limited to parcels formerly identified with Washington County Plan designations TO40-80, TO80-120, and TO:BUS within approximately ½ mile of the Sunset Transit Light Rail Station.
2. Existing pockets of low density residential may continue, but expansion of low density neighborhood residential areas shall not occur.
3. Existing properties with commercial zoning as shown on Figures III-2 through III-5 and listed by tax lot on said maps shall be allowed to continue in perpetuity. Expansion of the district is not allowed, but any use permitted within said district will be allowed subject to City approval through the procedures specified by the Development Code.



**Section 1: The Development Code, Ordinance No. 2050, Chapter 20 - Land Uses, Section 20.15, EMPLOYMENT / INDUSTRIAL LAND USE DISTRICTS, will be amended to read as follows:**

**20.15 EMPLOYMENT / INDUSTRIAL LAND USE DISTRICTS**

\*\*\*\*\*

**20.15.10. PURPOSE**

**1. Office Industrial (OI)**

The Office Industrial District is intended to provide areas of office, light manufacturing, and limited retail and service uses in an "employment activity center" concept.

**2. Office Industrial - Nike Campus (OI-NC)**

The Office Industrial - Nike Campus District is intended to provide consistent and predictable zoning with Washington County zoning for the Nike World Headquarters campus located in an area south of Walker Road, west of Murray Boulevard, north of Jenkins Road, and east of 158<sup>th</sup> Avenue.

**2.3. Industrial (IND)**

The Industrial District is intended to provide sites for manufacturing, distribution, industrial uses, and uses requiring processing, fabrication and storage, including outdoor storage areas, heavy equipment and other similar uses not compatible in an Office Industrial area. [ORD 4584; June 2012]

**20.15.15 SITE DEVELOPMENT STANDARDS**

Site Development Standards support implementing development consistent with the corresponding zoning district. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below. [ORD 4584; June 2012]

Development Standards Superscript Numbers Refer to Footnote	OI	OI-NC	IND
<b>A. Minimum Parcel Area (sq ft)</b>			
1. Minimum	None	None	None
<b>B. Residential Density</b>			
1. Minimum / Maximum	N/A	N/A	N/A
<b>C. Floor Area Ratio</b>			
1. Minimum / Maximum	N/A	None <sup>5</sup>	N/A
<b>D. Lot Dimensions</b>			

1. Minimum Width	None	None	None
2. Minimum Depth	None	None	None
<b>E. Minimum Yard Setbacks<sup>1</sup></b>			
1. Any Yard Abutting A Residential Zone	75	None	75
2. Front	35	None	35
3. Side <sup>1 2</sup>	10	None	10
4. Rear <sup>2</sup>	None	None	None
<b>F. Building Height</b>			
1. Maximum <sup>3</sup>	80	80 - 110 <sup>6</sup>	45
<b>G. Public Parks<sup>4</sup></b>			
	Exempt	Exempt	Exempt

1. Reduction to Setback Standards: Under the thresholds outlined in Section 40.30.5., application may be made for zero side yard setbacks.
2. No side or rear yard setbacks required where side or rear property lines abut a railroad right-of-way or spur track.
3. Except as provided by Section 60.50.05. (Accessory Uses and Structures).
4. Public parks, parkways, recreation facilities, trails and related facilities are exempt from these site development requirements.
5. If non-residential or mixed use development is proposed in excess of 0.35 FAR, the applicant shall demonstrate that the transportation system serving the development site has adequate planned capacity to accommodate additional site-generated traffic; consistent with the applicable adopted level of service standard.
6. Buildings within 500 linear feet from the nearest residentially designated property shall have a maximum height of 80 feet. Buildings may be constructed up to 110 feet in height on portions of the subject properties that are 500 feet or more from the nearest residentially designated property.

Development Standards Superscript Numbers Refer to Footnote	OI	OI-NC	IND
<b>Wireless Communication Facilities</b>			
<b>H. Maximum Height<sup>7</sup></b>			
1. WCF <sup>6</sup>	120	120	120
2. Equipment Shelters <sup>8</sup>	12	12	12
3. Roof Mounted Antennas	Shall not extend above maximum height of underlying zone or increase the height of any building which is nonconforming due to height.		
<b>I. Yard Setbacks<sup>9</sup></b>			
1. Requirements	Shall comply with underlying zoning district requirements		
2. Other	Refer to 60.70.35.14.A and B		

All Dimensions are in Feet.

7. Inclusive of antenna.
8. At-grade equipment shelters.
9. Applicable to all WCF towers, antenna arrays, and ground and/or roof-mounted equipment shelters.

\*\*\*\*\*



**20.15.20. LAND USES**

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Employment and Industrial Zoning Districts. All superscript notations refer to applicable Use Restrictions Section 20.15.25. [ORD 4584; June 2012]

Category and Specific Use Superscript Numbers Refer to Footnote		OI	OI-NC	IND
		P: Permitted	C: Conditional	N: Prohibited
<b>Commercial</b>				
1. Animal <sup>1</sup>	A. Animal Care, Major	N	N	C
	B. Animal Care, Minor	P	N	P
2. Care <sup>1</sup>	A. Hospitals	P	N	C
	B. Medical Clinics	P	P <sup>24</sup>	C
	C. Child Care Facilities	P	P <sup>24</sup>	P
3. Parking as the Principal Use	A. Structures	P	N	C
	B. Surface	N	N	C
4. Retail and Service Business	A. Bulk Retail	C <sup>3</sup>	N	N
	B. Eating and Drinking Establishments	P <sup>2</sup>	P <sup>24</sup>	C <sup>2</sup>
	C. Equipment and Supply Sales <sup>4</sup>	P	N	P <sup>5</sup>
	D. Equipment Rental Agencies <sup>6</sup>	C	N	C
	E. Freestanding Retail or Service Business up to and Including 5,000 sq ft <sup>7</sup>	P	P <sup>24</sup>	N
	F. Freestanding or Combination of Retail or Service Business of More than 5,000 but Less than 30,000 sq ft <sup>7</sup>	C	P <sup>24</sup>	N
	G. Professional Services	P	P <sup>24</sup>	C
	H. Wholesale or Retail Lumber, Building, and or Landscaping Materials Yard	N	N	P
5. Storage <sup>1</sup>	A. Cold Storage Plants	N	N	P
	B. Self Storage Facilities	N	N	C
	C. Storage or Sale Yard <sup>8</sup>	N	P <sup>24</sup>	P
	D. Storage Yard for Building Materials	N	N	P
6. Temporary Living Quarters		C <sup>9</sup>	N	N
7. Vehicles <sup>1</sup>	A. Auto, Truck and Trailer Rental	N	N	C
	B. Automotive Service, Major	N	N	P <sup>10</sup>
	C. Automotive Service, Minor	N	N	P
	D. Bulk Fuel Dealerships	N	N	P
	E. Heavy Equipment Sales <sup>11</sup>	N	N	P
	F. Trailer, Recreational Vehicle or Boat Storage	N	P <sup>24</sup>	P
	G. Trailer Sales or Repair	N	N	C
	H. Vehicle Storage Yards	N	N	C
<b>Industrial</b>				
8. Concrete Mixing and Asphalt Batch Plants		N	N	C
9. Fuel Oil Distributors		N	N	P
10. Heliport		C	C	C

Category and Specific Use Superscript Numbers Refer to Footnote		OI	OI-NC	IND
		P: Permitted	C: Conditional	N: Prohibited
11. Mail Order Houses, Wholesale or Retail, Exclusive of On-Site Sales to the Public <sup>1</sup>		P	P	P
12. Manufacturing, Fabricating, Assembly, Processing, Packing, and Storage <sup>1</sup>		P <sup>12 13</sup>	P	P <sup>13</sup>
13. Motor Freight Terminal		N	N	C
14. Operation Centers <sup>14</sup>		N	N	P
15. Printing, Publishing and Book Binding <sup>1</sup>		N	N	P
16. Laboratory <sup>1</sup>		C	P	P
17. Salvage Yards, Recycling Centers and Solid Waste Transfer Stations <sup>1</sup>		N	N	C
18. Warehousing, Wholesale and Distributive Activities <sup>1</sup>		P <sup>12</sup>	P	P
<b>Civic</b>				
19. Education <sup>1</sup>	A. Commercial Schools	C	N	N
	B. Educational Institutions	C	N	C
	C. Job Training and Vocational Rehabilitation Services	P	N	P
20. Public Buildings and Uses <sup>15</sup>		P	N	C
21. Railroad Tracks and Facilities	A. Freight <sup>16</sup>	P	N	P
	B. Passenger	P	N	P
22. Recreation <sup>1</sup>	A. Public Parks and Recreational Facilities	P	N	P
	B. Private Recreation Facilities <sup>17</sup>	P	P	P
23. Transit Centers <sup>18</sup>		P	P	C
24. Utilities	A. Facilities Related to Utility Distribution, such as Substations, Water Towers, Pump Stations, other than Transmission Lines or Power Plants	C	C	C
<b>Office</b>				
25. Office <sup>1</sup>		P	P	P <sup>19</sup>
26. Financial Institutions <sup>1</sup>		P	P <sup>24</sup>	C
<b>Other</b>				
29. Planned Unit Development		C	C	C



Category and Specific Use Superscript Numbers Refer to Footnote		OI W1: WCF Type 1 Type 2	OI-NC W2: WCF W3: WCF Type 3	IND W2: WCF W3: WCF Type 3 N: Prohibited
Wireless Communication Facilities (WCF)				
30. New WCF	A. Tower Construction <sup>20</sup>	W2 / W3	W2 / W3	W2 / W3
	B. Attachment to existing or new building or structure not using stealth design	W2	W2	W2
	C. Replacement tower to provide collocation opportunity <sup>21</sup>	W1	W1	W1
	D. Attachment of a new WCF to buildings or structures and utilize stealth design <sup>22</sup>	W1	W1	W1
	E. Attachment of WCF to existing structures, tower or pole structures <sup>22</sup>	W1	W1	W1
31. WCF in Right of-Way	A. Installation of WCF within right-of-way <sup>23</sup>	W2 / W3	W2 / W3	W2 / W3
32. Collocation	A. New WCF on existing WCF tower	W1	W1	W1
	B. New WCF inclusive of antennas on existing WCF tower exceeding height standard <sup>23</sup>	W2	W2	W2
33. Antennas	A. Attachment of antennas to WCF tower or pole structures other than used for cellular phone service	W1	W1	W1
34. Satellite Antennas and Direct to Home Satellite Service	A. DHSS antennas >1 m. in diameter	W1	W1	W1
	B. Up to 2 antennas >2 m. in diameter	W1	W1	W1
	C. Up to 5 antennas >2 m. in diameter	W2	W2	W2
	D. More than 5 antennas >2 m. in diameter	W3	W3	W3

### 20.15.25 USE RESTRICTIONS

The following Use Restrictions refer to superscripts found in Section 20.15.20.

1. Ancillary showrooms and retail area are Permitted if comprising not more than 10% of gross building floor area, and provided that no individual retail use exceeds 2,000 square feet of gross building floor area. Ancillary showrooms and retail area are Conditional if use is between 10% and 20% of gross building floor area and no individual retail business use exceeds 5,000 square feet of gross building floor area.
2. Drive-through uses are Prohibited; walk-ups Permitted.
3. Bulk retail shall not exceed 30,000 square feet and shall not abut an existing residential zone.

4. Industrial and professional equipment and supply stores, including incidental service and repair of the same.
5. Includes incidental service and repair, but excludes retail sales of specific items on display.
6. Exclusive of trucks, vehicles, or heavy equipment.
7. No outdoor storage or sales of animals or livestock are allowed with this use.
8. For contractor's equipment, house mover, delivery vehicles, trucking terminal, used equipment in operable condition, and transit storage.
9. Temporary Living Quarters are Prohibited except extended stay hotels are Conditional if meeting the following criteria:
  - a. Site size a maximum of five acres.
  - b. Auxiliary uses such as restaurants and meeting rooms shall be designed to meet the needs of the guests of the facility and not the general public.
10. Entirely within enclosed building.
11. Including incidental service and repair.
12. Manufacturing, assembly, fabricating, processing, packing, storage, wholesale and distribution activities shall meet the following requirements:
  - a. Activities are entirely enclosed within a building or structure whose appearance is compatible with normal industrial or office building design.
  - b. Odors, noise, vibrations or other emissions are controlled within the confines of the building or structure.
  - c. Are not for servicing or use by the general public.
  - d. Do not entail outdoor storage of raw materials or finished products.
  - e. Do not entail movement of heavy equipment on and off the site, except truck deliveries.
  - f. Do not involve bringing live animals or the waste or by product of dead animals to the site.
  - g. Do not involve outdoor testing of products or processes on the site.
  - h. Do not involve highly combustible, explosive or hazardous materials or waste.
  - i. Examples of uses which normally meet all of the above characteristics include but are not limited to: printing, publishing and allied arts,

communications equipment, electronic components, measuring, analyzing and controlling instruments manufacturing.

13. Any use having the primary function of storing, utilizing or manufacturing of explosive material is Prohibited.
14. For public agencies and utility uses. If major and minor automotive services are provided, the following limitations shall apply:
  - a. Fueling, repair, washing, and servicing of vehicles is limited to fleet vehicles parked on site for these uses established after August 23, 2007. [ORD 4584; June 2012]
  - b. All automotive service activities with the exception of those described in Subsection c, below shall be undertaken in an enclosed building.
  - c. The following automotive service activities are not required to be conducted within an enclosed building:
  - d. Vehicle fueling from a fixed source;
    - 1) Routine check of fluid level and tire pressure and replacement of minor equipment such as light bulbs and windshield wipers. Should such a check result in the need to replace fluids, e.g., oil, anti-freeze, the vehicle shall be moved into the enclosed building on site for this operation.
    - 2) Emergency repair of disabled vehicles, e.g., tire replacement.
15. Excluding services offered on premises to individuals or the general public.
16. Such as switching yards, spur or holding tracks and freight depots, but not within 200 feet of a residential zone.
17. Privately owned facilities, such as fitness clubs, racquetball or handball clubs, tennis courts or swimming pools exclusive of spectator sports facilities.
18. Stations and stops exclusive of terminals or transit storage areas.
19. Unless the Office use is within a multi-story Office building only, or is ancillary to the primary use, Office is Permitted as principal use up to 15% of the total land area of a site.
20. If tower is proposed to be set back less than 50 feet from abutting Residential or Multiple Use zoning districts then a W3 application is required.
21. On parent parcel containing an existing tower supporting one carrier and shall

be consistent with other approvals.

22. Provided the buildings or structures are not exclusively used for single-family or multi-family residential purposes.
23. W3 when located on streetlights, or traffic signal lights, or high voltage power utility poles in the right-of-way of designated Collector, Neighborhood Route, or Local Streets; W2 in the right-of-way of designated Freeways and Arterial Streets.
24. The use is permitted as an ancillary use to serve the employees and/or support the primary permitted use of the site. The ancillary use is intended to provide flexibility for and complement the operation of the primary use of the site. The ancillary use is not intended for the use by the general public.

[ORD 4595; February 2013]

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**Section 2: The Development Code, Ordinance No. 2050, Chapter 50 - Procedures, Section 50.15, CLASSIFICATION OF APPLICATIONS, will be amended to read as follows:**

**50.15. Classification of Applications.**

1. An application shall be subject to the procedure type specified in the Code, if any. If the Code does not specify a procedure type for a given application and another procedure is not required by law, the Director shall determine the appropriate procedure based on the following guidelines. Where two or more procedure types could be applied to a particular application, the selected procedure will be the type providing the broadest notice and opportunity to participate.
  - A. A Type 1 procedure typically involves an application that is subject to non-discretionary criteria or criteria that require the exercise of professional judgment only about technical issues.
  - B. A Type 2 procedure typically involves an application that is subject to criteria that require the exercise of limited discretion about non-technical issues and about which there may be limited public interest.
  - C. A Type 3 procedure typically involves an application that is subject to criteria that require the exercise of substantial

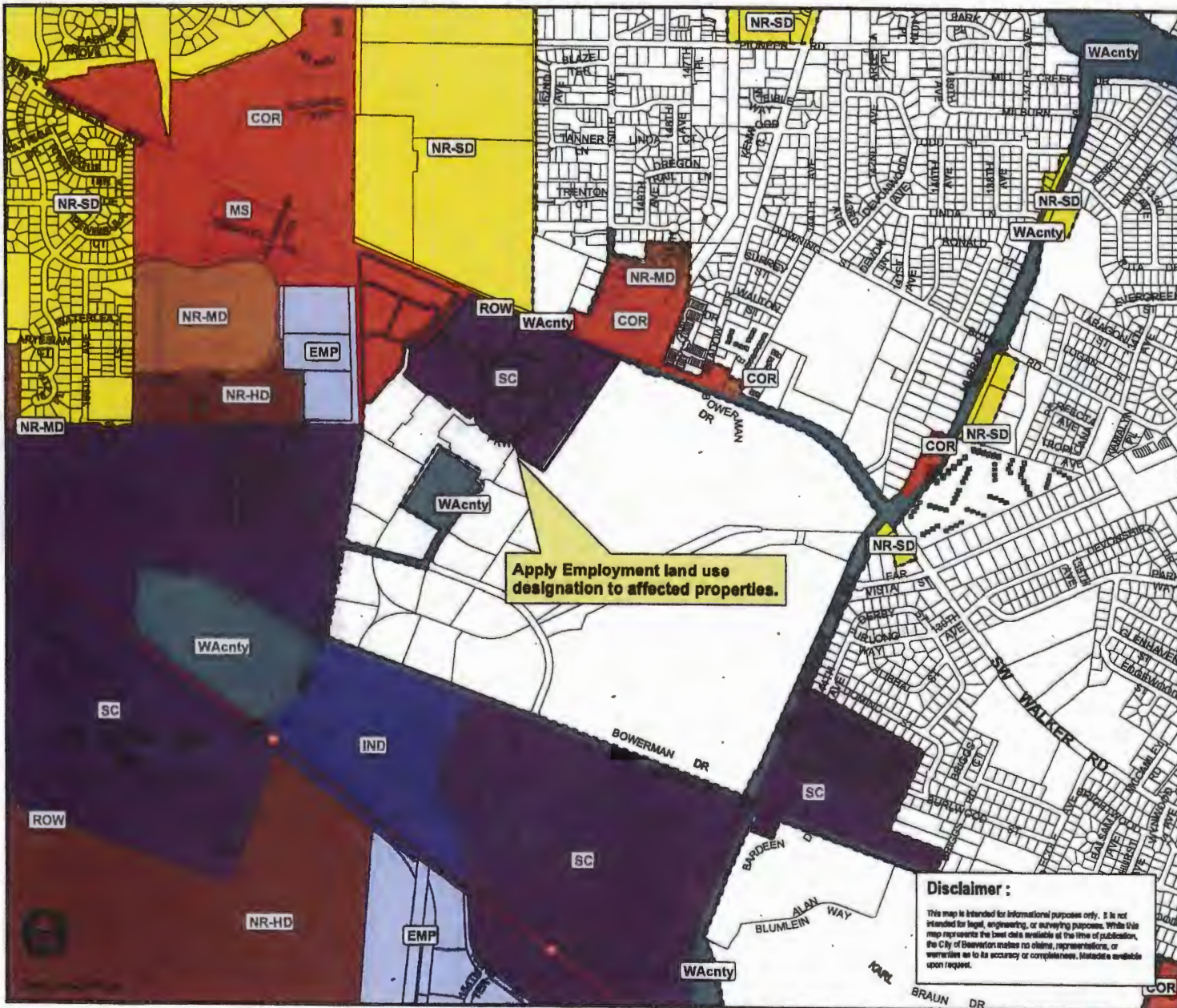


discretion and about which there may be broad public interest, although the application applies to a limited number of land owners and properties.

D. A Type 4 procedure typically involves the adoption, implementation or amendment of policy or law by ordinance. The subject of a Type 4 procedure generally applies to a relatively large geographic area containing many property owners.

2. An application identified as a Type 3 application which is submitted for any parcel of land located in the area of the City south of Walker Road, west of Murray Boulevard, north of Jenkins Road, and east of 158<sup>th</sup> Avenue shall be processed as a Type 2 application subject to Section 50.40 of this Code. The exception to this provision is that any Variance application shall continue to be processed as a Type 3 application subject to Section 50.45 of this Code. This provision shall take precedence over any conflicting application type designation contained in Chapter 40 of this Code.

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GEOGRAPHIC INFORMATION SYSTEM

## OI-NC Employment Zone Comprehensive Plan Map Amendment CPA2014-0013

Apply Employment land use designation to affected properties.

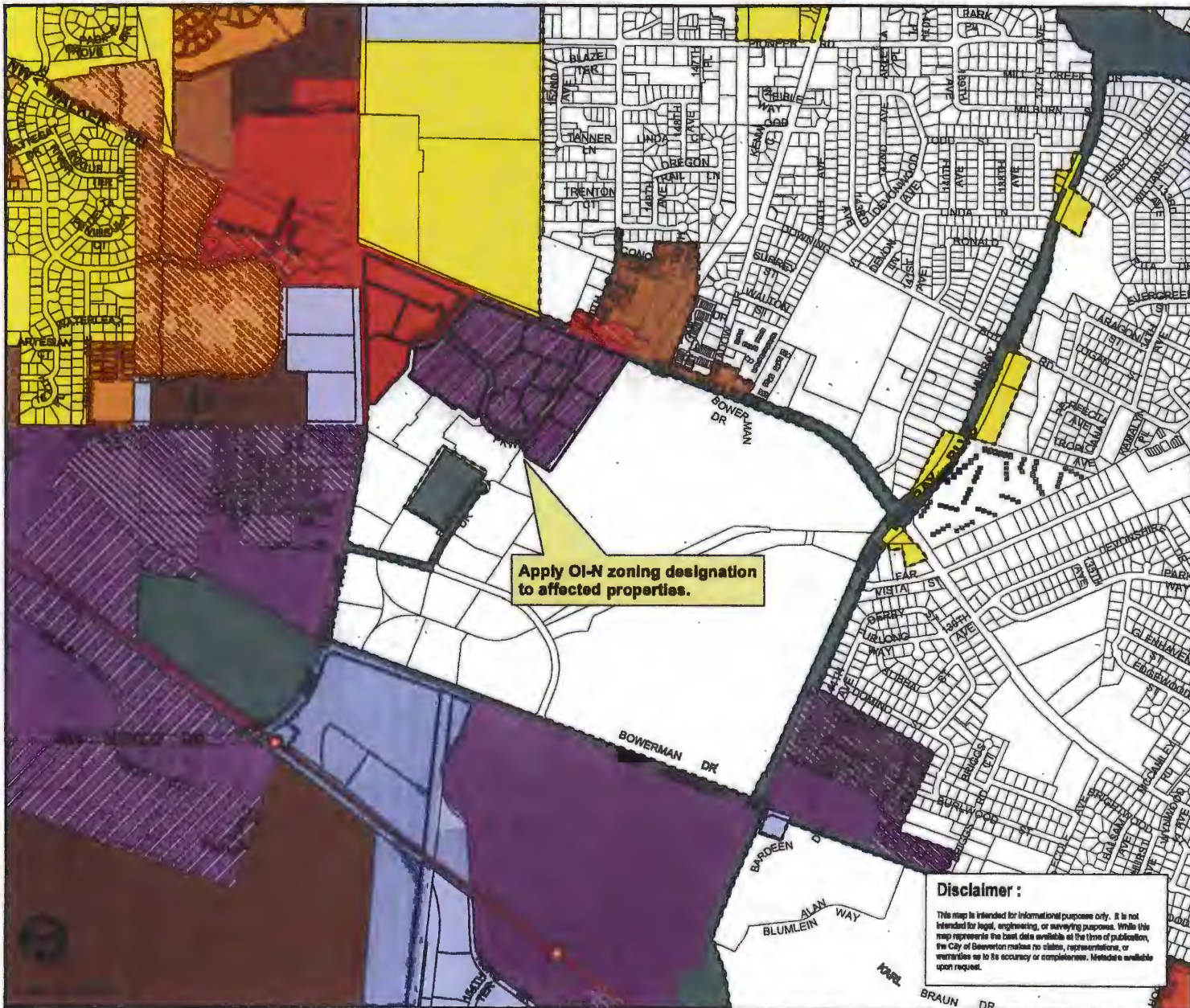
- Affected Properties
  - Beaverton City Limits
  - Light Rail Stops
  - Light Rail Lines
  - Land Use**
  - NEIGHBORHOOD RESIDENTIAL DESIGNATION**
  - Low Density (NR-LD)
  - Standard Density (NR-SD)
  - Medium Density (NR-MD)
  - High Density (NR-HD)
  - MIXED USE DESIGNATION**
  - Regional Center (RC)
  - Station Community (SC)
  - Town Center (TC)
  - Main Streets (MS)
  - INDUSTRIAL DESIGNATION**
  - Industrial Area (IND)
  - CORRIDOR DESIGNATION**
  - Corridor (COR)
  - EMPLOYMENT DESIGNATION**
  - Employment Area (EMP)
  - INTERIM ANNEXATION AREAS**
  - Interim Washington County (WAcnty)
  - Unzoned/ ROW
- 0 750 1,500  
Feet

Apply Employment land use designation to affected properties.

**Disclaimer :**  
This map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. While this map represents the best data available at the time of publication, the City of Beaverton makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.







GEOGRAPHIC INFORMATION SYSTEM

**OI-NC Employment Zone  
Zoning Map Amendment  
ZMA2014-0007**

Apply new OI-NC zoning designation to affected properties.

Affected Properties	R1
Beaverton City Limits	<b>COMMERCIAL</b>
Light Rail Stops	NS
Light Rail Lines	CS
	CC
	GC
<b>Zoning</b>	
<b>INTERIM ANNEXATION ZONING</b>	<b>MULTIPLE USE</b>
Interim Washington County	SC-S
Unzoned/ ROW	SC-HDR
<b>INDUSTRIAL</b>	SC-E
OI	SC-MU
IND	TC-HDR
<b>RESIDENTIAL</b>	TC-MU
R10	RC-OT
R7	RC-E
R5	RC-TO
R4	C-WS
R2	OI-WS

0 750 1,500  
Feet

Apply OI-N zoning designation to affected properties.

**Disclaimer :**

This map is intended for informational purposes only. It is not intended for legal, engineering, or marketing purposes. While this map represents the best data available at the time of publication, the City of Beaverton makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.





**Comparison of City Zoning Districts  
OI-NC/CS/SC-E(3)**

Category and Specific Use <small>Superscript Refers to Use Restrictions</small>		OI-NC	CS	SC-E(3)
<b>Residential</b>				
1. Care	A. Care Facilities	--	P	--
2. Dwellings	B. Accessory Dwelling Units	--	P	--
	C. Attached	--	P	N
	D. Detached	--	P	N
	E. Home Occupation	--	P	N
	F. Manufactured and Mobile Homes	--	N	--
	G. Manufactured / Mobile Homes Parks and Subdivisions	--	N	--
	H. Planned Unit Development	C	C	C
<b>Commercial</b>				
3. Animal	A. Animal Care, Major	N	C	N
	B. Animal Care, Minor	N	P	P
4. Care	A. Hospitals	N	C	N
	B. Medical Clinics	PS <sup>1</sup>	C	P
	C. Child Care Facilities	PS <sup>1</sup>	P	P
	D. Residential Care Facilities	-	C	N
5. Eating and Drinking Establishment		PS <sup>1</sup>	P	P
6. Financial Institutions		PS <sup>1</sup>	P	P
7. Live / Work Uses		-	P	N
Meeting Facilities		-	-	C/P
8. Office		P	P	P
9. Parking as the Principal Use		N	N	C
10. Retail Trade		-	P	P
Bulk Retail		N	P	N
Equipment and Supply Sales		N	P	-
Freestanding Retail or Service (up to 5,000 sq. ft)		PS <sup>1</sup>	P	P
Freestanding Retail or Service (more than 5,000 sq. ft.)		PS <sup>1</sup>	P	P
11. Service Business / Professional Services		PS <sup>1</sup>	P	P
12. Storage	A. Self Storage Facilities	N	N	N
	B. Storage Yards or Sales Yard	PS <sup>1</sup>	N	P
13. Temporary Living Quarters		N	C <sup>4</sup>	C
14. Vehicles	A. Automotive Service, Major	N	C	N
	B. Automotive Service, Minor	N	P	N
	C. Bulk Fuel Dealerships	N	P	N
	D. Sales or Lease	N	N	N
	E. Rental	N	C	P
	Trailer, Recreational Vehicle or Boat Storage	PS <sup>1</sup>	-	-
<b>Civic</b>				
15. Cemetery		-	N	-
16. Education	A. Commercial Schools	N	P	C
	B. Educational Institutions	N	P	C

Category and Specific Use Superscript Refers to Use Restrictions		OI-NC	CS	SC-E(3)
17. Places of Worship		N	PC <sup>7</sup>	N
18. Public Buildings, Services and Uses		N	C	C/P
19. Recreation	A. Public Parks, Parkways, Playgrounds, and Related Facilities	N	P	P
	B. Private Recreational Facilities	P <sup>24</sup>	P	N
20. Social Organizations		N	PC <sup>7</sup>	C
21. Transit Centers		P	C	P
22. Utilities	A. Utility Substations and Related Facilities other than Transmission Lines	C	C	C
	B. Transmission Lines	--	P	P
<b>Industrial</b>				
8. Concrete Mixing and Asphalt Batch Plants		N	--	--
9. Fuel Oil Distributors		N	--	--
10. Heliport		C	--	--
11. Mail Order Houses, Wholesale or Retail, exclusive of On-Site Sales to the Public <sup>1</sup>		P	--	--
12. Manufacturing, Fabricating, Assembly, Processing, Packing, and Storage <sup>1</sup>		P	--	P
13. Motor Freight Terminal		N	--	--
14. Operation Centers <sup>14</sup>		N	--	--
15. Printing, Publishing and Book Binding <sup>1</sup>		N	--	N
16. Laboratory <sup>1</sup>		P	--	--
17. Salvage Yards, Recycling Centers and Solid Waste Transfer Stations <sup>1</sup>		N	--	--
18. Warehousing, Wholesale and Distributive Activities <sup>1</sup>		P	N	P
<b>Hours of Operation</b>				
23. Uses Operating between 10:00 p.m. and 7:00 a.m. <sup>5</sup>		--	PC <sup>7</sup>	--

– Uses not listed in the zone are considered prohibited uses per Section 10.20.5 of the Development Code.





**Beaverton**  
OREGON

EXHIBIT 8

Project Number: CPA2014-0013, CPA2014-0014, TA2014-0003, ZMA2014-0007  
Project Name: Office Industrial-Nike Campus Text, Comprehensive Plan, and Zoning Map Amendment

### AFFIDAVIT OF MAILING NOTICE

I, Sheila Martin, being first duly sworn / affirmed, say that I gave notice of a proposed Comprehensive Plan Land Use Text Amendment, Development Code Text Amendments, Comprehensive Plan Map Amendment, Zoning Map Amendment affecting; and described as Lot(s) 101, 900, 1000, 1100; Map ISI-05AC  
Lot(s) 300, 400, 500, 600, 700, 900, 1000; Map ISI-05AD; Lot(s) 6800  
and Map ISI-05DB Lot(s) 100, 200; and that, pursuant to the City of Beaverton Ordinance 2050, (1)  50.35.3; (2)  50.40.2-3; (3)  50.45.2-3; (4)  50.50.2-3 (5)  50.93. I did on the 17<sup>th</sup> day of October, 2014, give public notice to those listed on the attached Exhibit A. The notices were mailed on October 17, 2014, which was on or before the deadline date determined by City Staff for this application(s).

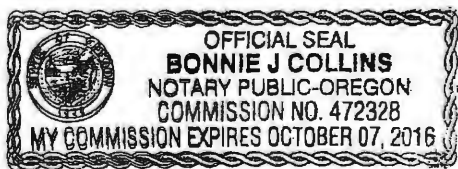
Dated this 17<sup>th</sup> day of October, 2014.

Sheila Martin  
Signature

State of OREGON )  
County of Washington )

Signed and sworn/affirmed before me this 17<sup>th</sup> day of October, 2014, by Sheila Martin.

Bonnie Collins  
Notary Public for the State of Oregon  
My Commission Expires: October 7, 2016



Affidavit revised 02/2014

CEDDADM RR STAFF FOLDERS SANDRA PEARSON  
FORMS AFF OF MAILING Affidavit of Mailing



Community Development Department  
 Current Planning Division  
 12725 SW Millikan Way / PO Box 4755  
 Beaverton, OR 97076  
 General Information: (503) 526-2222 V/TDD  
 www.BeavertonOregon.gov

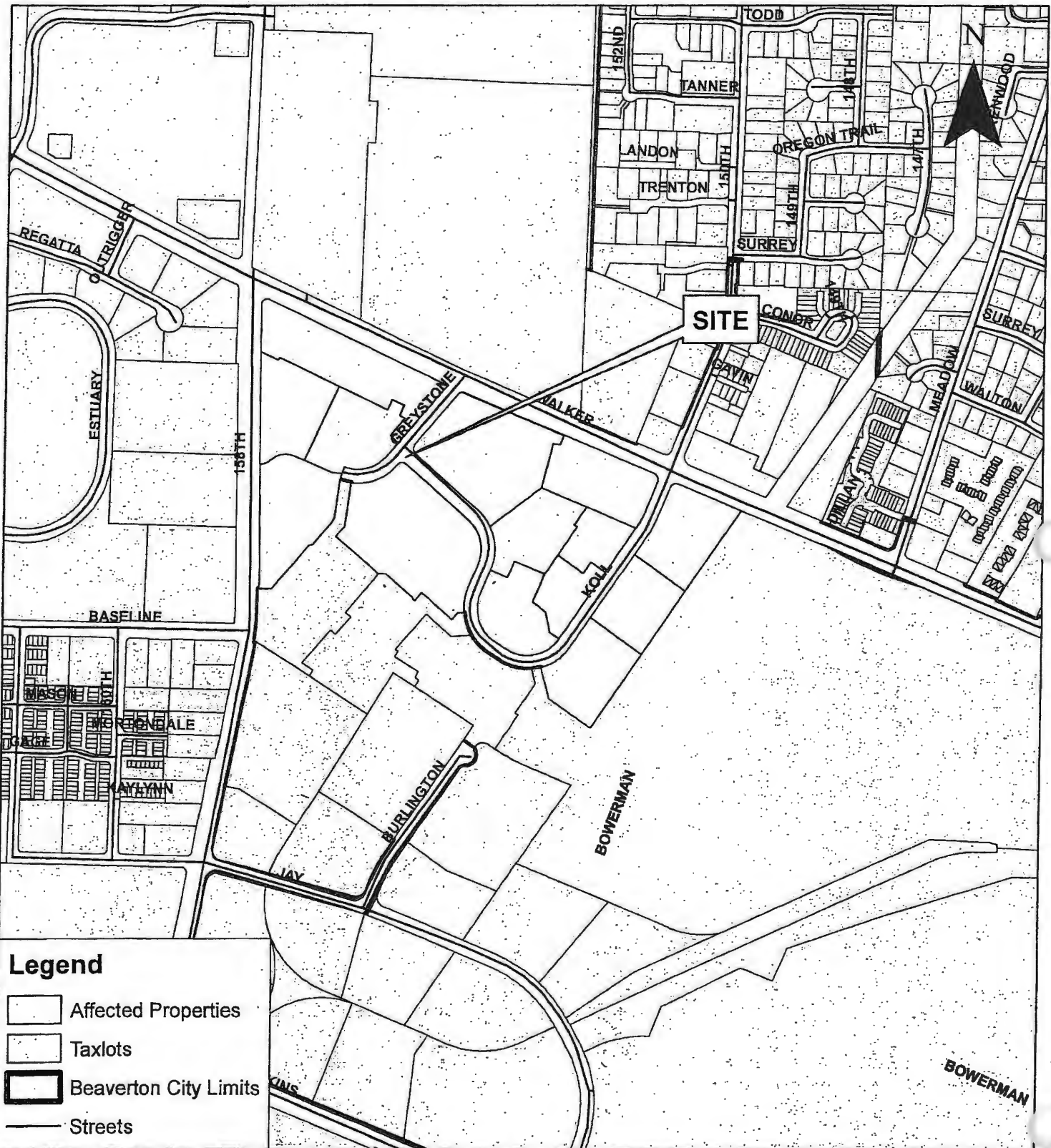
**TYPE 4 NOTICE OF HEARING TO AMEND  
 THE COMPREHENSIVE PLAN AND THE DEVELOPMENT CODE**

Hearing Date: **November 12, 2014** Time: **6:30 p.m.** Hearing Body: **Planning Commission**





Project Name:	<b>Office Industrial – Nike Campus Text, Comprehensive Plan, and Zoning Map Amendments</b>
Case File No.:	<b>CPA2014-0013, CPA2014-0014, TA2014-0003, ZMA2014-0007</b>
Summary of Application:	<p>The City of Beaverton is proposing Development Code Text, Comprehensive Plan Land Use Text, Comprehensive Plan Map and Zoning Map Amendments to create a new zoning district Office Industrial – Nike Campus (OI-NC). This proposed zoning district will closely match the zoning and development standards found for the County zone for the Nike Campus. This zoning district will be an implementing zone for the Employment Land Use designation that will apply to parcels located north of SW Jenkins Road, south of SW Walker Road, east of SW 158<sup>th</sup> Avenue and west of SW Murray Boulevard. No new development is proposed. The specific amendments include:</p> <p><u>Comprehensive Plan Land Use Text Amendment (CPA 2014-0013)</u>          The proposal is to add the OI-NC as an implementing zone for the Employment Comprehensive Plan designation. The amendments may effect Volume I, Chapter 3 <i>Land Use</i>.</p> <p><u>Development Code Text Amendments (TA2014-0003)</u>          The proposal includes modifying the Development Code respective of regulations to implement the new zoning district, OI-NC. Amendments may effect Chapters: 20 <i>Land Use</i> and 50 <i>Procedures</i>.</p> <p><u>Comprehensive Plan Map Amendment (CPA2014-0014)</u>          The proposal includes changing the existing Corridor and Station Community land used designations for fourteen properties to Employment.</p> <p><u>Zoning Map Amendment (ZMA2014-0007)</u>          The proposal includes changing the existing Community Service and Station Community-Employment zoning districts for fourteen properties to the OI-NC.</p>
Project Location:	<p>The proposed amendments will affect parcels generally located south of SW Walker Road, west of SW Murray Boulevard, north of SW Jenkins Road and east of SW 158<sup>th</sup> Avenue.</p> <p>The 14 parcels located in the project area are specifically identified on Washington County Assessor’s Map 1S1-05BD as Tax Lots 101, 900, 1000, 1100; Map 1S1-05AC as Tax Lots 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD as Tax Lot 6800; Map 1S1-05DB as Tax Lots 100 and 200.</p>
Land Use & NAC:	<p>Corridor and Station Community          Five Oaks/ Triple Creek Neighborhood Association Committee</p>
Applicable Criteria Sections:	<p>Comprehensive Plan Section 1.5.1 and Policies 3.11.1.a-c and 3.14 <i>Legislative and Quasi-judicial Comprehensive Plan Amendments</i>, Development Code Section 40.85.15.1.C <i>Text Amendment</i> and Code Section 40.97.15.1.C <i>Zoning Map Amendment</i></p>
Hearing Place:	City Council Chambers, First Floor, The Beaverton Building, 12725 SW Millikan Way
Staff Contact:	Sambo Kirkman (503) 526-2247, skirkman@BeavertonOregon.gov

# VICINITY MAP

# EXHIBIT "A"



**Legend**

-  Affected Properties
-  Taxlots
-  Beaverton City Limits
-  Streets



Office Industrial - Nike Campus Text,  
Comprehensive Plan, and Zoning Map Amendments  
CPA2014-0013, CPA2014-0014, TA2014-0003, ZMA2014-0007

Community Development Department  
Planning Division

10/16/2014  
Multiple Tax Lots



## Sheila Martin

---

**From:** LFaxon@CommNewspapers.com  
**Sent:** Thursday, October 16, 2014 4:42 PM  
**To:** Sheila Martin  
**Subject:** RE: PLEASE PUBLISH IN THE OCTOBER 23, 2014 ISSUE

Good Afternoon Sheila,  
Notice received. I will get this notice in the **October 23<sup>rd</sup> edition** of the **Beaverton Valley Times**. Once published, I will send affidavits of publication to your attention.

*Thank you,*

Louise Faxon

**Legal Advertising**

Community Newspapers/Portland Tribune

6605 SE Lake Rd, Portland 97222-2161

PO Box 22109, Portland OR 97269-2109

(503) 546-0752; fax (503) 620-3433

*Legals Notices are online at: <http://publicnotices.portlandtribune.com>*

**From:** Sheila Martin [mailto:[smartin@beavertonoregon.gov](mailto:smartin@beavertonoregon.gov)]  
**Sent:** Thursday, October 16, 2014 4:22 PM  
**To:** Louise Faxon  
**Subject:** PLEASE PUBLISH IN THE OCTOBER 23, 2014 ISSUE

Hi Louise:

Please publish in the October 23, 2014 issue:

Steve Sparks – Acct. 297979

- Office Industrial – Nike Campus Text, Comprehensive Plan, and Zoning Map Amendments

Thank you.

Sheila

### PUBLIC RECORDS LAW DISCLOSURE

This e-mail is a public record of the City of Beaverton and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

PLEASE PRINT NAME AND ADDRESS

**NOTICE IS HEREBY GIVEN** that at **6:30 PM on Wednesday, November 12, 2014**, the Planning Commission of the City of Beaverton will initially consider the application described below. The Planning Commission will meet at The Beaverton Building, located at 12725 SW Millikan Way, Beaverton, Oregon, in the Council Chambers.

**CPA2014-0013 / CPA2014-0014 / TA2014-0003 / ZMA2014-0007: Office Industrial – Nike Campus (OI-NC) Employment Zone**

The City of Beaverton is proposing Development Code Text, Comprehensive Plan Land Use Text, Comprehensive Plan Map and Zoning Map Amendments to create a new zoning district Office Industrial – Nike Campus (OI-NC). This proposed zoning district will closely match the zoning and development standards found for the County zone for the Nike Campus. This zoning district will be an implementing zone for the Employment Land Use designation that will apply to parcels located north of SW Jenkins Road, south of SW Walker Road, east of SW 158<sup>th</sup> Avenue and west of SW Murray Boulevard. No new development is proposed. The specific amendments include:

Comprehensive Plan Land Use Text Amendment (CPA 2014-0013)

The proposal is to add the OI-NC as an implementing zone for the Employment Comprehensive Plan designation. The amendments may effect Volume I, Chapter 3 *Land Use*.

Development Code Text Amendments (TA2014-0003)

The proposal includes modifying the Development Code respective of regulations to implement the new zoning district, OI-NC. Amendments may effect Chapters: 20 *Land Use* and 50 *Procedures*.

Comprehensive Plan Map Amendment (CPA2014-0014)

The proposal includes changing the existing Corridor and Station Community land used designations for fourteen properties to Employment.

Zoning Map Amendment (ZMA2014-0007)

The proposal includes changing the existing Community Service and Station Community-Employment zoning districts for fourteen properties to the OI-NC.

The project area is comprised of 14 properties, totaling approximately 40 acres, and is identified on Washington County Assessor's Map 1S1-05BD as Tax Lots 101, 900, 1000, 1100; Map 1S1-05AC as Tax Lots 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD as Tax Lot 6800; Map 1S1-05DB as Tax Lots 100 and 200. The properties have a Station Community and Corridor Land Use Designation and are zoned Station Community-Employment and Community Service. The subject parcels are part of the Five Oaks / Triple Creek Neighborhood Association Committee.

Approval criteria for the Development Code includes Section 40.85.15.1.C Text Amendment and Section 40.97.15.2.C Zoning Map Amendment. Approval criteria for the Comprehensive Plan Amendment includes Section 1.5.1 and Policies 3.11.1a-c and 3.14. You may review a copy of the staff report and all other documents and evidence submitted in relation to these applications at the City's Community Development Department public counter, located on the 4<sup>th</sup> floor of The Beaverton Building, on or after November 5, 2014 (7 days prior to the Planning Commission hearing date). Office hours are 7:30 a.m. to 4:00 p.m., Monday through Friday. The staff report is also available on the City's public web site at <http://apps.beavertonoregon.gov/DevelopmentProjects/>

Failure to raise an issue prior to or at the Planning Commission hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the City Council an opportunity to respond to the issue precludes appeal to a court of competent jurisdiction on that issue. To be addressed in the staff report, written comments on the above proposed ordinance actions shall be submitted no later than 4:30 p.m. on Friday, October 31, 2014.

Dated this 23<sup>rd</sup> day of October, 2014.

Steven Sparks  
Planning Manager  
City of Beaverton

TLID	OWNER1	OWNER2	OWNER3	OWNERADD	ownercity	OWNERSTAT	OwnerZip
1S105CB17400	ACEBO, JAY C & SALLIE LYN	5017 DEEP FOREST DR			LAS VEGAS	NV	89130
1S105CB09800	ACKERSON, JEFFREY D/LYNDA M	16046 SW MASON LN			BEAVERTON	OR	97006
1S105AD11600	ADAMS, JEREMY M	615 SW DILLAN DR			BEAVERTON	OR	97006
1S105AB00900	ALEXANDER-JURAN, KATHLEEN &	JURAN, STEVEN A	756 FOXWOOD DR		OCEANSIDE	CA	97006
1S105AD06700	ALIX-WALKER ROAD LLC	BY MERRITT #1 LLC	PO BOX 18297		SALEM	OR	97305
1S105AD90061	ALVIAR, JOSE	650 SW MEADOW DR #106			BEAVERTON	OR	97006
1S105AD08700	AMATO, RALPH T & GLORIA L	AMATO, RALPH T & GLORIA L			BEAVERTON	OR	97006
1S105AD07900	AMATO, RALPH TED & GLORIA	5151 SW SANTA MONICA CT			PORTLAND	OR	97221
1S105AD08600	AMATO, RALPH TED & GLORIA	5151 SW SANTA MONICA CT			PORTLAND	OR	97221
1S105AD17000	AN-CHEN REVOCABLE TRUST	BY HUIMIN CHEN & PING AN TRS	8412 NW HAWKINS BLVD		PORTLAND	OR	97229
1S105AD12200	AN-CHEN REVOCABLE TRUST	BY HUIMIN CHEN & PING AN TRS	8412 NW HAWKINS BLVD		PORTLAND	OR	97229
1S105CB09100	AN-CHEN REVOCABLE TRUST	BY HUIMIN CHEN & PING AN TRS	8412 NW HAWKINS BLVD		PORTLAND	OR	97229
1S105AD08400	ANCHICK, TROY JAY	14970 SW GAVIN CT			BEAVERTON	OR	97006
1S105AB02500	ARMONY, MATTHEW P &	MARILYN G	15190 SW TRENTON CT		BEAVERTON	OR	97006
1S105AD11500	BAILOR, GREGORY E	609 SW DILLAN DR			BEAVERTON	OR	97006
1S105AD14000	BAYBERRY VILLAGE HOME	OWNERS ASSOCIATION	BY HOWARD FEUERSTEIN, STOEL RIVE	900 SW FIFTH #2300	PORTLAND	OR	97204
1S105AD14400	BAYBERRY VILLAGE HOME	OWNERS ASSOCIATION	BY HOWARD FEUERSTEIN, STOEL RIVE	900 SW FIFTH #2300	PORTLAND	OR	97204
1S105AD14300	BAYBERRY VILLAGE HOME	OWNERS ASSOCIATION	BY HOWARD FEUERSTEIN, STOEL RIVE	900 SW FIFTH #2300	PORTLAND	OR	97204
1S105AD14500	BAYBERRY VILLAGE HOME	OWNERS ASSOCIATION	BY HOWARD FEUERSTEIN, STOEL RIVE	900 SW FIFTH #2300	PORTLAND	OR	97204
1S105AD14600	BAYBERRY VILLAGE HOME	OWNERS ASSOCIATION	BY HOWARD FEUERSTEIN, STOEL RIVE	900 SW FIFTH #2300	PORTLAND	OR	97204
1S105AD14200	BAYBERRY VILLAGE HOME	OWNERS ASSOCIATION	BY HOWARD FEUERSTEIN, STOEL RIVE	900 SW FIFTH #2300	PORTLAND	OR	97204
1S105AD14100	BAYBERRY VILLAGE HOME	OWNERS ASSOCIATION	BY HOWARD FEUERSTEIN, STOEL RIVE	900 SW FIFTH #2300	PORTLAND	OR	97204
1S105AD08900	BEAVERTON, CITY OF	PO BOX 4755			BEAVERTON	OR	97076
1S105CB05700	BENDER, DIANE	15916 SW MORTONDALE LN			BEAVERTON	OR	97006
1S105AD10100	BENNETT, BRITTANY	680 SW DILLAN DR			BEAVERTON	OR	97006
1S105AD10500	BENSON, CHRISTOPHER L &	BENSON, ALICE K	664 SW DILLAN DR		BEAVERTON	OR	97006
1S105AD09500	BEREZECKY, ANDREW T	14755 SW TROUT CREEK LN			BEAVERTON	OR	97006
1S105AD16900	BERNHARDT, BRANDI D	14874 SW CONOR CIR			BEAVERTON	OR	97006
1S105CB15400	BEYE, DOUGLAS A	15919 SW KAYLYNN LN			BEAVERTON	OR	97006
1S105AD10300	BLANCO, ERICA	672 SW DILLAN DR			BEAVERTON	OR	97006
1S105AD90021	BONFIGLIO, ADOLPHE	650 SW MEADOWS DR #102			BEAVERTON	OR	97006
1S105AD09200	BOWMAN, STEVEN LEE	14731 SW TROUT CREEK LN			BEAVERTON	OR	97006
1S105AD09000	BOYD, MARGE S &	HANDY, JERRI L	227 ELM ST #209		BEAVERTON	OR	97006
1S105AD11900	BOYLAN, CLINT JR &	BOYLAN, SACHIKO	633 SW DILLAN DR		SAN MATEO	CA	94401
1S105AB02800	BRADLEY, LORNA	15094 SW TRENTON CT			BEAVERTON	OR	97006
1S105BD00800	BRE/HV PROPERTIES LLC	TAX DEPARTMENT	EXTENDED STAY HOTELS	PO BOX 49550	BEAVERTON	OR	97006
1S105AD19100	BRENNAN, KARISSA &	BRENNAN, KATHLEEN	495 SW 149TH TER		CHARLOTTE	NC	28277
1S105AD11800	BRIENEN, ALBERT	627 SW DILLAN DR			BEAVERTON	OR	97006
1S105AD09800	BROOKS, JERRY	14779 SW TROUT CREEK LN			BEAVERTON	OR	97006
1S105AD11400	BROOKS, KYLEE J &	SICKLES, DANIEL L	5904 SW LURADEL ST		BEAVERTON	OR	97006
1S105AD07200	BROPHY, EFLEDA M	2741 SAINT CLOUD DR			PORTLAND	OR	97219
1S105AD13000	BROWN, JULIE ANNE	778 SW DILLAN DR			SAN BRUNO	CA	94066
1S105AD17300	BUENEMANN, MARGARET	2709 H STREET			BEAVERTON	OR	97006
1S105CB25400	BUHMAN, DARRELL &	BUHMAN, HALEY	5552 SW NORRIS TER		VANCOUVER	WA	98663
1S105AD19000	BURKHART, STEVEN	485 SW 149TH TER			BEAVERTON	OR	97007
1S105AD13500	BURRIS, DANIEL A &	BURRIS, CAROLYN L	17238 NW COREY RD		BEAVERTON	OR	97006
1S105BC02500	CAMBRIDGE CROSSING, LLC	5335 MEADOWS RD #190			NORTH PLAINS	OR	97133
1S105CB06100	CAMPBELL, WILBERT FORBES JR &	KATHLEENE SUE REV LIV TRUST	BY WILBERT/KATHLEENE CAMPBELL TR	PO BOX 205	LAKE OSWEGO	OR	97035
1S105AD12800	CARTER, MICHAEL	4323 ALTIVO LN			MOCLIPS	WA	98562
1S105CB25200	CENTENO, JUAN M	16150 SW BASELINE RD			CORONA	CA	92883
1S105AD16100	CHA, BAO	14920 SW CONOR CIR			BEAVERTON	OR	97006
1S105CB90101	CHAN, WENDY	4655 CARSON CT			BEAVERTON	OR	97006
1S105AA00800	CHEN, MICHAEL &	CHEN, LIN YU	20445 NW ROCK CREEK BLVD		PLEASANTON	CA	94588
1S105AD16600	CHRISTIANSON, MICHAEL &	CHRISTIANSON, FRANCIS I &	CHRISTIANSON, VALERIE A	14886 SW CONDOR CIR	PORTLAND	OR	97229
					BEAVERTON	OR	97006

15105AD12400	HAIGH, STEPHEN	2219 VANDERBILT LN #1		REDONDO BEACH	CA	90278
15105CB10000	HALL, JANET C	16059 SW GAGE LN		BEAVERTON	OR	97006
15105CB07000	HALL-DOMINGUEZ, MEKAH M	1170 SW 160TH AVE		BEAVERTON	OR	97006
15105CB90100	HARDING, TONYA L LIVING TRUST	1244 SW 160TH AVE #100		BEAVERTON	OR	97006
15105CB00400	HARRIS, DAVID A &	HARRIS, SUZANNE C	PO BOX 1462	BEAVERTON	OR	97006
15105AD90051	HARRISON, STELLA J	c/o MCALISTER, FRANK D-LIFE ESTATE	650 SW MEADOW DR #105	BEAVERTON	OR	97075
15105CB06800	HARTMAN, BRETT K	1156 SW 160TH AVE		BEAVERTON	OR	97006
15105CB01900	HASSEN, HECTOR	12798 SE NORMANDY DR		BEAVERTON	OR	97006
15105CB00300	HASSEN, HECTOR	12798 SE NORMANDY DR		CLACKAMAS	OR	97015
15105CB01800	HASSEN, HECTOR	12798 SE NORMANDY DR		CLACKAMAS	OR	97015
15105CB00100	HASSEN, HECTOR	12798 SE NORMANDY DR		CLACKAMAS	OR	97015
15105CB00200	HASSEN, HECTOR	12798 SE NORMANDY DR		CLACKAMAS	OR	97015
15105CB09500	HEALY, CHRISTINA &	HEALY, DENNIS BRIAN	16035 SW MASON LN	CLACKAMAS	OR	97015
15105CB90106	HENDRICKS, PATRICK C	1244 SW 160TH AVE #106		BEAVERTON	OR	97006
15105AD05505	HENDRICKSON LIVING TRUST	HENDRICKSON, HARRY TRUSTEE	14680 SW WALTON CT	BEAVERTON	OR	97006
15105AB01800	HENDRICKSON, DOUGLAS S/ROBIN J			BEAVERTON	OR	97006
15105CB05800	HERRINGTON, RYLEY S	15932 SW MORTONDALE LN				0
15105BA01900	HMJS PROPERTIES LLC	4564 NW 147TH		BEAVERTON	OR	97006
15105CB10600	HSU, JASON &	TSE, CAROLINE	16062 SW MASON LN	PORTLAND	OR	97229
15105AD12500	HUDDLESTON, KENT	759 SW DILLAN DR		BEAVERTON	OR	97006
15105AD05502	IMHOLT, WILLIAM	555 SW MEADOW DR		BEAVERTON	OR	97006
15105AD18000	IMWTK LLC	1481S SW CONOR CIR		BEAVERTON	OR	97006
15105AD10200	INVIE, TED A & RHOMI L	676 SW DILLAN DR		BEAVERTON	OR	97006
15105AD15500	JESZENSZKI, ERIKA	14950 SW CONOR CIR		BEAVERTON	OR	97006
15105AD13100	JOHIRO, VIVIAN T	770 SW DILLAN DR		BEAVERTON	OR	97006
15105AD14700	KAEMMERLEN, CODY G	14990 SW CONOR CIR		BEAVERTON	OR	97006
15105AD12600	KALRA, ANKUR &	HASUA, TEJASVI	767 SW DILLAN DR	BEAVERTON	OR	97006
15105AD17100	KAMINSKI, ANDREW	9943 PACIFICO WAY		BEAVERTON	OR	97006
15105CB10100	KANAAN, JESSICA M	16047 SW GAGE LN		BEAVERTON	OR	97006
15105CB06700	KELLER, SARA E	1148 SW 160TH AVE		CYPRESS	CA	90630
15105AD16400	KELLEY, STEVEN D &	KELLEY, VICKI L	14908 SW CONOR CIR	BEAVERTON	OR	97006
15105AB03500	KEOGAN, THOMAS W & NANCY A	315 SW 150TH AVE		BEAVERTON	OR	97006
15105AD07500	KIM, CHUNG	522 SW 150TH AVE		BEAVERTON	OR	97006
15105CB00600	KIM, JOE W AND SUE Y	15403 NW ENERGIA ST		BEAVERTON	OR	97006
15105AD04901	KIM, SOK-TU AND OK-KEY	3800 SW CEDAR HILLS BLVD	#152F	PORTLAND	OR	97229
15105CB26000	KIM, YOUNGHWA &	HAM, HYUNGGUK	1082 SW 162ND AVE	BEAVERTON	OR	97005
15105BC02900	KINGS COURT - 460 LLC	BY RANDALL REALTY CORP	9500 SW BARBUR BLVD STE 300	BEAVERTON	OR	97006
15105AD15900	KNAPP, CHARLES M & ELIZABETH J	14930 SW CONOR CIR		PORTLAND	OR	97219
15105AD12100	KROSTOSKI, KENNETH C &	KROSTOSKI, KELLEY J	8775 SW IRONSIDE PL	BEAVERTON	OR	97006
15105AD07300	KUZMANICH, JOHN	PO BOX 2397		BEAVERTON	OR	97007
15105CB08400	KWON, JASON Y	1167 SW 160TH AVE		BEAVERTON	OR	97075
15105AB01100	L & C INVESTMENTS LLC	17296 NW ELK RUN DR		BEAVERTON	OR	97006
15105AD90042	LARKIN, JEROME P	650 SW MEADOW DR #204		BEAVERTON	OR	97006
15105AD18200	LAROCHE, JOSHUA E	3517 SW WONDERVIEW AVE		BEAVERTON	OR	97006
15105CB06000	LEA, TRACI L	15964 SW MORTONDALE LN		GRESHAM	OR	97080
15105CB00500	LEE, JACK C D	PO BOX 955		BEAVERTON	OR	97006
15105AD04800	LEE, JOHN J & HAN SOOK	c/o KIM, SOK & OK-KEY	6885 NW EAST MORELAND	WASHOUGAL	WA	98671
15105CB06900	LEE, RICKY	1162 SW 160TH AVE		BEAVERTON	OR	97006
15105AD11100	LEIVA, INGRID A	612 SW DILLAN DR		BEAVERTON	OR	97006
15105AD08200	LINDENMUTH, DALE & JEAN L	14950 SW GAVIN CT		BEAVERTON	OR	97006
15105AD14800	LIYANAARACHCHI, SUJEEWA S &	LIYANAARACHCHI, UPEKSHA C K K	14988 SW CONOR CIR	BEAVERTON	OR	97006
15105CB09300	LOSTROM, CHRISTOPHER C & TRISHA	16051 SW MASON LN		BEAVERTON	OR	97006
15105CB09000	LUI, KWOK-KEE JONATHAN &	GRACE H	1123 SW 160TH AVE	BEAVERTON	OR	97006
15105AD90241	LYBECKER, JEANNE	650 SW MEADOW DR #124		BEAVERTON	OR	97006
15105AD10600	MACKE, SANDRA R	660 SW DILLAN DR		BEAVERTON	OR	97006

1S105CA00400	NIKE INC	ATTN: C ALLEN LOGAN	DIRECTOR STATE TAXES	ONE BOWERMAN DR	BEAVERTON	OR	97005
1S105BD00900	NIKE WOODSIDE 1 LLC	ATTN: TAX DEPT	ONE BOWERMAN DR #DF-4		BEAVERTON	OR	97005
1S105AC00900	NIKE WOODSIDE 1 LLC	ATTN: TAX DEPT	ONE BOWERMAN DR #DF-4		BEAVERTON	OR	97005
1S105AC00300	NIKE WOODSIDE 1 LLC	ATTN: TAX DEPT	ONE BOWERMAN DR #DF-4		BEAVERTON	OR	97005
1S105AC01000	NIKE WOODSIDE 1 LLC	ATTN: TAX DEPT	ONE BOWERMAN DR #DF-4		BEAVERTON	OR	97005
1S105AC00700	NIKE WOODSIDE 1 LLC	ATTN: TAX DEPT	ONE BOWERMAN DR #DF-4		BEAVERTON	OR	97005
1S105AC00400	NIKE WOODSIDE 1 LLC	ATTN: TAX DEPT	ONE BOWERMAN DR #DF-4		BEAVERTON	OR	97005
1S105AC00500	NIKE WOODSIDE 1 LLC	ATTN: TAX DEPT	ONE BOWERMAN DR #DF-4		BEAVERTON	OR	97005
1S105AC00600	NIKE WOODSIDE 1 LLC	ATTN: TAX DEPT	ONE BOWERMAN DR #DF-4		BEAVERTON	OR	97005
1S105BD01100	NIKE WOODSIDE II LLC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105BD01000	NIKE WOODSIDE II LLC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105AD06800	NIKE WOODSIDE II LLC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105DB00200	NIKE WOODSIDE II LLC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105DB00100	NIKE WOODSIDE II LLC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S1050000100	NIKE, INC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105CA00200	NIKE, INC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105CA00100	NIKE, INC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105D001000	NIKE, INC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105D000900	NIKE, INC	ATTN: TAX DEPT	ONE BOWERMAN DR		BEAVERTON	OR	97005
1S105AD08000	NORSTEDT, DAVID L &	NORSTEDT, GAIL M	13030 NW DUMAR ST		BEAVERTON	OR	97005
1S105BA01500	NORTH PACIFIC CONFERENCE OF THE	EVANGELICAL COVENANT CHURCH	9311 SE 36TH ST, STE 208		PORTLAND	OR	97229
1S105AD18500	NORTON, STEVEN JAMES &	CHEN, IJU	435 SW 149TH TER		MERCER ISLAND	WA	98040
1S105AD07700	OAKES, RODNEY	14995 SW GAVIN CT			BEAVERTON	OR	97006
1S105AD15700	OBRIEN, GREG	14940 SW CONOR CIR			BEAVERTON	OR	97006
1S105CB02000	OLLISON, DAVID L & DONNA L TRS	23737 SW NEWLAND RD			BEAVERTON	OR	97006
1S105AD90052	ONYANGO, ROSE A	650 SW MEADOW DR #205			WILSONVILLE	OR	97070
1S105AB02700	ORCHARD, JACK L &	ORCHARD, ERIKA	15126 SW TRENTON CT		BEAVERTON	OR	97006
1S105AD13700	O'ROURKE, VINCENT &	WALKER, AMANDA E	14726 SW TROUT CREEK LN		BEAVERTON	OR	97006
1S105AD10900	OSBORNE, JAMES	624 SW DILLAN DR			BEAVERTON	OR	97006
1S105AD16500	OSBORNE, JOEY D &	ROBINSON, BRYAN	14892 SW CONOR CIR		BEAVERTON	OR	97006
1S105BD00101	PACIFIC HOLDINGS I LLC	8500 NORMANDEALE LAKE BLVD #1750			BEAVERTON	OR	97006
1S105AD17400	PALMER, RICHARD L JR & MOLLIE C	9757 DUBLIN CANYON RD			MINNEAPOLIS	MN	55437
1S105BA02000	PARR FINANCIAL PARTNERS LLC	1300 SW 5TH AVE #2815			CASTRO VALLEY	CA	94552
1S105BA01300	PARR FINANCIAL PARTNERS LLC	1300 SW 5TH #2815			PORTLAND	OR	97201
1S105BA01401	PARR FINANCIAL PTNERS LLC ET AL	BY JACK IN THE BOX INC	C/O ePROPERTY TAX DEPT 401	PO BOX 4900	PORTLAND	OR	97201
1S105AD12300	PARSIANI, JUSTIN	743 SW DILLAN DR			SCOTTSDALE	AZ	85261
1S104BC01200	PARSONS, CHELSEA G &	LINDERT, JOHN D	590 SW MEADOW DR		BEAVERTON	OR	97006
1S105AD16300	PATTYN, ERIN M	14910 SW CONOR CIR			BEAVERTON	OR	97006
1S105AD15300	PAYNE, CAROL JO	14960 SW CONOR CIR			BEAVERTON	OR	97006
1S105AD05504	PETKE, SARAH	14660 SW WALTON CT			BEAVERTON	OR	97006
1S105AB02600	PLUTH, MARK & JUNE	15158 SW TRENTON CT			BEAVERTON	OR	97006
1S105AB01700	POULIN, BERN &	POULIN, DEBBIE	3820 N SAWGRASS PL		BEAVERTON	OR	97006
1S105AD12700	PRATT, DEREK	775 SW DILLAN DR			BOISE	ID	83704
1S105CB09200	QAZZAZ, SCOTT A	1109 SW 160TH AVE			BEAVERTON	OR	97006
1S105AD90041	QUESNEL, KATHLEEN A	630 SW MEADOW DR #104			BEAVERTON	OR	97006
1S105AD07400	RAMIREZ FAMILY TRUST	BY JAIME A & KATHLEEN M RAMIREZ TRS	2634 LARAMIE GATE CIR		BEAVERTON	OR	97006
1S105AD10800	RATHJA, ERIC L	630 SW DILLAN DR			PLEASANTON	CA	94566
1S105AD09900	REAMS, BEVERLY ROXANNE	688 SW DILLAN DR			BEAVERTON	OR	97006
1S105CB90000	REESE SQUARE CONDOMINIUM	UNIT OWNERS			BEAVERTON	OR	97006
1S105AD11000	REN, ZHE	618 SW DILLAN DR			BEAVERTON	OR	97006
1S105AB00700	RICHLAND TERRACE ASSOCIATES LLC	BY THE PRAEDIUM GROUP	825 THIRD AVE 36TH FL		BEAVERTON	OR	97006
1S105AD10400	RICHMOND, W KEVIN	668 SW DILLAN DR			NEW YORK	NY	10022
1S105AD04904	ROBERTSON, ALLEN G &	ROBERTSON, ANGELINE I	750 SW MEADOWS DR		BEAVERTON	OR	97006
1S105AD04903	ROBERTSON, ALLEN GLENN &	ROBERTSON, ANGELINE L	750 SW MEADOW DR		BEAVERTON	OR	97006
1S105AD09700	ROBSON, TODD & TONYA	LIVING TRUST	14900 SW RUBY ST		BEAVERTON	OR	97006

1S105AD13600 WILDISH, BRIAN &  
1S105CB06400 WILMES, LISA L & RICHARD D  
1S105AD17900 WITT, SCOTT & MICHELLE  
1S105AD04902 WOLFF, RICKY ALAN &  
1S105AD90022 WONG, DWIGHT D  
1S105CB90104 WOO, DAVID W & LOTUS  
1S105AD18600 WRIGHT, NICHOLAS GERALD  
1S105AD18100 WRIGHT, NORMAN E & FRANCES L  
1S105CB08300 YANG, NING &  
1S105CB11200 YANG, RONG &  
1S105BA01700 YI, LINDA

WILDISH, ANNA E  
15951 SW MORTONDALE LN  
16420 NW JOSCELYN ST  
SANDRA MARIE  
650 SW MEADOW DR #202  
PO BOX 5305  
445 SW 149TH TER  
LIVING TRUST  
HUANG, WEI  
XIE, JING  
9717 SE SUNNYSIDE RD

5220 SW GREENWOOD CIR  
  
620 SW MEADOW DR  
  
14825 SW CONOR CIR  
4425 NW OXYBRIDGE DR  
5261 GREEN BRIDGE RD

TUALATIN	OR	97062
BEAVERTON	OR	97006
BEAVERTON	OR	97006
BEAVERTON	OR	97006
BEAVERTON	OR	97006
HERCULES	CA	94547
BEAVERTON	OR	97006
BEAVERTON	OR	97006
PORTLAND	OR	97229
DAYTON	MD	21036
CLACKAMAS	OR	97015

Office Industrial - Nike Campus Text, Comprehensive Plan, and Zoning Map Amendments  
10/16/2014

CPA2014-0013, CPA2014-0014, TA2014-0003, ZMA2014-0007

1S105CB17400  
ACEBO, JAY C & SALLIE LYN  
117 DEEP FOREST DR  
LAS VEGAS NV 89130

1S105CB09800  
ACKERSON, JEFFREY D/LYNDA M  
16046 SW MASON LN  
BEAVERTON OR 97006

1S105AD11600  
ADAMS, JEREMY M  
615 SW DILLAN DR  
BEAVERTON OR 97006

1S105AB00900  
ALEXANDER-JURAN, KATHLEEN &  
JURAN, STEVEN A  
756 FOXWOOD DR  
OCEANSIDE CA 97006

1S105AD06700  
ALIX-WALKER ROAD LLC  
BY MERRITT #1 LLC  
PO BOX 18297  
SALEM OR 97305

1S105AD90061  
ALVIAR, JOSE  
650 SW MEADOW DR #106  
BEAVERTON OR 97006

1S105AD08600  
AMATO, RALPH TED & GLORIA  
5151 SW SANTA MONICA CT  
PORTLAND OR 97221

1S105CB09100  
AN-CHEN REVOCABLE TRUST  
BY HUIJIN CHEN & PING AN TRS  
8412 NW HAWKINS BLVD  
PORTLAND OR 97229

1S105AD08400  
ANCHICK, TROY JAY  
14970 SW GAVIN CT  
BEAVERTON OR 97006

1S105AB02500  
ARMONY, MATTHEW P &  
MARILYN G  
15190 SW TRENTON CT  
BEAVERTON OR 97006

1S105AD11500  
BAILOR, GREGORY E  
609 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD14100  
BAYBERRY VILLAGE HOME  
OWNERS ASSOCIATION  
BY HOWARD FEUERSTEIN, STOEL RIVE900 S  
FIFTH #2300  
PORTLAND OR 97204

1S105CB05700  
BENDER, DIANE  
15916 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105AD10100  
BENNETT, BRITTANY  
680 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD10500  
BENSON, CHRISTOPHER L &  
BENSON, ALICE K  
664 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD09500  
BEREZECKY, ANDREW T  
14755 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105AD16900  
BERNHARDT, BRANDI D  
14874 SW CONOR CIR  
BEAVERTON OR 97006

1S105CB15400  
BEYE, DOUGLAS A  
15919 SW KAYLYNN LN  
BEAVERTON OR 97006

1S105AD10300  
BLANCO, ERICA  
672 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD90021  
BONFIGLIO, ADOLPHE  
650 SW MEADOWS DR #102  
BEAVERTON OR 97006

1S105AD09200  
BOWMAN, STEVEN LEE  
14731 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105AD09000  
BOYD, MARGE S &  
HANDY, JERRI L  
227 ELM ST #209  
SAN MATEO CA 94401

1S105AD11900  
BOYLAN, CLINT JR &  
BOYLAN, SACHIKO  
633 SW DILLAN DR  
BEAVERTON OR 97006

1S105AB02800  
BRADLEY, LORNA  
15094 SW TRENTON CT  
BEAVERTON OR 97006

1S105BD00800  
BRE/HV PROPERTIES LLC  
TAX DEPARTMENT  
EXTENDED STAY HOTEL SPO BOX 49550  
CHARLOTTE NC 28277

1S105AD19100  
BRENNAN, KARISSA &  
BRENNAN, KATHLEEN  
495 SW 149TH TER  
BEAVERTON OR 97006

1S105AD11800  
BRIENEN, ALBERT  
627 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD09800  
BROOKS, JERRY  
14779 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105AD11400  
BROOKS, KYLEE J &  
SICKLES, DANIEL L  
5904 SW LURADEL ST  
PORTLAND OR 97219

1S105AD07200  
BROPHY, EFLEDA M  
2741 SAINT CLOUD DR  
SAN BRUNO CA 94066

1S105AD13000  
BROWN, JULIE ANNE  
778 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD17300  
BUENEMANN, MARGARET  
2709 H STREET  
VANCOUVER WA 98663

1S105CB25400  
BUHMAN, DARRELL &  
BUHMAN, HALEY  
5552 SW NORRIS TER  
BEAVERTON OR 97007

1S105AD19000  
BURKHART, STEVEN  
485 SW 149TH TER  
BEAVERTON OR 97006

1S105AD13500  
BURRIS, DANIEL A &  
BURRIS, CAROLYN L  
17238 NW COREY RD  
NORTH PLAINS OR 97133

1S105BC02500  
CAMBRIDGE CROSSING, LLC  
5335 MEADOWS RD #190  
LAKE OSWEGO OR 97035

1S105CB06100  
CAMPBELL, WILBERT FORBES JR &  
KATHLEENE SUE REV LIV TRUST  
BY WILBERT/KATHLEENE CAMPBELL TRPO  
BOX 205  
MOCLIPS WA 98562

1S105AD12800  
CARTER, MICHAEL  
4323 ALTIVO LN  
CORONA CA 92883

1S105CB25200  
CENTENO, JUAN M  
16150 SW BASELINE RD  
BEAVERTON OR 97006

1S105AD16100  
CHA, BAO  
14920 SW CONOR CIR  
BEAVERTON OR 97006

1S105CB90101  
CHAN, WENDY  
4655 CARSON CT  
PLEASANTON CA 94588

1S105AA00800  
CHEN, MICHAEL &  
CHEN, LIN YU  
20445 NW ROCK CREEK BLVD  
PORTLAND OR 97229

1S105AD16600  
CHRISTIANSON, MICHAEL &  
CHRISTIANSON, FRANCIS I &  
CHRISTIANSON, VALERIE A 14886 SW CONDOR  
CIR  
BEAVERTON OR 97006

1S105CB05500  
CLEARY, MICHAEL J  
15907 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105CB09400  
COLEMAN, KIMBERLY D  
16043 SW MASON LN  
BEAVERTON OR 97006

1S105AD18400  
COMAN, MIHAELA M  
21 BURNTTREE CT  
LITTLE ROCK AK 72212

1S105AD19500  
CONOR COMMONS HOMEOWNERS  
ASSOCIATION  
5665 SW MEADOWS #250  
LAKE OSWEGO OR 97035

1S105AD13800  
CONRAD, RICHARD J  
14718 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105CB10800  
CONWAY, TRAVIS  
16078 SW MASON LN  
BEAVERTON OR 97006

1S105AB01600  
COOK TRUST  
375 SW 150TH AVE  
BEAVERTON OR 97006

1S105AD90011  
COURTENAY, ERIN P  
650 SW MEADOW DR #101  
BEAVERTON OR 97006

1S105CB90103  
CRIMIN, BRENDA E  
1244 SW 160TH AVE #103  
BEAVERTON OR 97006

1S105AD09400  
CRIPPEN, KRISTI H  
14747 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105AC00100  
DADE ONE LLC  
8153 SW LIZ PL  
BEAVERTON OR 97007

1S105AB01000  
DAIKER, JEAN K TRUSTEE  
278 SUNSHINE WAY  
TURLOCK CA 95382

1S105AA01400  
DAM, LUU DINH & DIEP LUU  
14920 SW SURREY  
BEAVERTON OR 97006

1S105AD08500  
DAUGHERTY, JENNIFER A  
14980 SW GAVIN CT  
BEAVERTON OR 97006

1S105AD05301  
DAVENPORT, DANN H  
675 SW MEADOW DR  
BEAVERTON OR 97006

1S105CB05400  
DISNEY, PAULA  
15913 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105AD05506  
DOHR, ROBERT WILLIS &  
DOHR, VICTORIA LILLIAN LESLIE  
14700 SW WALTON CT  
BEAVERTON OR 97006



1S105CB15200  
DONKIN, LAURA & CHARLES  
15943 SW KAYLYNN LN  
BEAVERTON OR 97006

1S105CB06200  
DOSSANTOS, TALES EHLERS LOPES  
15963 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105AD15100  
DRUMMOND, GARRETT  
14970 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD13900  
DUBOVA-WILLIAMS, MARIANNA &  
WILLIAMS, BRIAN  
14710 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105AA00801  
DUFFIN, JAMES &  
MCINTYRE, JULIE A  
14950 SW SURREY CT  
BEAVERTON OR 97006

1S105CB90102  
EIXENBERGER, KARRIE L  
6979 SW HOLLYBROOK CT  
WILSONVILLE OR 97070

1S105CB01700  
ELLIOTT INVESTMENTS LLC  
1120 SW 160TH AVE  
BEAVERTON OR 97006

1S105CB08700  
ELLSWORTH, REBECCA ANN  
1159 SW 160TH AVE  
BEAVERTON OR 97006

1S105AD16200  
EMERSON, JEFFREY P  
160 PLYMOUTH AVE  
SAN CARLOS CA 94070

1S105AD05200  
ENDERS, ANTHONY JR & MILADA  
18010 S HOLLY LN  
OREGON CITY OR 97045

1S105AD16000  
ENEBO, KELLY LYNN &  
SLUSHER, ROY GILBERT  
14924 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD11700  
ERDOS, SUSAN E  
621 SW DILLAN DR  
BEAVERTON OR 97006

1S105CB07200  
EV, BOPHA C  
1196 SW 160TH AVE  
BEAVERTON OR 97006

1S105AD05300  
EVANS, KERI ELLEN &  
MADSEN, JUDITH L TR  
625 SW MEADOW DR  
BEAVERTON OR 97006

1S105AD13200  
EWERS, SUSAN A  
764 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD90062  
FAUST, J & G TRUST &  
HUDY, LUCIA A  
BY JEFFERY P/GAYLE R FAUST TRS2910 TULIP  
ST  
EUGENE OR 97048

1S105AD14900  
FAY, ALLISON M &  
ATANASOV, ALEKSANDER  
14980 SW CONOR CIR  
BEAVERTON OR 97006

1S105CB00700  
FORCE-BUKER LLC  
2260 NW 133RD PL  
PORTLAND OR 97229

1S105AD15000  
FOUNTAIN, CHRIS  
14976 SW CONOR CIR  
BEAVERTON OR 97006

1S105BA01100  
FRED MEYER STORES INC  
PROPERTY TAX 7TH FLOOR  
1014 VINE ST  
CINCINNATI OH 45202

1S105CB17500  
FRYE LIVING TRUST  
BY GEORGE J/SALLIE A FRYE CO-TRS  
12175 SW DOUGLAS AVE  
PORTLAND OR 97225

1S105CB09900  
GATES, JOYCE A  
16054 SW MASON LN  
BEAVERTON OR 97006

1S105CB09600  
GIBSON, AMY &  
GIBSON, JOHN K  
16030 SW MASON LN  
BEAVERTON OR 97006

1S105CB05300  
GIROUX, SYLVIA A  
680 SW 166TH AVE  
BEAVERTON OR 97006

1S105BA01200  
GOLDEN ARCH LIMITED PARTNERSHIP  
BY MCDONALD'S CORP (360119)  
PO BOX 182571  
COLUMBUS OH 43218

1S105CB08800  
GOSS, WILLIAM V &  
GOSS, PATRICIA J  
1151 SW 160TH AVE  
BEAVERTON OR 97006

1S105BD00200  
GRAY OAKS EQUITIES LLC  
BY FELTON PROPERTIES INC  
520 SW SIXTH AVE STE 610  
PORTLAND OR 97204

1S105BD00700  
GRAY OAKS LLC  
735 SW 158TH AVE  
BEAVERTON OR 97006

1S105AD08300  
GREGORY, LOUISE M  
14960 SW GAVIN CT  
BEAVERTON OR 97006

1S105AD18300  
GRIFFIN, AMY K &  
GRIFFIN, NONA J  
14845 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD12000  
GROSECLOSE, ALICIA M  
639 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD12400  
HAIGH, STEPHEN  
2219 VANDERBILT LN #1  
REDONDO BEACH CA 90278

1S105CB10000  
HALL, JANET C  
16059 SW GAGE LN  
BEAVERTON OR 97006

1S105CB07000  
HALL-DOMINGUEZ, MEKAH M  
1170 SW 160TH AVE  
BEAVERTON OR 97006

1S105CB90100  
HARDING, TONYA L LIVING TRUST  
1244 SW 160TH AVE #100  
BEAVERTON OR 97006

1S105CB00400  
HARRIS, DAVID A &  
HARRIS, SUZANNE C  
PO BOX 1462  
BEAVERTON OR 97075

1S105AD90051  
HARRISON, STELLA J  
c/o MCALISTER, FRANK D-LIFE ESTATE  
650 SW MEADOW DR #105  
BEAVERTON OR 97006

1S105CB06800  
HARTMAN, BRETT K  
1156 SW 160TH AVE  
BEAVERTON OR 97006

1S105CB00200  
HASSEN, HECTOR  
12798 SE NORMANDY DR  
CLACKAMAS OR 97015

1S105CB09500  
HEALY, CHRISTINA &  
HEALY, DENNIS BRIAN  
16035 SW MASON LN  
BEAVERTON OR 97006

1S105CB90106  
HENDRICKS, PATRICK C  
1244 SW 160TH AVE #106  
BEAVERTON OR 97006

1S105AD05505  
HENDRICKSON LIVING TRUST  
HENDRICKSON, HARRY TRUSTEE  
14680 SW WALTON CT  
BEAVERTON OR 97006

1S105CB05800  
HERRINGTON, RYLEY S  
15932 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105BA01900  
HMJS PROPERTIES LLC  
4564 NW 147TH  
PORTLAND OR 97229

1S105CB10600  
HSU, JASON &  
TSE, CAROLINE  
16062 SW MASON LN  
BEAVERTON OR 97006

1S105AD12500  
HUDDLESTON, KENT  
759 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD05502  
IMHOLT, WILLIAM  
555 SW MEADOW DR  
BEAVERTON OR 97006

1S105AD18000  
IMWTK LLC  
14815 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD10200  
INVIE, TED A & RHOMI L  
676 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD15500  
JESZENSZKI, ERIKA  
14950 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD13100  
JOHIRO, VIVIAN T  
770 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD14700  
KAEMMERLEN, CODY G  
14990 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD12600  
KALRA, ANKUR &  
HASIJA, TEJASVI  
767 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD17100  
KAMINSKI, ANDREW  
9943 PACIFICO WAY  
CYPRESS CA 90630

1S105CB10100  
KANAAN, JESSICA M  
16047 SW GAGE LN  
BEAVERTON OR 97006

1S105CB06700  
KELLER, SARA E  
1148 SW 160TH AVE  
BEAVERTON OR 97006

1S105AD16400  
KELLEY, STEVEN D &  
KELLEY, VICKI L  
14908 SW CONOR CIR  
BEAVERTON OR 97008

1S105AB03500  
KEOGAN, THOMAS W & NANCY A  
315 SW 150TH AVE  
BEAVERTON OR 97006

1S105AD07500  
KIM, CHUNG  
522 SW 150TH AVE  
BEAVERTON OR 97006

1S105CB00600  
KIM, JOE W AND SUE Y  
15403 NW ENERGIA ST  
PORTLAND OR 97229

1S105AD04901  
KIM, SOK-TU AND OK-KEY  
900 SW CEDAR HILLS BLVD  
.52F  
BEAVERTON OR 97005

1S105CB26000  
KIM, YOUNGHWAA &  
HAM, HYUNGGUK  
1082 SW 162ND AVE  
BEAVERTON OR 97006

1S105BC02900  
KINGS COURT - 460 LLC  
BY RANDALL REALTY CORP  
9500 SW BARBUR BLVD STE 300  
PORTLAND OR 97219

1S105AD15900  
KNAPP, CHARLES M & ELIZABETH J  
14930 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD12100  
KROSTOSKI, KENNETH C &  
KROSTOSKI, KELLEY J  
8775 SW IRONSIDE PL  
BEAVERTON OR 97007

1S105AD07300  
KUZMANICH, JOHN  
PO BOX 2397  
BEAVERTON OR 97075

1S105CB08400  
KWON, JASON Y  
1167 SW 160TH AVE  
BEAVERTON OR 97006

1S105AB01100  
L & C INVESTMENTS LLC  
17296 NW ELK RUN DR  
BEAVERTON OR 97006

1S105AD90042  
LARKIN, JEROME P  
650 SW MEADOW DR #204  
BEAVERTON OR 97006

1S105AD18200  
LAROUCHE, JOSHUA E  
3517 SW WONDERVIEW AVE  
GRESHAM OR 97080

1S105CB06000  
LEA, TRACI L  
15964 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105CB00500  
LEE, JACK C D  
PO BOX 955  
WASHOUGAL WA 98671

1S105AD04800  
LEE, JOHN J & HAN SOOK  
c/o KIM, SOK & OK-KEY  
6885 NW EAST MORELAND  
BEAVERTON OR 97006

1S105CB06900  
LEE, RICKY  
1162 SW 160TH AVE  
BEAVERTON OR 97006

1S105AD11100  
LEIVA, INGRID A  
612 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD08200  
LINDENMUTH, DALE & JEAN L  
14950 SW GAVIN CT  
BEAVERTON OR 97006

1S105AD14800  
LIYANAARACHCHI, SUJEEWA S &  
LIYANAARACHCHI, UPEKSHA C K K  
14988 SW CONOR CIR  
BEAVERTON OR 97006

1S105CB09300  
LOSTROM, CHRISTOPHER C & TRISHA  
16051 SW MASON LN  
BEAVERTON OR 97006

1S105CB09000  
LUI, KWOK-KEE JONATHAN &  
GRACE H  
1123 SW 160TH AVE  
BEAVERTON OR 97006

1S105AD90241  
LYBECKER, JEANNE  
650 SW MEADOW DR #124  
BEAVERTON OR 97006

1S105AD10600  
MACKE, SANDRA R  
660 SW DILLAN DR  
BEAVERTON OR 97008

1S105AD90032  
MAKI, HELEN R  
650 SW MEADOW DR #203  
BEAVERTON OR 97006

1S105AD15800  
MANDIGO, SANDRA M  
14936 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD10700  
MARSON, L BARRINGTON  
2012 SW 193RD PL  
ALOHA OR 97006

1S105AB01500  
MARTINY, KAREN L  
365 SW 150TH AVE  
BEAVERTON OR 97006

1S105AA01500  
MASON, PATRICK D & JANIE C  
MASON LIVING TRUST  
14890 SW SURREY ST  
BEAVERTON OR 97006

1S105AD05503  
MCARDLE, TAMMIE L  
585 SW MEADOW DR  
BEAVERTON OR 97006

1S105CB08900  
MCFARLAND, JODY ELKE  
1143 SW 160TH AVE  
BEAVERTON OR 97006

1S105CB10200  
MCFARLING, KENNETH E  
16033 SW GAGE LN  
BEAVERTON OR 97006

1S105CB09700  
MCGRORTY, NICOLE  
16038 SW MASON LN  
BEAVERTON OR 97006

1S105AD07800  
MCKEAN-MARWOOD, DIANE M  
14985 SW GAVIN CT  
BEAVERTON OR 97006

1S105CB90107  
MELBO, ROBERT W  
1244 SW 160TH AVE #107  
BEAVERTON OR 97006

1S105AD15600  
MIN, KWANG JA  
14948 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD10000  
MOORE, TAVIN C &  
EISENHAUER, JAMES R  
684 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD08100  
MUNOZ, LAURA S & ALEXANDER J  
14955 SW GAVIN CT  
BEAVERTON OR 97006

1S105CB00800  
NEISH, SCOTT R AND LYNNE A  
PO BOX 83895  
PORTLAND OR 97283

1S105CA00700  
NIKE INC  
ATTN: C ALLEN LOGAN  
DIRECTOR STATE TAXESONE BOWERMAN DR  
BEAVERTON OR 97005

1S105DB00100  
NIKE WOODSIDE II LLC  
ATTN: TAX DEPT  
ONE BOWERMAN DR  
BEAVERTON OR 97005

1S105BA01500  
NORTH PACIFIC CONFERENCE OF THE  
EVANGELICAL COVENANT CHURCH  
9311 SE 36TH ST, STE 208  
MERCER ISLAND WA 98040

1S105AD15700  
OBRIEN, GREG  
14940 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD09600  
MEAD, JASON D  
14763 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105AB02400  
MENKENS, MICHELE L &  
MENKENS, GUY D  
15174 SW TRENTON CT  
BEAVERTON OR 97006

1S105AD11300  
MINICHIELLO, STEVEN  
600 SW DILLAN DR  
BEAVERTON OR 97006

1S105CB05900  
MORALES, RAFAEL & CARMEN  
15960 SW MORTONDALE LN  
BEAVERTON OR 97006

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MUTH, MICHAEL A &  
KRIEG, EMILY R  
15900 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105AD16700  
NIELSON, DAVID J &  
NIELSON, DIANE E  
14882 SW CONOR CIR  
BEAVERTON OR 97006

1S105CA00300  
NIKE INC  
ATTN: ASST GEN COUNSEL-REAL ESTATE  
ONE BOWERMAN DR DF-4  
BEAVERTON OR 97005

1S105D000900  
NIKE, INC  
ATTN: TAX DEPT  
ONE BOWERMAN DR  
BEAVERTON OR 97005

1S105AD18500  
NORTON, STEVEN JAMES &  
CHEN, I JU  
435 SW 149TH TER  
BEAVERTON OR 97006

1S105CB02000  
OLLISON, DAVID L & DONNA L TRS  
23737 SW NEWLAND RD  
WILSONVILLE OR 97070

1S105AA01600  
MEFFORD, LISA A  
14860 SW SURREY CT  
BEAVERTON OR 97006

1S105CB08200  
MILAM, JARED E & AUDREY B  
1191 SW 160TH AVE  
BEAVERTON OR 97006

1S105CB11100  
MONTIERTH, LOREN B & NICOLE M  
16073 SW MASON LN  
BEAVERTON OR 97006

1S105AD13300  
MORTON, MARK JOSEPH  
746 SW DILLAN DR  
BEAVERTON OR 97006

1S105CB07100  
NEAL, ROBIN R  
1188 SW 160TH AVE  
BEAVERTON OR 97006

1S105AD12900  
NII, TOSHIHIRO  
792 SW DILLAN DR  
BEAVERTON OR 97006

1S105AC00600  
NIKE WOODSIDE 1 LLC  
ATTN: TAX DEPT  
ONE BOWERMAN DR #DF-4  
BEAVERTON OR 97005

1S105AD08000  
NORSTEDT, DAVID L &  
NORSTEDT, GAIL M  
13030 NW DUMAR ST  
PORTLAND OR 97229

1S105AD07700  
OAKES, RODNEY  
14995 SW GAVIN CT  
BEAVERTON OR 97006

1S105AD90052  
ONYANGO, ROSE A  
650 SW MEADOW DR #205  
BEAVERTON OR 97006

1S105AB02700  
ORCHARD, JACK L &  
ORCHARD, ERIKA  
5126 SW TRENTON CT  
BEAVERTON OR 97006

1S105AD13700  
O'ROURKE, VINCENT &  
WALKER, AMANDA E  
14726 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105AD10900  
OSBORNE, JAMES  
624 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD16500  
OSBORNE, JOEY D &  
ROBINSON, BRYAN  
14892 SW CONOR CIR  
BEAVERTON OR 97006

1S105BD00101  
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1S105AD17400  
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1S105BA01300  
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PORTLAND OR 97201

1S105BA01401  
PARR FINANCIAL PTNERS LLC ET AL  
BY JACK IN THE BOX INC  
C/O ePROPERTY TAX DEPT 401PO BOX 4900  
SCOTTSDALE AZ 85261

1S105AD12300  
PARSIANI, JUSTIN  
743 SW DILLAN DR  
BEAVERTON OR 97006

1S104BC01200  
PARSONS, CHELSEA G &  
LINDERT, JOHN D  
590 SW MEADOW DR  
BEAVERTON OR 97006

1S105AD16300  
PATTYN, ERIN M  
14910 SW CONOR CIR  
BEAVERTON OR 97006

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PAYNE, CAROL JO  
14960 SW CONOR CIR  
BEAVERTON OR 97006

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PETKE, SARAH  
14660 SW WALTON CT  
BEAVERTON OR 97006

1S105AB02600  
PLUTH, MARK & JUNE  
15158 SW TRENTON CT  
BEAVERTON OR 97006

1S105AB01700  
POULIN, BERN &  
POULIN, DEBBIE  
3820 N SAWGRASS PL  
BOISE ID 83704

1S105AD12700  
PRATT, DEREK  
775 SW DILLAN DR  
BEAVERTON OR 97006

1S105CB09200  
QAZZAZ, SCOTT A  
1109 SW 160TH AVE  
BEAVERTON OR 97006

1S105AD90041  
QUESNEL, KATHLEEN A  
630 SW MEADOW DR #104  
BEAVERTON OR 97006

1S105AD07400  
RAMIREZ FAMILY TRUST  
BY JAIME A & KATHLEEN M RAMIREZ TRS  
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PLEASANTON CA 94566

1S105AD10800  
RATHJA, ERIC L  
630 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD09900  
REAMS, BEVERLY ROXANNE  
688 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD11000  
REN, ZHE  
618 SW DILLAN DR  
BEAVERTON OR 97006

1S105AB00700  
RICHLAND TERRACE ASSOCIATES LLC  
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NEW YORK NY 10022

1S105AD10400  
RICHMOND, W KEVIN  
668 SW DILLAN DR  
BEAVERTON OR 97006

1S105AD04903  
ROBERTSON, ALLEN GLENN &  
ROBERTSON, ANGELINE L  
750 SW MEADOW DR  
BEAVERTON OR 97006

1S105AD09700  
ROBSON, TODD & TONYA  
LIVING TRUST  
14900 SW RUBY ST  
BEAVERTON OR 97007

1S105AD18900  
RUECKER, KATHERINE  
475 SW 149TH TER  
BEAVERTON OR 97006

1S105CB10700  
SANDBERG, STEVEN J  
8855 SW GREENING LN  
TIGARD OR 97224

1S105CB10500  
SAUVAGEAU, DIANE KAY FAMILY TRUS  
2556 BRAIDED MANE DR  
DIAMOND BAR CA 91765

1S105CB08500  
SCHREINER, STEVEN A  
1165 SW 160TH AVE  
BEAVERTON OR 97006

1S105BA00800  
SCHWAB PROPERTIES, LTD  
PO BOX 5350  
BEND OR 97708

1S105CB25300  
SEAMAN, BRADLEY J  
16160 SW BASELINE RD  
BEAVERTON OR 97006

1S105CB11000  
SEARS, CLIFFORD JAMES SR &  
SEARS, DAMARYS  
8936 MANDALAY WAY  
ELK GROVE CA 95624

1S105AD17200  
SEGER, CHRISTOPHER L  
14844 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD11200  
SIECHEN, KAREN O  
70 HAUOLI ST #303  
WAILUKU  
MAUI HI 96793

1S105CB05200  
SIMS-COCHRAN, VEVA M  
15929 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105AD90031  
SPIELMAN, MONIKA L  
650 SW MEADOW DR #103  
BEAVERTON OR 97006

1S105BB00800  
SPROUL INVESTMENTS LLC  
20220 SW ELWERT RD  
SHERWOOD OR 97140

1S105CB02900  
STAINES, SHERYL D  
8 - 10 THORNYCROFT ST  
SOMERTON VIC AU 3062

1S105CB01200  
STORER, RICHARD C & MIRIAM J  
16355 NW BLUERIDGE DR  
BEAVERTON OR 97006

1S105CB08600  
STRAYER, MICHAEL J  
1163 SW 160TH AVE  
BEAVERTON OR 97006

1S105CB17600  
TAGGART, STEVEN M  
16125 SW MASON LN  
BEAVERTON OR 97006

1S105AD13400  
TAKAHASHI, MATTHEW AKIRA  
14750 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105AD05508  
TEMPLAR, WILBUR W  
SHARON L  
14675 SW WALTON CRT  
BEAVERTON OR 97005

1S105CB06600  
THUMALA, SRINIVASA RAO  
1140 SW 160TH AVE  
BEAVERTON OR 97006

1S105AD15400  
TON, NGUYEN-THY N  
14952 SW CONOR CIR  
BEAVERTON OR 97006

1S105AD18700  
TORREY, KAROLINE K  
455 SW 149TH TER  
BEAVERTON OR 97006

1S105CB90105  
TRAN, BRUCE N  
3000 NW STUCKI PL #280  
HILLSBORO OR 97124

1S105AD15200  
TRAN, LOAN TUYET  
276 NW 208TH AVE  
BEAVERTON OR 97006

1S105CB06500  
TRASK, THEODORE J  
15945 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105AB02900  
TRUMBO, LORAN A/BETTY J TRS  
15062 SW TRENTON CT  
BEAVERTON OR 97007

1S105BA01800  
TUALATIN HILLS PARK &  
RECREATION DISTRICT  
15707 SW WALKER RD  
BEAVERTON OR 97006

1S105CB15500  
TUGAS, MELISA SERAPION  
15911 SW KAYLYNN LN  
BEAVERTON OR 97006

1S105CB25800  
TURNER, ROSS  
1046 SW 162ND AVE  
BEAVERTON OR 97006

1S105AD90012  
UCHIDA, THOMAS R &  
ARMSTRONG, SHANNON L  
650 SW MEADOW DR #201  
BEAVERTON OR 97006

1S105AD05800  
VANBUREN, P MASON  
4273 SW COUNCIL CREST DR  
PORTLAND OR 97239

1S105AD09100  
VANGRIMBERGEN, MARSHA M  
14723 SW TROUT CREEK LN  
BEAVERTON OR 97006

1S105CB06300  
VENEZIALE, CARLA J  
1401 S STATE ST #2002  
CHICAGO IL 60605

1S105AD05100  
VIRDEN, IRA &  
HINES, AARON  
BY FIRST CLASS PROPERTY LLC3863 SW HALL  
BOULEVARD  
BEAVERTON OR 97005

1S105CB10900  
WAAGE, CASEY C &  
LAMOTTE-WAAGE, DARCI E  
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1S105AD05900  
WADE, DONNA L REVOC LT  
BY DONNA WADE & SAM BEARDSLEY  
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PORTLAND OR 97209

1S105AD06600  
WALKER SQUARE LLC  
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2 CENTERPOINTE DR #210  
LAKE OSWEGO OR 97035

1S105BA01600  
WANG, MIAO TE & YUEH CHIN &  
WANG, YU YAN &  
CHEN, TZU-YU16118 SW KESSLER LN  
TIGARD OR 97224

1S105AC00901  
WASHINGTON COUNTY  
LUT, CPM DIV, R/W SECTION  
1400 SW WALNUT ST MS18  
HILLSBORO OR 97123

1S105CB25900  
WATANABE, HIROSHI  
1040 SW 162ND AVE  
BEAVERTON OR 97006

1S105CB15300  
WEATHERS, LAURA  
15927 KAYLYNN LN  
BEAVERTON OR 97006

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WEI, SHUANG  
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BEAVERTON OR 97006

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WEST, BRIAN  
15903 SW KAYLYNN LN  
BEAVERTON OR 97006

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WEST, DAVID N &  
WEST, EMILY L  
395 SW 150TH AVE  
BEAVERTON OR 97006

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WETER, TERRANCE &  
ELZEA, PHYLLIS  
650 SW MEADOW DR #125  
BEAVERTON OR 97006

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WHITE, AMY J  
14878 SW CONOR CIR  
BEAVERTON OR 97006

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WILDISH, BRIAN &  
WILDISH, ANNA E  
5220 SW GREENWOOD CIR  
TUALATIN OR 97062

1S105CB06400  
WILMES, LISA L & RICHARD D  
15951 SW MORTONDALE LN  
BEAVERTON OR 97006

1S105AD17900  
WITT, SCOTT & MICHELLE  
16420 NW JOSCELYN ST  
BEAVERTON OR 97006

1S105AD04902  
WOLFF, RICKY ALAN &  
SANDRA MARIE  
620 SW MEADOW DR  
BEAVERTON OR 97006

1S105AD90022  
WONG, DWIGHT D  
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1S105CB90104  
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1S105AD18600  
WRIGHT, NICHOLAS GERALD  
445 SW 149TH TER  
BEAVERTON OR 97006

1S105AD18100  
WRIGHT, NORMAN E & FRANCES L  
LIVING TRUST  
14825 SW CONOR CIR  
BEAVERTON OR 97006

1S105CB08300  
HUANG, NING &  
HUANG, WEI  
4425 NW OXYBRIDGE DR  
PORTLAND OR 97229

1S105CB11200  
YANG, RONG &  
XIE, JING  
5261 GREEN BRIDGE RD  
DAYTON MD 21036

1S105BA01700  
YI, LINDA  
9717 SE SUNNYSIDE RD  
CLACKAMAS OR 97015

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**AFFIDAVIT OF PUBLICATION**

State of Oregon, County of Washington, SS  
 I, Charlotte Allsop, being the first duly sworn,  
 depose and say that I am the Accounting Manager  
 of the *Beaverton Valley Times*, a newspaper of  
 general circulation, published at Beaverton, in the  
 aforesaid county and state, as defined by ORS  
 193.010 and 193.020, that

**City of Beaverton**  
**Notice of Hearing – CPA2014-0013; CPA2014-0014; TA2014-0003; ZMA2014-0007; Nike EZ BVT8934**

A copy of which is hereto annexed, was published  
 in the entire issue of said newspaper for  
 1  
 week in the following issue:  
**October 23, 2014**

*Charlotte Allsop*  
 Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this  
 October 23, 2014.

*Gene R. Muller*  
 NOTARY PUBLIC FOR OREGON  
 My commission expires *Sept. 11, 2016*

Acct: #297979, PO #91113  
 Attn: Sheila Martin  
 City of Beaverton  
 PO BOX 4755  
 Beaverton, OR 97076

Size: 2 x 10.5"  
 Amount Due: \$158.55\*  
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**NOTICE OF PUBLIC HEARING**

**NOTICE IS HEREBY GIVEN** that at **6:30 PM** on  
**Wednesday, November 12, 2014**, the Planning Commission  
 of the City of Beaverton will initially consider the application  
 described below. The Planning Commission will meet at The  
 Beaverton Building, located at 12725 SW Millikan Way,  
 Beaverton, Oregon, in the Council Chambers.

**CPA2014-0013 / CPA2014-0014 / TA2014-0003 / ZMA2014-0007: Office Industrial – Nike Campus (OI-NC) Employment Zone**

The City of Beaverton is proposing Development Code Text, Comprehensive Plan Land Use Text, Comprehensive Plan Map and Zoning Map Amendments to create a new zoning district Office Industrial – Nike Campus (OI-NC). This proposed zoning district will closely match the zoning and development standards found for the County zone for the Nike Campus. This zoning district will be an implementing zone for the Employment Land Use designation that will apply to parcels located north of SW Jenkins Road, south of SW Walker Road, east of SW 158<sup>th</sup> Avenue and west of SW Murray Boulevard. No new development is proposed. The specific amendments include:

Comprehensive Plan Land Use Text Amendment (CPA 2014-0013)

The proposal is to add the OI-NC as an implementing zone for the Employment Comprehensive Plan designation. The amendments may effect Volume I, Chapter 3 *Land Use Development Code Text Amendments (TA2014-0003)*

The proposal includes modifying the Development Code respective of regulations to implement the new zoning district, OI-NC. Amendments may effect Chapters: 20 *Land Use* and 50 *Procedures*.

Comprehensive Plan Map Amendment (CPA2014-0014)

The proposal includes changing the existing Corridor and Station Community land used designations for fourteen properties to Employment.

Zoning Map Amendment (ZMA2014-0007)

The proposal includes changing the existing Community Service and Station Community-Employment zoning districts for fourteen properties to the OI-NC.

The project area is comprised of 14 properties, totaling approximately 40 acres, and is identified on Washington County Assessor's Map 1S1-05BD as Tax Lots 101, 900, 1000, 1100; Map 1S1-05AC as Tax Lots 300, 400, 500, 600, 700, 900, 1000; Map 1S1-05AD as Tax Lot 6800; Map 1S1-05DB as Tax Lots 100 and 200. The properties have a Station Community and Corridor Land Use Designation and are zoned Station Community-Employment and Community Service. The subject parcels are part of the Five Oaks / Triple Creek Neighborhood Association Committee.

Approval criteria for the Development Code includes Section 40.85.15.1.C Text Amendment and Section 40.97.15.2.C Zoning Map Amendment. Approval criteria for the Comprehensive Plan Amendment includes Section 1.5.1 and Policies 3.11.1a-c and 3.14. You may review a copy of the staff report and all other documents and evidence submitted in relation to these applications at the City's Community Development Department public counter, located on the 4<sup>th</sup> floor of The Beaverton Building, on or after November 5, 2014 (7 days prior to the Planning Commission hearing date). Office hours: 9:00 a.m. to 5:00 p.m.



**Beaverton  
Walker  
Road  
Employment  
Rezone  
Study**

**EXHIBIT 9**



*Prepared for:*



*Prepared by:*



*November 5, 2014*

**FINAL REPORT**

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720 SW Washington St.  
Suite 500  
Portland, OR 97205  
503.243.3500  
www.dksassociates.com

November 5, 2014

Steve Sparks  
City of Beaverton  
P.O. Box 4755  
Beaverton, OR 97076

P#:12154-003

**Subject: Walker Road Employment Rezone Traffic Study**

Dear Mr. Sparks:

DKS Associates is pleased to submit this final transportation study for the Walker Road Employment Rezone. This report includes the findings of our transportation analysis as well as the supporting technical appendix material. Please feel free to call if you have any questions regarding this study.

Sincerely,

*DKS Associates*  
A Corporation

Garth Appanaitis, PE





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## EXECUTIVE SUMMARY

A traffic analysis was conducted to address Transportation Planning Rule (TPR) requirements for the proposed change in zoning designation for fourteen properties located southeast of Walker Road / 158<sup>th</sup> Avenue. The analysis identifies the additional transportation impacts that could occur due to the hypothetical "highest and best use" development allowed under the proposed zoning (not an actual development application). The transportation system was analyzed at ten intersections based on anticipated impact potential for year 2035 p.m. peak hour conditions

The properties cover approximately 40 acres and are currently designated as Community Service (CS) or Station Community (SC-E3). The proposed designation would generally increase the maximum building height, while limiting retail activity to accessory uses serving site employees only. While overall traffic using the transportation system during the 2035 p.m. peak hour could increase from 2,478 to 3,038 trips, the total number of trips and turning movements at the site driveways would decrease due to a reduction potential for pass-by trips (those trips passing by a site and stopping to use retail uses like a gas station or fast food).

The traffic analysis accounted for planned transportation improvements that are reasonably likely to be funded by 2035 through coordination with Washington County staff. Improvements generally include projects identified through Major Streets Transportation Improvement Projects (MSTIP) along Walker Road, widening identified on County facilities in the County's TSP, and intersection turn lane improvements identified through the development review of Nike's proposed World Headquarters Campus expansion project on adjacent properties in unincorporated Washington County<sup>1</sup>.

The transportation analysis indicated that four of the intersections analyzed may have impacts under the development of the highest and best use land scenario. These impacts would not be triggered through the action of a new zoning designation in itself, but would require a level of actual development allowed under the zoning designation. Therefore, while these impacts may require future improvements to mitigate, these locations should be monitored as future development occurs to determine when/if mitigation is triggered. Potential mitigation includes:

- SW 158 Ave / Baseline Rd – Add a southbound right turn lane (southbound approach would have two through lanes and a separate right turn lane)
- SW Walker Rd / Koll Rd – Add a northbound right turn lane
- SW Walker Rd / Meadows Dr / Nike Access – Monitor need for northbound lane channelization from Nike and balance need for pedestrian crossing on Walker Road
- SW Walker Rd / Murray Blvd – While a third southbound through lane would address traffic issues, pedestrian mobility would be degraded and the third travel lane would not be consistent with current Regional Transportation Plan (RTP) policy about 7-lane arterial sections. Further, this intersection would have less than five percent traffic added with the

<sup>1</sup> Access Report for Nike World Headquarters Expansion, Washington County, Oregon, September 16, 2014, Kittelson & Associates, Inc.



proposed zoning and would not exceed Washington County or City of Beaverton impact criteria. Washington County is currently analyzing this intersection in conjunction with near-term and longer-term future improvements being considered in the Walker Road corridor.





## I. INTRODUCTION

The purpose of this study is to determine if the proposed rezone to lands in the southeast quadrant of SW Walker Road and SW 158<sup>th</sup> Avenue would significantly impact the transportation network. This study responds to requirements<sup>2</sup> in the Transportation Planning Rule (TPR) related to proposed land use zone changes.

The TPR defines a significant impact when a proposed zone change would degrade the performances of an existing or planned transportation facility either below the standards in the City's adopted plans, or it would degrade a facility that was already identified as not being able to meet those standards. If it is determined that the proposed rezone would significantly impact the transportation system, then mitigation improvements will be identified to resolve the impacts.

Land use zoning typically allows a range of development types and densities within each category. For the purposes of this analysis, we evaluated the "highest and best use" development scenarios under the existing and proposed zoning, which represents the highest trip generating land uses allowed under reasonable development assumptions. The net change in trip generation between existing and proposed highest and best use scenarios was evaluated to identify if the local transportation system could adequately serve it.

This report presents the following items:

- Description of proposed zone changes for the subject properties
- Expected changes in vehicle trip generation for the proposed designation (highest and best use scenario) compared to current zoning (highest and best use scenario)
- Potential impacts to the local transportation system, if the rezone is approved and properties develop consistent with the highest and best use scenario
- Potential mitigation to address identified transportation impacts associated with proposed rezone of these properties if the properties develop to the level allowed under the proposed zoning.

---

<sup>2</sup> Transportation Planning Rule, Oregon Administrative Rule, Section 660-012-0060.

## II. PROPOSED ZONE CHANGE

This section identifies the subject site location, and presents the existing and proposed land use types that apply to these properties.

The Walker Road employment site is located on the southeast corner of the SW Walker Road/SW 158<sup>th</sup> Avenue intersection in Beaverton (see Figure 1). The site covers 40.7 acres, and includes 14 parcels. Currently, 12.7 acres are zoned CS (Community Service) and 28 acres are zoned SC-E3 (Station Community—Employment Sub Area 3 District). These zonings allow for housing, offices, and a wide variety of commercial land uses with a maximum height of 40 feet (SC-E3) and 60 feet (CS).

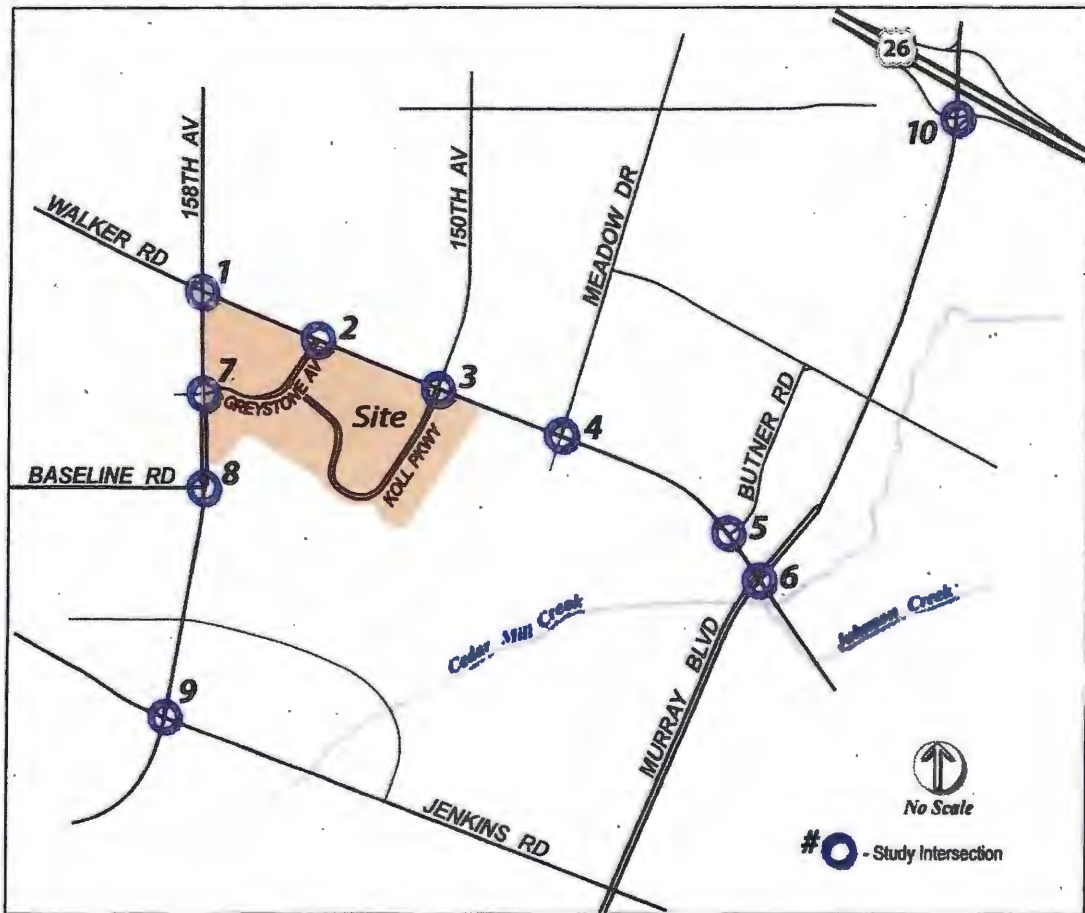


Figure 1: Study Area

## Proposed Zoning Type

The proposed rezone would modify the zoning of both the CS and SC-E3 sites to Office Industrial-Nike Campus (OI-NC). OI-NC is not currently an adopted City zoning code—the City of Beaverton has provided the proposed OI-NC code details, (see Appendix) which generally focus on employment campus uses and limit retail as an ancillary use to serve the employees and/or support the primary permitted use of the site.

In general, OI-NC is more restrictive than both CS and SC-E3 regarding the commercial land uses. However, OI-NC allows for 80 foot buildings (or six stories) for buildings within 500 linear feet of a residentially designated property and 110 foot buildings (or nine stories) for buildings located more than 500 feet from a residentially designated property. So while the existing zoning allows for higher trip intensity land uses, the proposed zoning allows for greater floor area.

Eight of the fourteen parcels currently contain buildings within 500 feet of a residentially designated property. Therefore, if the rezone is approved, the maximum building height for those eight parcels is 80 feet; for the remaining six parcels, 110 feet maximum building height would apply.

## Potential Development with Existing Zoning

It is acknowledged that all of the lots within this site are fully developed. The objective of this study is to compare a reasonable highest and best use case scenario that is allowed under existing zoning with a similar scenario under the proposed zoning to demonstrate the potential for transportation impacts. To make this comparative analysis, it was assumed that the existing buildings could be redeveloped to provide more useable building space. If redevelopment does occur, it was assumed that the existing building footprints<sup>3</sup> would remain as they are today, and that building heights could be extended to the maximum allowed under existing zoning (5 story buildings for CS zone and 3 story buildings for SC-E3 zone).

The allowed land uses within the existing zone designations were reviewed for the subject properties to develop a reasonable highest and best use case scenario that could occur with redevelopment. The selected mix of allowed land use types are summarized in Table 1, along with the corresponding reference code from the *ITE Trip Generation Manual*<sup>4</sup>, which is used in the next section to estimate traffic generation. As listed in Table 1, the existing zoning could allow for about 1 million square feet of building area, with the most significant uses being general office and a mix of general retail uses (neighborhood shopping center).

<sup>3</sup> The building footprint for the CS lots totaled about 94,000 square feet, and approximately 266,000 square feet for the SC-E3 lots. The current buildings vary from 1 to 3 stories, and account for about 616,000 square feet of leasable space.

<sup>4</sup> ITE Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012.

Table 1: Existing Zoning Reasonable Highest and Best Allowed Land Uses

Allowed Land Use Type	Associated ITE Trip Generation Code	Building Area (gross square feet)
General Office Building	710	704,000
Supermarket	850	40,000
Shopping Center	820	219,000
Drive-In Bank	912	8,000
High Turnover Sit-Down Restaurant	932	18,000
Fast Food With Drive-Thru	934	8,000
Gas/Service Station with Convenience Market	945	8,000
<b>Total Building Area</b>		<b>1,005,000</b>

**Potential Development with Proposed Zoning**

A similar approach was taken to develop the potential building area for the proposed zoning. The current building footprints were retained, and the building height was extended to the maximum allowable under the proposed zoning. The building heights are constrained by the proximity to residential zoning. A review of the existing parcels determined that eight of the fourteen parcels contain buildings within 500 feet of a residentially designated property. Therefore, it was assumed that the maximum building height for those eight parcels is 80 feet, which equivalent to a 6-story building. For the remaining six parcels, 110 feet was assumed as the maximum building height, which is equivalent to a 9-story building.

Applying these growth assumptions for all the lots, the cumulative potential buildable space would be just over 2.6 million square feet, as summarized in Table 2. Refer to Figure 2 below Table 2 for a map of the applicable lot numbers. Comparing Table 1 and 2, it was found that the proposed zoning represents a potential increase of building area of 1.6 million square feet compared to the potential under existing zoning.

**Table 2: Potential Building Area Calculation by Subject Lot (Proposed Zoning)**

Lot (see Figure 1)	Building Footprint (square feet)	Maximum Building Floors (O-I-N)	Maximum Floor Area
1	26,645	6	159,870
2	22,525	6	135,150
3	22,875	6	137,250
4	21,600	9	194,400
5	48,160	9	433,440
6	39,045	6	234,270
7	26,700	9	240,300
8	13,125	9	118,125
9	24,000	6	144,000
10	15,000	6	90,000
11	16,650	6	99,900
12	28,100	9	252,900
13	24,330	6	218,970
14	30,500	6	183,000
<b>Total</b>			<b>2,641,575</b>



**Figure 2: Lot Reference Numbering for Walker Road Employment Area**



### III. FUTURE VEHICLE TRAFFIC

This section outlines how future vehicle traffic volumes were estimated for the Walker Road employment site to assess the relative transportation system conditions associated with the existing zoning and the proposed zoning scenarios. The primary focus of the TPR compliance review for a proposed zone change is on the potential impact to performance of the vehicle transport system. It is acknowledged that greater intensity development for this site would also increase walking, biking and transit trips, which would be addressed through existing City development standards.

#### Planning Horizon Year

To determine if the proposed rezone will have a significant effect on the local street network and study intersections, the TPR requires<sup>5</sup> that operational conditions must be analyzed for the planning horizon that is the greater of the following two choices:

- The adopted Transportation System Plan's (TSP) planning horizon year, or
- 20 years from the current date

The planning horizon year for Beaverton's adopted TSP is 2035, and 20 years from the time of this study is 2034. Therefore, the planning horizon year that will be assessed in this study is 2035. Washington County also recently updated their TSP to a planning horizon year of 2035.

#### Existing Zoning Future Traffic Volumes

Future traffic volumes were forecast for the 2035 planning horizon year assuming the current zoning designations. Traffic forecasts were made using regional long-range travel demand model tools, and refined at selected study intersections to evaluate future operation conditions. The future traffic forecasts considered the existing 2014 traffic volumes and regional background growth based on the refined Washington County travel demand model (based on Metro's regional travel demand model) for years 2014 to 2035.

The future transportation system was assumed to include reasonably likely system improvements based on coordination with Washington County staff. These improvements, which were assumed for forecasting purposes and intersection analysis generally include the following sources:

- Washington County's Walker Road MSTIP project that is currently under design<sup>6</sup>
  - Additional lane channelization at intersections along Walker Road
- Future corridor widening improvements identified in Washington County's TSP
  - Corridor widening to five lanes along Jenkins Road, 158<sup>th</sup> Avenue, Walker Road

<sup>5</sup> Transportation Planning Rule, Oregon Administrative Rule, Section 660-012-0060.

<sup>6</sup> Draft Walker Road Traffic Analysis Report – SW Walker Rd: NW 173<sup>rd</sup> Ave to SW Murray, prepared by David Evans and Associates, Inc, August 2013.

- Additional intersection lane channelization improvements identified through the development review of Nike's proposed World Headquarters Campus expansion project on adjacent properties in unincorporated Washington County <sup>7</sup>

### **Existing Vehicle Traffic**

Intersection vehicle turn movement counts were collected during the weekday evening peak period (4 to 6 p.m.). The raw vehicle traffic count data is included in the Appendix.

For locations recorded on a state route, traffic counts are required to be factored to the peak season, or 30<sup>th</sup> highest annual hour (30 HV) levels, as required by the ODOT Analysis Procedures Manual.<sup>8</sup> The 30 HV condition represents the level of congestion that is typically encountered during the summer when traffic volumes are typically higher than other seasons. For this study, the Murray Boulevard/US 26 Eastbound intersection is the only intersection along a state route—therefore, this is the only intersection in which a seasonal factor is applied. A two percent adjustment was applied to represent peak seasonal traffic volumes.

### **Background Growth from 2014 to 2035**

The Washington County travel demand model (a refinement of the Metro regional travel demand model) was used to forecast background growth in the study area. This was done by comparing the change in p.m. peak hour traffic from the 2035 p.m. peak hour model and the 2010 p.m. peak hour model. The change in p.m. peak hour trips was prorated to account for growth between 2014 and 2035.

The travel demand model was refined by adjusting the locations of traffic loading for Transportation Analysis Zones (TAZs) within the study area. The number and location of these loading locations were based on existing driveways for land uses within the zones, and weighted to reflect actual traffic counts (where available). The overall amount of traffic modeled for the zones was not changed. In general, these refinements were made to account for loading patterns around the four quadrants of the Walker Road / 158<sup>th</sup> Avenue intersection and the zone east of the study area. The disaggregation created four additional locations to load, thus refining vehicle routing within the study area. The 2035 model was also reviewed to verify that it included Washington County's capital projects and financially constrained TSP projects, identified in previous sections.

Future traffic volumes were post-processed (a process of manual adjustments) using existing traffic counts to further refine forecasted traffic volumes. On average, study intersections are expected to growth approximately three percent (linear growth) each year.

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<sup>7</sup> Access Report for Nike World Headquarters Expansion, Washington County, Oregon, September 16, 2014, Kittelson & Associates, Inc.

<sup>8</sup> Analysis Procedures Manual, Oregon Department of Transportation, Last Updated October 2014.

## Proposed Zoning Future Traffic Volumes

The proposed rezone for the subject properties could allow about 1.6 million additional square feet of building space compared to existing zoning, as described previously in Section II. The net change in vehicle trips associated with this additional building space was assessed to determine the incremental impacts of the rezone. The following sections present the vehicle trip generation and trip distribution assumptions made for both scenarios.

### Trip Generation Change from Existing to Proposed Zoning

The ITE *Trip Generation Manual* was applied to estimate the vehicle trips for the highest and best use scenarios for existing zoning. It was found that the Existing Zoning scenario could generate up to 2,478 PM peak hour vehicle trips on the external street system (Table 3).

Table 3: PM Peak Hour Vehicle Trips For Highest and Best Use (Existing Zoning)

Land Uses	Building Area (1,000 s.f.)	PM Peak Trip Rate	Initial PM Peak Trips	Internal Trip Capture (1)	Pass-By Trip Reduction (2)	Adjusted PM Peak Trips (3)
General Office Building	704	1.49	1,049	7%	0%	976
Supermarket	40	9.48	379	10%	36%	217
Shopping Center	219	3.71	814	0%	34%	537
Drive-In Bank	8	26.69	214	10%	47%	102
High Turnover Sit-Down Restaurant	18	18.49	333	10%	43%	170
Fast Food With Drive-Thru	8	47.3	378	10%	50%	169
Gas/Service Station with Convenience Market	8	97.14	777	10%	56%	307
<b>Total Trips</b>			<b>3,944</b>	<b>288</b>	<b>1,178</b>	<b>2,478</b>

Notes:

1. Internal capture – Trips between site uses that do not use the external transportation system
2. Passby Trips – Trips already present on 158<sup>th</sup> Ave or Walker Rd that would stop at the site for retail use (such as gas or food) before continuing their trip
3. Peak Trips – Total trips added to the external transportation system

Existing data for a similar zoning designation (Washington County TO-EMP) was applied to estimate the vehicle trips that would be generated under the proposed zoning. To make this estimate, field survey data for the existing Nike World Campus was taken to derive a composite trip generation rate for all uses within their existing campus facility. The Nike World Campus is zoned as Washington County designation TO-EMP, which is similar to the proposed City of Beaverton OI-NC designation, with the exception that OI-NC limits retail uses as ancillary, which would decrease the trip generation potential relative to the TO-EMP use. The findings of that trip

generation survey<sup>9</sup> showed an average PM peak hour trip rate of 1.15 vehicles per 1,000 square feet of building area for all types of facilities on campus (Appendix). This observed trip rate reflects the effects of internal trips, carpooling, and the current mode choices between walking, biking and driving that are present on the Nike Campus. Therefore, it is not necessary to apply further factoring, as was done for the Existing Zoning in Table 3.

Applying this composite trip rate from the Nike Campus to the subject site on Walker Road, the potential trip generation for 2.6 million square feet of development would be 3,038 vehicle trips, as summarized in Table 4.

**Table 4: PM Peak Hour Vehicle Trips For Highest and Best Use (Proposed Zoning)**

Land Uses	Building Area (1,000 s.f.)	PM Peak Trip Rate	Inbound Vehicle Trips	Outbound Vehicle Trips	PM Peak Trips
Campus Office Complex	2,642	1.15	456	2,582	3,038
<b>Total Trips</b>			<b>456</b>	<b>2,582</b>	<b>3,038</b>

The net change between these two scenarios is listed below in Table 5, which shows that the proposed rezone could result in as many as 558 more p.m. peak hour vehicle trips than under the existing zoning (434 less trips entering the study area, and 994 more trips exiting the study area). Due to the presence of “pass-by” trips for the existing zoning (as listed in Table 3) that would not be present for the proposed zoning, the total trips using the site access (158<sup>th</sup> Avenue/ Greystone Court, Walker Road / Greystone Court, and Walker Road / Koll Parkway) would decrease with the proposed zoning.

**Table 5: Net Change in Vehicle Trip Generation between Existing and Proposed Zoning Scenarios**

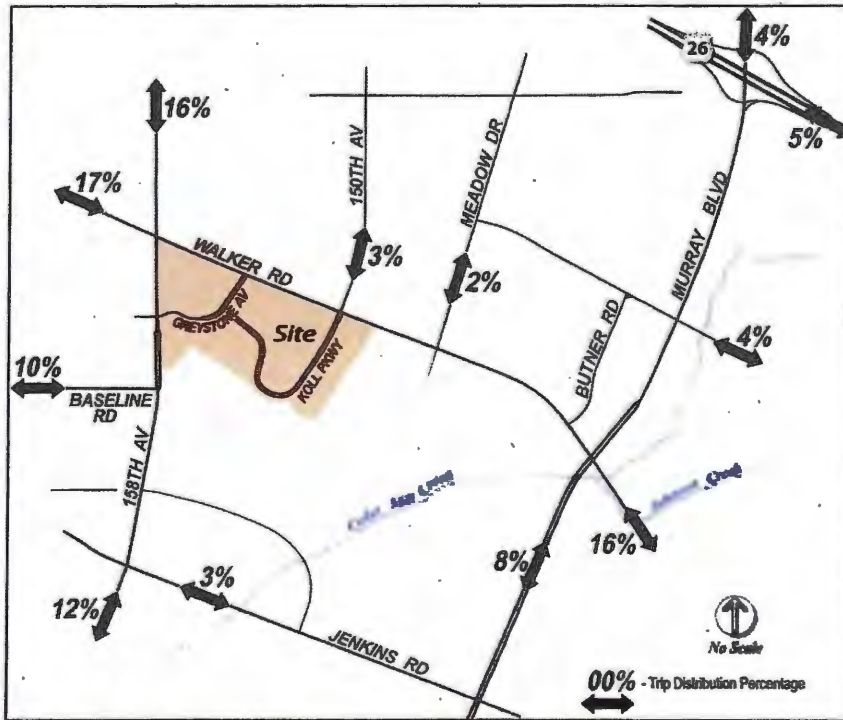
Zoning Scenarios	Inbound Vehicle Trips	Outbound Vehicle Trips	Total Vehicle Trips
Existing Zoning (see Table 3)	890	1,588	2,478
Proposed Zoning (see Table 4)	456	2,582	3,038
<b>Net Trip Generation Change</b>	<b>- 434</b>	<b>+994</b>	<b>+ 560</b>

**Site Vehicle Traffic Patterns**

The Walker Road site has direct access to two major arterials for connections to local and regional destinations. The site traffic distribution patterns (see Figure 3) were developed using the Beaverton’s 2035 travel demand model data used to develop the City’s TSP.

<sup>9</sup> Table F-1. Calculated Campus Trip Generation Rates, Nike World Headquarters, Access Report for Nike World Headquarters Expansion, Washington County, Oregon, September 16, 2014, Kittelson and Associates. The survey also showed that 15 percent of the PM Peak traffic was inbound to the site, while the remaining 85 percent were outbound.

The travel patterns are generally evenly distributed in the cardinal directions, with the greatest share of traffic to and from the north and west, and somewhat less to and from the south. The highest shares of traffic are expected on Walker Road, both east and west of the site, and on SW 158<sup>th</sup> Avenue, both north and south of the site.



**Figure 3: Site Trip Distribution Patterns during Peak Hours**

Traffic to and from the site was assumed to load at the three local street intersections that provide circulation within the site (158<sup>th</sup> Avenue/ Greystone Avenue, Walker Road / Greystone Avenue, and Walker Road / Koll Parkway)<sup>10</sup>. Traffic was assumed to use these locations based on the general origin/destination of the trips and proximity to each access location. These general loading assumptions were applied for both the existing and proposed zoning scenarios:

- 158<sup>th</sup> Avenue / Greystone Avenue - assumed to serve traffic to/from the southwest and a portion of traffic to the northwest
- Walker Road / Greystone Avenue – assumed to serve a portion of traffic to/from the northwest and a portion of traffic to/from the northeast and southeast
- Walker Road / Koll Parkway – assumed to serve a portion of traffic to/from the northeast and southeast.

Traffic resulting at each intersection with application of the trip distribution is included in the Appendix.

<sup>10</sup> There is a third minor driveway present on Walker Road between Greystone Avenue and Koll Parkway that carries a small portion of overall site traffic and was assumed to continue to serve the same level of traffic in the future.

## IV. FUTURE TRAFFIC ANALYSIS

The following section summarizes the 2035 p.m. peak hour operating conditions for Existing and Proposed Zoning scenarios. Each jurisdiction in this area (State, County, and City) sets an operational target for peak period congestion. If operating targets are not met, mitigation improvements may be necessary to improve network performance. As indicated in Figure 1, ten intersections were selected for analysis to determine possible performance impacts, based on their proximity to the site and expected level of traffic added by further development there.

### Intersection Performance Measures

Level of Service (LOS) and volume-to-capacity (V/C) ratios are two commonly used performance measures that provide a gauge of intersection operations. Agencies often incorporate these performance measures into their mobility standards. Descriptions are given below:

- **Level of Service (LOS):** A “report card” rating (A through F) based on the average delay (seconds per vehicle) for vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays. LOS D and E are progressively worse conditions. LOS F represents conditions where average vehicle delay becomes excessive and demand is near or over capacity; this condition is typically evident in long queues.
- **Volume-to-capacity (V/C) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used. It is determined by dividing the peak hour traffic volume by the hourly capacity of the facility. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. At 1.00, demand is greater than capacity and the facility is oversaturated—this results in excessive queues and long delays.

### Jurisdictional Operating Targets

Local agencies have established targets for intersection operations, which are commonly known as mobility targets. The selected study intersections along the arterial corridors fall under the jurisdiction of Washington County or ODOT. The mobility target for Washington County intersections (the nine intersections along Walker Road and 158<sup>th</sup> Avenue) is a V/C ratio of 0.99.<sup>11</sup> The mobility target for the US 26 Eastbound intersection at Murray Boulevard is a V/C ratio of 0.85.<sup>12</sup> However, if queuing analysis shows that queues are able to be safely stored on the off-ramp, the maximum allowed V/C ratio can be increased to 0.90.

### Planned Projects

Washington County has identified major roadway improvement projects near the Walker Road Employment site that are reasonably likely to be built by 2035. The County’s recently adopted 2035 Transportation System Plan indicates the following four projects are within their financially

<sup>11</sup> 2020 Washington County Transportation System Plan, November 2011.

<sup>12</sup> 1999 Oregon Highway Plan, Policy 1F Revisions, Adopted December 2011.



constrained roadway projects list. Each of the 2035 operational evaluations assumed that these four projects would be constructed. The planned County roadway improvement projects include:

- Widen Jenkins Road to 5 lanes between 158<sup>th</sup> Avenue and Murray Boulevard (RTP 10561)
- Widen Merlo Road/158<sup>th</sup> Avenue to 5 lanes between 170<sup>th</sup> and Walker Road (RTP 10578)
- Widen Walker Road to 5 lanes between 173<sup>rd</sup> Avenue and Murray Boulevard (RTP 11234)
- Widen Walker Road to 5 lanes between Murray Boulevard and Highway 217 (RTP 11235)

The third project on the list, the Walker Road widening to 5 lanes between 173<sup>rd</sup> Avenue and Murray Boulevard, is adjacent to the site frontage along the north side. This improvement is funded for construction in 2015-2017, and will significantly improve site access and relieve current system bottlenecks along the site frontage.

### 2035 Future Travel Conditions

The 2035 p.m. peak hour intersection performance results are reported in Table 6, assuming both the Existing and Proposed Zoning scenarios for the Walker Road Employment Area.

**Table 6: 2035 PM Peak Hour Intersection Performance Results**

Intersection	Jurisdiction / Mobility Target	Existing Zoning			Proposed Zoning (4)		
		Delay	LOS	V/C	Delay	LOS	V/C
Walker Road/158th Ave.	County (1) / 0.99	68.4	E	0.93	72.2	E	0.97
Walker Road/Greystone Ct. (3)	County	>200	F	>1.5	>200	F	>1.5 <sup>(5)</sup>
Walker Road/Koll Pkwy.	County	44.8	D	0.99	80.0	E	1.07
Walker Road/Meadows Dr.	County	41.0	D	0.94	76.2	E	1.07
Walker Road/Butner Rd.	County	>200	F	1.07	>200	F	1.00
Walker Road/Murray Blvd.	County	98.3	F	1.02	113.7	F	1.08
158th Ave./Greystone Ct.	County	>200	F	>1.5	>200	F	>1.5 <sup>(5)</sup>
158th Ave./Baseline Rd.	County	64.3	E	0.95	101.6	F	1.00
158th Ave./Jenkins Rd.	County	90.4	F	0.93	100.8	F	0.97
Murray Blvd./US 26 EB	State (2) / 0.85	37.5	D	1.00	37.3	D	1.00

Delay = Average Control Delay per Vehicle (seconds)

LOS = Level of Service

V/C = Volume-to-Capacity Ratio

**Notes:**

1. Mobility target for County facilities is Volume-to-Capacity Ratio = 0.99
2. Mobility target for State freeway ramp terminals is Volume-to-Capacity Ratio = 0.85. This target can be increased to 0.90, if it is determined that queuing during peak hours will not be a safety issue for the off-ramp.
3. Delay, LOS, and V/C ratio reported for worst stop controlled approach for unsignalized intersections
4. Locations significantly impacted by the hypothetical land uses assumed in the Proposed Zone change are shaded.

5. V/C threshold capped for reporting purposes but would improve at both intersections with the proposed zoning due to a reduction in total trips (including passby)

There are two key performance considerations in terms of evaluating TPR impacts associated with the proposed rezone. First, are there any locations that meet the mobility targets for Existing Zoning, and do not meet them for Proposed Zoning? Secondly, are any of the locations not meeting mobility targets under Existing Zone and further degraded with the Proposed Zoning?

Based on our evaluation and the above criteria, four of the ten intersections would have the potential for such impacts associated with the Proposed Zone change in the event that the parcels were developed to the full level allowed under the proposed zoning. However, the change in zoning designation itself would not directly impact these locations until specific development was pursued as allowed in the assumed scenario. Therefore, if the proposed zoning is approved, these locations should continue to be monitored for future development impact triggers as development applications are received. The impacted locations are highlighted in Table 6 by shading, and include the following:

- Walker Road / Koll Parkway – The Existing Zoning barely meets Washington County mobility target (0.99 Volume-to-Capacity Ratio), and the added traffic from the rezone would exceed that level to 1.07.
  - The addition of a northbound right turn lane would improve the intersection operations to a volume-to-capacity ratio of 1.01.
- Walker Road / Nike Access / Meadows Drive – The Proposed Zoning degrades this location to exceed the County’s mobility target, changing it from 0.94 to 1.07.
  - Due to the existing intersection configuration, widening the intersection approaches at this location to improve motor vehicle flow would include tradeoffs that could impact the safety of other transportation users, specifically pedestrians. The crosswalk on the west leg of Walker Road is currently closed due to the traffic signal phasing and two lanes making northbound left turn movements from Nike to Walker Road. While a second northbound right turn lane would improve vehicle flow from the Nike site, it would impact pedestrians crossing Walker Road on the east leg of the intersection. This location should continue to be monitored with future development applications and improvements should be coordinated with Nike and Washington County.
- Walker Road / Murray Boulevard – The 2035 condition at this location does not meet the County’s mobility target with Existing Zoning, and the Proposed Zoning would further degrade peak hour conditions.
  - Future improvements planned for this location (and this traffic analysis) included dual left turn lanes on every approach, two through lanes (as exist today), and a separate right turn lane on every approach except northwest-bound on Walker Road. While a third southbound through lane would increase capacity of the intersection, it would increase the distance for pedestrians crossing Murray Boulevard. This location should continue to be monitored to determine a configuration that best addresses the needs of a balanced transportation system.

Washington County is currently analyzing this intersection in conjunction with near-term and longer-term future improvements being considered in the Walker Road corridor. Furthermore, while this intersection was analyzed due to proximity to the site, the added traffic with the proposed rezone would account for only three percent and would typically not trigger analysis for Washington County or the City of Beaverton.

- 158<sup>th</sup> Avenue / Baseline Road – The Proposed Zone change would degrade peak hour conditions to be barely above the County’s mobility target (0.99) with a resulting level of 1.00.
  - The intersection currently includes a dedicated southbound right turn lane. The traffic analysis accounted for the corridor to be widened to two through lanes in both the northbound and southbound directions. A separate southbound right turn lane (in addition to the widened configuration) would serve future traffic needs.

The remaining study locations do not appear to be significant impacts, in terms of the 2035 operational analysis. While two of the intersections that provide access to the site (158<sup>th</sup> Avenue / Greystone Court, and Walker Road / Greystone Court) would serve less total traffic with the proposed rezone (due to an elimination of pass-by trips) and would not degrade, both locations would be unsignalized intersections with high delay (turning onto 158<sup>th</sup> Avenue or Walker Road from Greystone Court). Both locations should continue to be monitored for traffic control needs for future development applications, regardless of the zoning of the site parcels. The ultimate control at these locations and potential for traffic signals should be coordinated with Washington County and could be determined at the time of development application. The corridors of 158<sup>th</sup> Avenue and Walker Road will both function acceptably in 2035 with the proposed zoning and planned corridor widening projects (both facilities to be five-lane sections).

## V. FINDINGS

The transportation analysis indicated that four of the intersections analyzed may have impacts under the development of the highest and best use land use scenario. These impacts would not be triggered through the action of a new zoning designation in itself, but would require a level of actual development allowed under the zoning designation. Therefore, while these impacts may require future improvements to mitigate impact, these locations should continue to be monitored as future development takes place to determine when and if mitigation is triggered. Potential mitigation includes:

- SW 158 Ave / Baseline Rd – Add a southbound right turn lane (southbound approach would have two through lanes and a separate right turn lane)
- SW Walker Rd / Koll Rd – Add a northbound right turn lane
- SW Walker Rd / Meadows Dr / Nike Access – Monitor need for northbound lane channelization from Nike and balance need for pedestrian crossing on Walker Road
- SW Walker Rd / Murray Blvd – A third southbound through lane would address traffic issues, but pedestrian mobility would be degraded by the longer crossing distance. This intersection would have less than 5 percent traffic added with the proposed zoning and would not exceed Washington County or City of Beaverton impact criteria. The intersection and future configuration needs continue to be analyzed by Washington County in conjunction with near-term and longer-term Walker Road improvements.

## VI. APPENDIX

- A1 - Proposed OI-NC Zoning Language
- A2 - Turn Count Data
- A3 - 2035 Turn Volume Figure
- A4 - WHQ Campus Trip Generation Data
- A5 - Intersection Added Traffic Calculations
- A6 - HCM Traffic Analysis Worksheets

## **Appendix A1 – Proposed OI-NC Zoning Language**



**Section 1: The Development Code, Ordinance No. 2050, Chapter 20 - Land Uses, Section 20.15, EMPLOYMENT / INDUSTRIAL LAND USE DISTRICTS, will be amended to read as follows:**

**20.15 EMPLOYMENT / INDUSTRIAL LAND USE DISTRICTS**

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**20.15.10. PURPOSE**

- 1. Office Industrial (OI)**  
The Office Industrial District is intended to provide areas of office, light manufacturing, and limited retail and service uses in an "employment activity center" concept.
- 2. Office Industrial - Nike Campus (OI-NC)**  
The Office Industrial - Nike Campus District is intended to provide consistent and predictable zoning with Washington County zoning for the Nike World Headquarters campus located in an area south of Walker Road, west of Murray Boulevard, north of Jenkins Road, and east of 158<sup>th</sup> Avenue.
- 2.3. Industrial (IND)**  
The Industrial District is intended to provide sites for manufacturing, distribution, industrial uses, and uses requiring processing, fabrication and storage, including outdoor storage areas, heavy equipment and other similar uses not compatible in an Office Industrial area. [ORD 4584; June 2012]

**20.15.15 SITE DEVELOPMENT STANDARDS**

Site Development Standards support implementing development consistent with the corresponding zoning district. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below. [ORD 4584; June 2012]

Development Standards <small>Superscript Numbers Refer to Footnote</small>	OI	OI-NC	IND
<b>A. Minimum Parcel Area (sq ft)</b>			
<b>1. Minimum</b>	None	None	None
<b>B. Residential Density</b>			
<b>1. Minimum / Maximum</b>	N/A	N/A	N/A
<b>C. Floor Area Ratio</b>			
<b>1. Minimum / Maximum</b>	N/A	None <sup>5</sup>	N/A
<b>D. Lot Dimensions</b>			

1. Minimum Width	None	None	None
2. Minimum Depth	None	None	None
<b>E. Minimum Yard Setbacks<sup>1</sup></b>			
1. Any Yard Abutting A Residential Zone	75	None	75
2. Front	35	None	35
3. Side <sup>1 2</sup>	10	None	10
4. Rear <sup>2</sup>	None	None	None
<b>F. Building Height</b>			
1. Maximum <sup>3</sup>	80	80 - 110 <sup>6</sup>	45
<b>G. Public Parks<sup>4</sup></b>			
	Exempt	Exempt	Exempt

1. Reduction to Setback Standards: Under the thresholds outlined in Section 40.30.5., application may be made for zero side yard setbacks.
2. No side or rear yard setbacks required where side or rear property lines abut a railroad right-of-way or spur track.
3. Except as provided by Section 60.50.05. (Accessory Uses and Structures).
4. Public parks, parkways, recreation facilities, trails and related facilities are exempt from these site development requirements.
5. If non-residential or mixed use development is proposed in excess of 0.35 FAR, the applicant shall demonstrate that the transportation system serving the development site has adequate planned capacity to accommodate additional site-generated traffic, consistent with the applicable adopted level of service standard.
6. Buildings within 500 linear feet from the nearest residentially designated property shall have a maximum height of 80 feet. Buildings may be constructed up to 110 feet in height on portions of the subject properties that are 500 feet or more from the nearest residentially designated property.

Development Standards		OI	OI-NC	IND
Superscript Numbers Refer to Footnote				
Wireless Communication Facilities				
<b>H. Maximum Height<sup>7</sup></b>				
1. WCF <sup>6</sup>		120	120	120
2. Equipment Shelters <sup>8</sup>		12	12	12
3. Roof Mounted Antennas	Shall not extend above maximum height of underlying zone or increase the height of any building which is nonconforming due to height.			
<b>I. Yard Setbacks<sup>9</sup></b>				
1. Requirements	Shall comply with underlying zoning district requirements			
2. Other	Refer to 60.70.35.14.A and B			

**All Dimensions are in Feet.**

7. Inclusive of antenna.
8. At-grade equipment shelters.
9. Applicable to all WCF towers, antenna arrays, and ground and/or roof-mounted equipment shelters.

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**20.15.20. LAND USES**

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Employment and Industrial Zoning Districts. All superscript notations refer to applicable Use Restrictions Section 20.15.25. [ORD 4584; June 2012]

Category and Specific Use Superscript Numbers Refer to Footnote		OI	OI-NC	IND
		P: Permitted	C: Conditional	N: Prohibited
<b>Commercial</b>				
1. Animal <sup>1</sup>	A. Animal Care, Major	N	N	C
	B. Animal Care, Minor	P	N	P
2. Care <sup>1</sup>	A. Hospitals	P	N	C
	B. Medical Clinics	P	P <sup>24</sup>	C
	C. Child Care Facilities	P	P <sup>24</sup>	P
3. Parking as the Principal Use	A. Structures	P	N	C
	B. Surface	N	N	C
4. Retail and Service Business	A. Bulk Retail	C <sup>3</sup>	N	N
	B. Eating and Drinking Establishments	P <sup>2</sup>	P <sup>24</sup>	C <sup>2</sup>
	C. Equipment and Supply Sales <sup>4</sup>	P	N	P <sup>5</sup>
	D. Equipment Rental Agencies <sup>6</sup>	C	N	C
	E. Freestanding Retail or Service Business up to and Including 5,000 sq ft <sup>7</sup>	P	P <sup>24</sup>	N
	F. Freestanding or Combination of Retail or Service Business of More than 5,000 but Less than 30,000 sq ft <sup>7</sup>	C	P <sup>24</sup>	N
	G. Professional Services	P	P <sup>24</sup>	C
5. Storage <sup>1</sup>	H. Wholesale or Retail Lumber, Building, and/or Landscaping Materials Yard	N	N	P
	A. Cold Storage Plants	N	N	P
	B. Self Storage Facilities	N	N	C
	C. Storage or Sale Yard <sup>8</sup>	N	P <sup>24</sup>	P
6. Temporary Living Quarters	D. Storage Yard for Building Materials	N	N	P
		C <sup>9</sup>	N	N
7. Vehicles <sup>1</sup>	A. Auto, Truck and Trailer Rental	N	N	C
	B. Automotive Service, Major	N	N	P <sup>10</sup>
	C. Automotive Service, Minor	N	N	P
	D. Bulk Fuel Dealerships	N	N	P
	E. Heavy Equipment Sales <sup>11</sup>	N	N	P
	F. Trailer, Recreational Vehicle or Boat Storage	N	P <sup>24</sup>	P
	G. Trailer Sales or Repair	N	N	C
	H. Vehicle Storage Yards	N	N	C
<b>Industrial</b>				
8. Concrete Mixing and Asphalt Batch Plants		N	N	C
9. Fuel Oil Distributors		N	N	P
10. Heliport		C	C	C

Category and Specific Use Superscript Numbers Refer to Footnote		OI	OI-NC	IND
		P: Permitted	C: Conditional	N: Prohibited
11. Mail Order Houses, Wholesale or Retail, Exclusive of On-Site Sales to the Public <sup>1</sup>		P	P	P
12. Manufacturing, Fabricating, Assembly, Processing, Packing, and Storage <sup>1</sup>		P <sup>12 13</sup>	P	P <sup>13</sup>
13. Motor Freight Terminal		N	N	C
14. Operation Centers <sup>14</sup>		N	N	P
15. Printing, Publishing and Book Binding <sup>1</sup>		N	N	P
16. Laboratory <sup>1</sup>		C	P	P
17. Salvage Yards, Recycling Centers and Solid Waste Transfer Stations <sup>1</sup>		N	N	C
18. Warehousing, Wholesale and Distributive Activities <sup>1</sup>		P <sup>12</sup>	P	P
<b>Civic</b>				
19. Education <sup>1</sup>	A. Commercial Schools	C	N	N
	B. Educational Institutions	C	N	C
	C. Job Training and Vocational Rehabilitation Services	P	N	P
20. Public Buildings and Uses <sup>15</sup>		P	N	C
21. Railroad Tracks and Facilities	A. Freight <sup>16</sup>	P	N	P
	B. Passenger	P	N	P
22. Recreation <sup>1</sup>	A. Public Parks and Recreational Facilities	P	N	P
	B. Private Recreation Facilities <sup>17</sup>	P	P	P
23. Transit Centers <sup>18</sup>		P	P	C
24. Utilities	A. Facilities Related to Utility Distribution, such as Substations, Water Towers, Pump Stations, other than Transmission Lines or Power Plants	C	C	C
<b>Office</b>				
25. Office <sup>1</sup>		P	P	P <sup>19</sup>
26. Financial Institutions <sup>1</sup>		P	P <sup>24</sup>	C
<b>Other</b>				
29. Planned Unit Development		C	C	C

Category and Specific Use Superscript Numbers Refer to Footnote		OI W1: WCF Type 1 Type 2	OI-NC W2: WCF W3: WCF Type 3	IND N: Prohibited
<b>Wireless Communication Facilities (WCF)</b>				
30. New WCF	A. Tower Construction <sup>20</sup>	W2 / W3	W2 / W3	W2 / W3
	B. Attachment to existing or new building or structure not using stealth design	W2	W2	W2
	C. Replacement tower to provide collocation opportunity <sup>21</sup>	W1	W1	W1
	D. Attachment of a new WCF to buildings or structures and utilize stealth design <sup>22</sup>	W1	W1	W1
	E. Attachment of WCF to existing structures, tower or pole structures <sup>22</sup>	W1	W1	W1
31. WCF in Right of-Way	A. Installation of WCF within right-of-way <sup>23</sup>	W2 / W3	W2 / W3	W2 / W3
32. Collocation	A. New WCF on existing WCF tower	W1	W1	W1
	B. New WCF inclusive of antennas on existing WCF tower exceeding height standard <sup>23</sup>	W2	W2	W2
33. Antennas	A. Attachment of antennas to WCF tower or pole structures other than used for cellular phone service	W1	W1	W1
34. Satellite Antennas and Direct to Home Satellite Service	A. DHSS antennas >1 m. in diameter	W1	W1	W1
	B. Up to 2 antennas >2 m. in diameter	W1	W1	W1
	C. Up to 5 antennas >2 m. in diameter	W2	W2	W2
	D. More than 5 antennas >2 m. in diameter	W3	W3	W3

### 20.15.25 USE RESTRICTIONS

The following Use Restrictions refer to superscripts found in Section 20.15.20.

1. Ancillary showrooms and retail area are Permitted if comprising not more than 10% of gross building floor area, and provided that no individual retail use exceeds 2,000 square feet of gross building floor area. Ancillary showrooms and retail area are Conditional if use is between 10% and 20% of gross building floor area and no individual retail business use exceeds 5,000 square feet of gross building floor area.
2. Drive-through uses are Prohibited; walk-ups Permitted.
3. Bulk retail shall not exceed 30,000 square feet and shall not abut an existing residential zone.

4. Industrial and professional equipment and supply stores, including incidental service and repair of the same.
5. Includes incidental service and repair, but excludes retail sales of specific items on display.
6. Exclusive of trucks, vehicles, or heavy equipment.
7. No outdoor storage or sales of animals or livestock are allowed with this use.
8. For contractor's equipment, house mover, delivery vehicles, trucking terminal, used equipment in operable condition, and transit storage.
9. Temporary Living Quarters are Prohibited except extended stay hotels are Conditional if meeting the following criteria:
  - a. Site size a maximum of five acres.
  - b. Auxiliary uses such as restaurants and meeting rooms shall be designed to meet the needs of the guests of the facility and not the general public.
10. Entirely within enclosed building.
11. Including incidental service and repair.
12. Manufacturing, assembly, fabricating, processing, packing, storage, wholesale and distribution activities shall meet the following requirements:
  - a. Activities are entirely enclosed within a building or structure whose appearance is compatible with normal industrial or office building design.
  - b. Odors, noise, vibrations or other emissions are controlled within the confines of the building or structure.
  - c. Are not for servicing or use by the general public.
  - d. Do not entail outdoor storage of raw materials or finished products.
  - e. Do not entail movement of heavy equipment on and off the site, except truck deliveries.
  - f. Do not involve bringing live animals or the waste or by product of dead animals to the site.
  - g. Do not involve outdoor testing of products or processes on the site.
  - h. Do not involve highly combustible, explosive or hazardous materials or waste.
  - i. Examples of uses which normally meet all of the above characteristics include but are not limited to: printing, publishing and allied arts,



communications equipment, electronic components, measuring, analyzing and controlling instruments manufacturing.

13. Any use having the primary function of storing, utilizing or manufacturing of explosive material is Prohibited.
14. For public agencies and utility uses. If major and minor automotive services are provided, the following limitations shall apply:
  - a. Fueling, repair, washing, and servicing of vehicles is limited to fleet vehicles parked on site for these uses established after August 23, 2007. [ORD 4584; June 2012]
  - b. All automotive service activities with the exception of those described in Subsection c, below shall be undertaken in an enclosed building.
  - c. The following automotive service activities are not required to be conducted within an enclosed building:
  - d. Vehicle fueling from a fixed source;
    - 1) Routine check of fluid level and tire pressure and replacement of minor equipment such as light bulbs and windshield wipers. Should such a check result in the need to replace fluids, e.g., oil, anti-freeze, the vehicle shall be moved into the enclosed building on site for this operation.
    - 2) Emergency repair of disabled vehicles, e.g., tire replacement.
15. Excluding services offered on premises to individuals or the general public.
16. Such as switching yards, spur or holding tracks and freight depots, but not within 200 feet of a residential zone.
17. Privately owned facilities, such as fitness clubs, racquetball or handball clubs, tennis courts or swimming pools exclusive of spectator sports facilities.
18. Stations and stops exclusive of terminals or transit storage areas.
19. Unless the Office use is within a multi-story Office building only, or is ancillary to the primary use, Office is Permitted as principal use up to 15% of the total land area of a site.
20. If tower is proposed to be set back less than 50 feet from abutting Residential or Multiple Use zoning districts then a W3 application is required.
21. On parent parcel containing an existing tower supporting one carrier and shall

[ORD 4443; August 2007]

be consistent with other approvals.

22. Provided the buildings or structures are not exclusively used for single-family or multi-family residential purposes.
23. W3 when located on streetlights, or traffic signal lights, or high voltage power utility poles in the right-of-way of designated Collector, Neighborhood Route, or Local Streets; W2 in the right-of-way of designated Freeways and Arterial Streets.
24. The use is permitted as an ancillary use to serve the employees and/or support the primary permitted use of the site. The ancillary use is intended to provide flexibility for and complement the operation of the primary use of the site. The ancillary use is not intended for the use by the general public.

[ORD 4595; February 2013]

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**Section 2: The Development Code, Ordinance No. 2050, Chapter 50 - Procedures, Section 50.15, CLASSIFICATION OF APPLICATIONS, will be amended to read as follows:**

**50.15. Classification of Applications.**

1. An application shall be subject to the procedure type specified in the Code, if any. If the Code does not specify a procedure type for a given application and another procedure is not required by law, the Director shall determine the appropriate procedure based on the following guidelines. Where two or more procedure types could be applied to a particular application, the selected procedure will be the type providing the broadest notice and opportunity to participate.
  - A. A Type 1 procedure typically involves an application that is subject to non-discretionary criteria or criteria that require the exercise of professional judgment only about technical issues.
  - B. A Type 2 procedure typically involves an application that is subject to criteria that require the exercise of limited discretion about non-technical issues and about which there may be limited public interest.
  - C. A Type 3 procedure typically involves an application that is subject to criteria that require the exercise of substantial

discretion and about which there may be broad public interest, although the application applies to a limited number of land owners and properties.

D. A Type 4 procedure typically involves the adoption, implementation or amendment of policy or law by ordinance. The subject of a Type 4 procedure generally applies to a relatively large geographic area containing many property owners.

2. An application identified as a Type 3 application which is submitted for any parcel of land located in the area of the City south of Walker Road, west of Murray Boulevard, north of Jenkins Road, and east of 158<sup>th</sup> Avenue shall be processed as a Type 2 application subject to Section 50.40 of this Code. The exception to this provision is that any Variance application shall continue to be processed as a Type 3 application subject to Section 50.45 of this Code. This provision shall take precedence over any conflicting application type designation contained in Chapter 40 of this Code.

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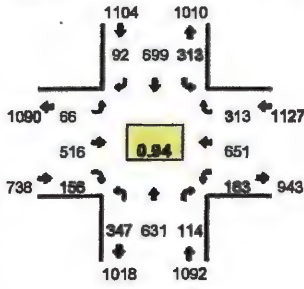
## **Appendix A2 – Turn Count Data**

Type of peak hour being reported: System Peak,

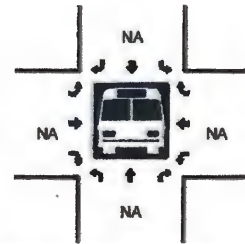
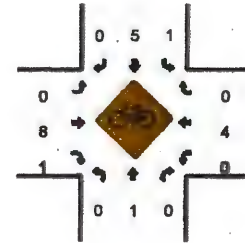
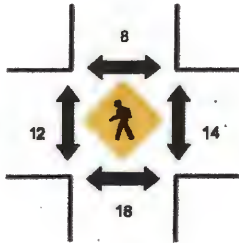
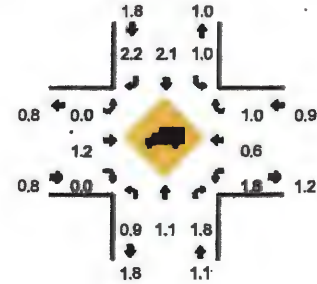
Method for determining peak hour: Total Entering Volume

LOCATION: SW 158th Ave – SW Walker Rd  
 CITY/STATE: Beaverton, OR

QC JOB #: 12433926  
 DATE: Tue, Apr 08 2014



Peak-Hour: 4:50 PM – 5:50 PM  
 Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period Beginning At	SW 158th Ave (Northbound)				SW 158th Ave (Southbound)				SW Walker Rd (Eastbound)				SW Walker Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	16	42	11	0	9	50	7	0	6	42	10	0	12	51	17	0	273	
4:05 PM	24	42	6	0	23	42	6	0	3	27	14	0	13	39	17	0	256	
4:10 PM	16	48	15	0	12	43	6	0	4	48	12	0	9	52	33	0	298	
4:15 PM	25	43	10	0	39	41	7	0	6	34	9	0	7	30	17	0	268	
4:20 PM	22	41	5	0	20	52	8	0	3	48	15	0	12	40	20	0	286	
4:25 PM	21	47	10	0	15	34	3	0	5	50	15	0	9	50	22	0	281	
4:30 PM	21	51	9	0	19	47	8	0	8	34	14	0	11	47	24	0	293	
4:35 PM	20	56	7	0	20	60	10	0	5	53	12	0	18	40	21	0	322	
4:40 PM	15	67	8	0	16	68	5	0	1	46	15	0	12	42	21	0	316	
4:45 PM	29	56	11	0	32	60	4	0	5	28	9	0	19	54	22	0	329	
4:50 PM	26	49	18	0	31	62	8	0	4	50	13	0	3	38	13	0	315	
4:55 PM	25	33	5	0	36	48	9	0	4	41	22	0	18	59	31	0	331	3568
5:00 PM	26	33	9	0	36	41	12	0	3	47	11	0	13	61	23	0	315	3610
5:05 PM	24	47	8	0	26	61	6	0	5	58	11	0	15	59	19	0	338	3693
5:10 PM	24	70	7	0	9	70	6	0	5	43	10	0	17	68	25	0	344	3739
5:15 PM	32	72	8	0	30	72	6	0	6	30	12	0	13	40	30	0	351	3822
5:20 PM	34	62	14	0	28	65	11	0	3	53	18	0	10	58	29	0	364	3920
5:25 PM	37	45	7	0	30	40	7	0	9	50	11	0	16	65	36	0	353	3992
5:30 PM	21	53	13	0	14	52	8	0	8	47	10	0	15	64	27	0	332	4031
5:35 PM	22	44	3	0	18	67	4	0	9	35	15	0	15	61	26	0	319	4028
5:40 PM	40	60	11	0	25	59	7	0	8	32	12	0	19	40	29	0	342	4054
5:45 PM	38	63	11	0	29	62	8	0	2	30	11	0	9	60	25	0	336	4061
5:50 PM	24	42	9	0	26	45	8	0	5	46	9	0	12	57	25	0	308	4054
5:55 PM	17	64	6	0	15	57	12	0	11	36	15	0	13	58	32	0	336	4059
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	360	816	116	0	272	828	92	0	56	504	160	0	160	616	336	0	4316	
Heavy Trucks	4	20	4		4	4	0		0	8	0		8	4	4		60	
Pedestrians		24				8				4				8			44	
Bicycles	0	1	0		1	0	0		0	1	0		0	2	0		5	
Railroad																		
Slopped Buses																		

Comments:

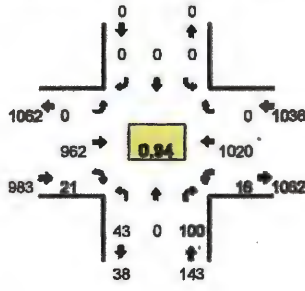


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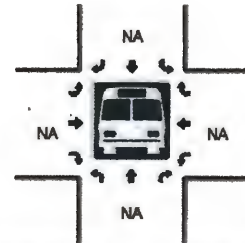
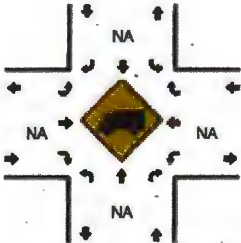
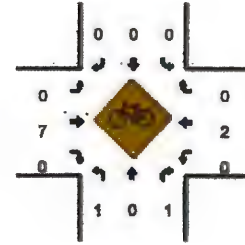
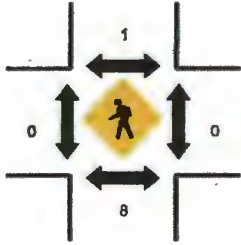
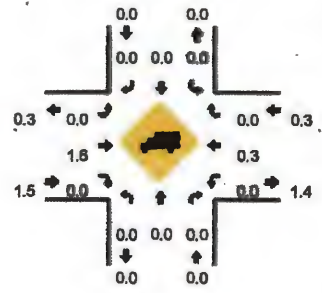
Method for determining peak hour: Total Entering Volume

LOCATION: SW Greystone Ct – SW Walker Rd  
CITY/STATE: Beaverton, OR

QC JOB #: 10789424  
DATE: Wed, Nov 14 2012



Peak-Hour: 4:50 PM – 5:50 PM  
Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period Beginning At	SW Greystone Ct (Northbound)				SW Greystone Ct (Southbound)				SW Walker Rd (Eastbound)				SW Walker Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	14	0	0	0	0	0	0	52	3	0	2	72	0	0	143	
4:05 PM	0	0	10	0	0	0	0	0	0	64	0	0	1	82	0	0	157	
4:10 PM	0	0	4	0	0	0	0	0	0	66	1	0	2	69	0	0	142	
4:15 PM	3	0	9	0	0	0	0	0	0	59	2	0	1	57	0	0	131	
4:20 PM	4	0	4	0	0	0	0	0	0	72	2	0	3	67	0	0	152	
4:25 PM	3	0	7	0	0	0	0	0	0	75	1	0	2	91	0	0	179	
4:30 PM	3	0	9	0	0	0	0	0	0	71	2	0	1	76	0	0	162	
4:35 PM	1	0	9	0	0	0	0	0	0	88	2	0	0	78	0	0	178	
4:40 PM	2	0	10	0	0	0	0	0	0	76	3	0	1	94	0	0	186	
4:45 PM	3	0	4	0	0	0	0	0	0	86	3	0	3	71	0	0	170	
4:50 PM	1	0	5	0	0	0	0	0	0	82	1	0	2	96	0	0	187	
4:55 PM	2	0	9	0	0	0	0	0	0	83	0	0	1	67	0	0	162	1949
5:00 PM	2	0	12	0	0	0	0	0	0	68	2	0	2	77	0	0	163	1969
5:05 PM	5	0	11	0	0	0	0	0	0	80	1	0	2	88	0	0	187	1999
5:10 PM	3	0	14	0	0	0	0	0	0	86	4	0	1	81	0	0	198	2058
5:15 PM	7	0	9	0	0	0	0	0	0	80	1	0	2	86	0	0	185	2110
5:20 PM	5	0	8	0	0	0	0	0	0	92	3	0	1	83	0	0	198	2148
5:25 PM	6	0	3	0	0	0	0	0	0	74	2	0	0	96	0	0	181	2150
5:30 PM	4	0	7	0	0	0	0	0	0	86	2	0	2	87	0	0	188	2176
5:35 PM	4	0	9	1	0	0	0	0	0	72	4	0	0	78	0	0	168	2166
5:40 PM	2	0	6	0	0	0	0	0	0	76	1	0	2	85	0	0	172	2152
5:45 PM	1	0	9	0	0	0	0	0	0	73	0	0	1	88	0	0	188	2182
5:50 PM	4	0	4	0	0	0	0	0	0	97	0	0	1	80	0	0	186	2161
5:55 PM	2	0	5	0	0	0	0	0	0	64	2	0	1	71	0	0	145	2144
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	60	0	116	0	0	0	0	0	0	1072	32	0	16	1000	0	0		2296
Heavy Trucks	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0	0	20	
Pedestrians		4			0				0				0				4	
Bicycles	0	0	0		0	0	0		0	2	0		0	1	0		3	
Railroad																		
Stopped Buses																		

Comments: Unsignalized

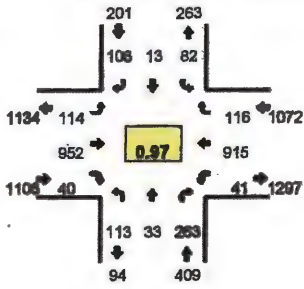


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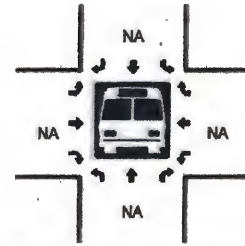
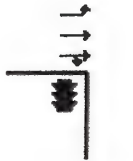
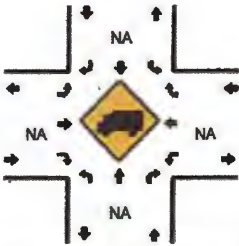
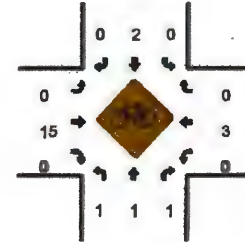
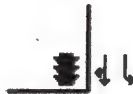
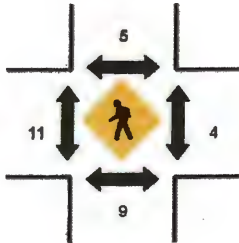
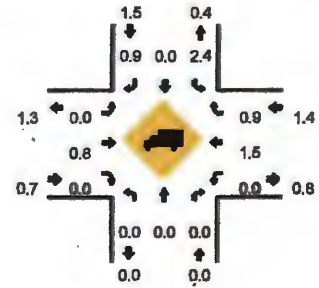
Method for determining peak hour: Total Entering Volume

LOCATION: SW Koll Pkwy – SW Walker Rd  
CITY/STATE: Beaverton, OR

QC JOB #: 12433928  
DATE: Tue, Apr 08 2014



Peak-Hour: 4:50 PM – 5:50 PM  
Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period Beginning At	SW Koll Pkwy (Northbound)				SW Koll Pkwy (Southbound)				SW Walker Rd (Eastbound)				SW Walker Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	0	23	0	7	3	9	0	5	59	0	0	5	56	9	0	184	
4:05 PM	15	0	26	0	2	0	13	0	7	61	4	0	3	63	9	0	203	
4:10 PM	12	3	22	0	7	0	4	0	6	73	1	0	3	55	8	0	194	
4:15 PM	5	2	14	0	10	1	1	0	16	84	2	0	5	48	3	0	191	
4:20 PM	6	3	12	0	3	1	9	0	8	82	1	0	5	69	10	0	209	
4:25 PM	3	2	9	0	3	1	6	0	7	75	3	0	4	67	4	0	184	
4:30 PM	10	3	31	0	7	2	8	0	2	74	2	0	5	62	5	0	211	
4:35 PM	3	2	24	0	5	0	9	0	9	71	1	0	4	56	7	0	191	
4:40 PM	5	0	16	0	5	1	3	0	3	103	2	0	2	65	5	0	210	
4:45 PM	12	0	21	0	4	0	9	0	7	93	2	0	5	79	8	0	240	
4:50 PM	2	0	17	0	6	0	7	0	7	99	4	0	2	80	9	0	233	
4:55 PM	10	1	20	0	6	1	8	0	12	78	5	0	5	72	9	0	227	2477
5:00 PM	7	2	27	0	6	2	7	0	6	98	7	0	4	82	12	0	260	2553
5:05 PM	10	2	21	0	5	0	7	0	13	95	3	0	4	71	10	0	241	2591
5:10 PM	14	3	32	0	7	1	8	0	10	58	0	0	1	79	12	0	225	2622
5:15 PM	8	6	25	0	5	2	8	0	11	91	2	0	4	80	7	0	249	2680
5:20 PM	7	2	23	0	6	1	17	0	7	73	4	0	4	82	13	0	241	2712
5:25 PM	11	4	23	0	3	1	9	0	12	88	4	0	3	84	10	0	252	2780
5:30 PM	13	4	28	0	9	2	8	0	14	74	3	0	8	69	6	0	238	2807
5:35 PM	13	4	12	0	7	0	14	0	4	54	1	0	1	71	8	0	189	2805
5:40 PM	5	3	17	0	6	2	6	0	9	91	4	0	4	77	14	0	238	2833
5:45 PM	13	2	18	0	14	1	7	0	9	53	3	0	1	68	6	0	195	2788
5:50 PM	8	1	15	0	5	0	13	0	10	91	4	0	6	81	7	0	241	2796
5:55 PM	7	5	16	0	5	0	6	0	5	50	2	0	6	78	9	0	189	2758
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	116	44	320	0	80	16	132	0	112	888	24	0	36	964	128	0	2660	
Heavy Trucks	0	0	0	0	0	0	4	0	0	12	0	0	0	12	0	0	28	
Pedestrians		8				12				20				0			40	
Bicycles	1	0	0		0	0	0		0	1	0		0	0	0		2	
Railroad																		
Stopped Buses																		

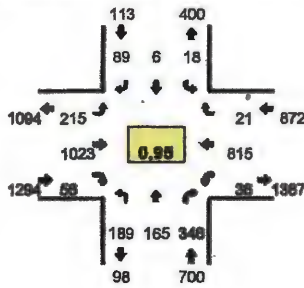
Comments:

Type of peak hour being reported: System Peak

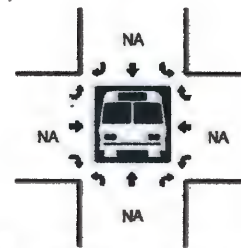
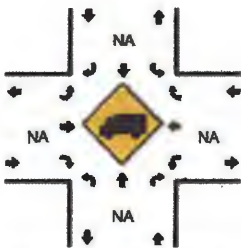
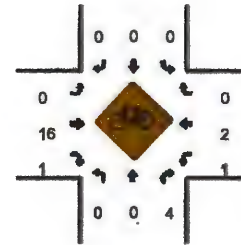
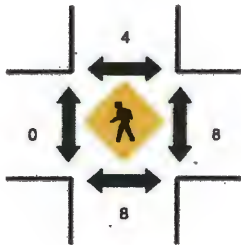
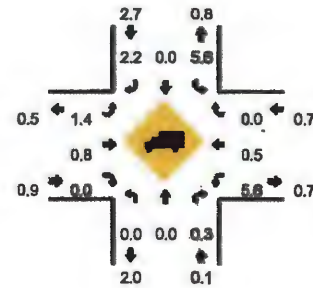
Method for determining peak hour: Total Entering Volume

LOCATION: SW Meadow Dr – SW Walker Rd  
CITY/STATE: Beaverton, OR

QC JOB #: 12433930  
DATE: Tue, Apr 08 2014



Peak-Hour: 4:50 PM – 5:50 PM  
Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period Beginning At	SW Meadow Dr (Northbound)				SW Meadow Dr (Southbound)				SW Walker Rd (Eastbound)				SW Walker Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	1	13	0	1	0	7	0	3	79	3	0	1	64	2	0	181	
4:05 PM	11	3	18	0	2	1	2	0	2	88	2	0	0	63	0	0	192	
4:10 PM	8	4	21	0	2	0	5	0	7	89	8	0	1	57	2	0	204	
4:15 PM	6	0	13	0	0	0	6	0	6	96	4	0	3	52	2	0	188	
4:20 PM	5	1	17	0	3	1	4	0	7	89	1	0	6	70	1	0	205	
4:25 PM	8	1	14	0	2	0	10	0	3	77	3	0	1	55	5	0	179	
4:30 PM	9	3	17	0	2	0	3	0	11	93	5	0	3	49	1	0	196	
4:35 PM	7	2	18	0	3	0	4	0	8	87	4	0	2	56	7	0	198	
4:40 PM	10	7	15	0	2	2	6	0	10	110	4	0	1	74	2	0	243	
4:45 PM	11	3	29	0	0	0	8	0	14	101	5	0	5	62	1	0	239	
4:50 PM	12	4	20	0	2	0	8	0	12	106	9	0	3	81	0	0	255	
4:55 PM	15	6	30	0	0	0	3	0	20	80	4	0	2	59	3	0	222	2502
5:00 PM	15	11	27	0	1	1	10	0	19	105	1	1	7	69	3	0	270	2591
5:05 PM	17	18	28	0	0	0	7	0	10	101	4	0	3	73	1	0	258	2657
5:10 PM	20	12	28	0	0	0	9	0	24	82	3	0	4	67	2	0	249	2702
5:15 PM	21	16	37	0	1	2	10	0	21	85	4	0	3	67	0	0	267	2781
5:20 PM	12	14	35	0	1	0	10	0	22	83	9	0	3	74	2	0	265	2841
5:25 PM	16	15	26	0	4	0	6	0	19	72	6	0	2	61	2	0	229	2891
5:30 PM	15	18	29	0	2	2	7	0	18	82	3	0	1	77	4	0	258	2953
5:35 PM	18	20	29	0	4	1	4	0	23	69	8	0	4	55	0	0	235	2990
5:40 PM	14	12	32	0	1	0	8	0	12	78	3	0	1	74	3	0	236	2983
5:45 PM	14	21	29	0	2	0	9	0	14	82	2	0	3	58	1	0	235	2979
5:50 PM	13	11	25	0	1	1	4	0	20	94	2	0	0	72	3	0	246	2970
5:55 PM	12	9	32	0	2	0	3	0	8	60	6	0	2	73	2	0	209	2957
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	212	168	392	0	8	8	116	0	268	1000	64	0	40	832	16	0	3124	
Heavy Trucks	0	0	0	0	0	0	0	0	4	8	0	0	4	4	0	0	20	
Pedestrians		12				0				0				8			20	
Bicycles	0	0	1		0	0	0		0	1	0		0	1	0		3	
Railroad																		
Stopped Buses																		

Comments:

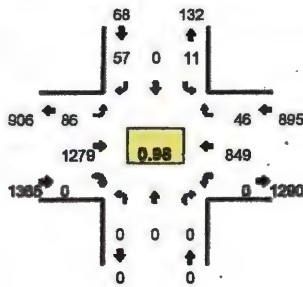


Type of peak hour being reported: System Peak

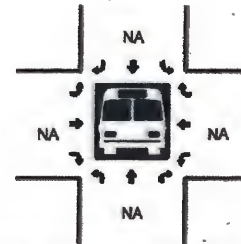
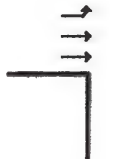
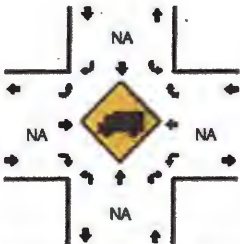
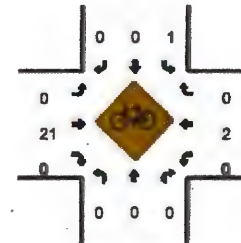
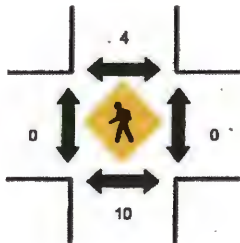
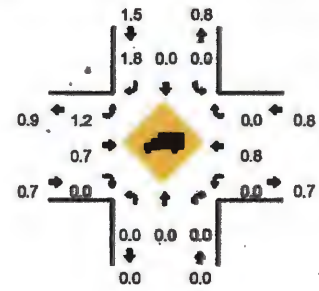
Method for determining peak hour: Total Entering Volume

LOCATION: SW Butner Rd – SW Walker Rd  
CITY/STATE: Beaverton, OR

QC JOB #: 12433932  
DATE: Tue, Apr 08 2014



Peak-Hour: 4:50 PM – 5:50 PM  
Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period	SW Butner Rd (Northbound)				SW Butner Rd (Southbound)				SW Walker Rd (Eastbound)				SW Walker Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	2	0	3	0	5	91	0	0	0	57	3	0	161	
4:05 PM	0	0	0	0	4	0	1	0	5	103	0	0	0	50	4	0	167	
4:10 PM	0	0	0	0	1	0	2	0	7	100	0	0	0	59	7	0	176	
4:15 PM	0	0	0	0	1	0	7	0	9	98	0	0	0	60	4	0	179	
4:20 PM	0	0	0	0	0	0	1	0	10	95	0	0	0	71	2	0	179	
4:25 PM	0	0	0	0	0	0	2	0	9	88	0	0	0	58	4	0	161	
4:30 PM	0	0	0	0	0	0	2	0	4	110	0	0	0	65	2	0	183	
4:35 PM	0	0	0	0	1	0	4	0	6	76	0	0	0	74	3	0	164	
4:40 PM	0	0	0	0	3	0	4	0	11	102	0	0	0	66	5	0	191	
4:45 PM	0	0	0	0	1	0	2	0	10	127	0	0	0	58	3	0	201	
4:50 PM	0	0	0	0	3	0	2	0	4	118	0	0	0	77	1	0	205	
4:55 PM	0	0	0	0	1	0	5	0	6	109	0	0	0	76	6	0	203	2170
5:00 PM	0	0	0	0	0	0	4	0	9	107	0	0	0	75	3	0	198	2207
5:05 PM	0	0	0	0	1	0	7	0	9	141	0	0	0	69	7	0	234	2274
5:10 PM	0	0	0	0	0	0	3	0	6	87	0	0	0	64	2	0	162	2260
5:15 PM	0	0	0	0	1	0	3	0	11	113	0	0	0	74	5	0	207	2288
5:20 PM	0	0	0	0	1	0	5	0	5	128	0	0	0	80	6	0	223	2332
5:25 PM	0	0	0	0	0	0	6	0	15	86	0	0	0	72	2	0	181	2352
5:30 PM	0	0	0	0	0	0	7	0	4	92	0	0	0	68	3	0	174	2343
5:35 PM	0	0	0	0	1	0	6	0	6	110	0	0	0	70	4	0	197	2376
5:40 PM	0	0	0	0	1	0	3	0	2	103	0	0	0	63	2	0	174	2359
5:45 PM	0	0	0	0	2	0	6	0	9	87	0	0	0	61	5	0	170	2328
5:50 PM	0	0	0	0	0	0	1	0	3	110	0	0	0	66	4	0	184	2307
5:55 PM	0	0	0	0	0	0	2	0	6	106	0	0	0	60	5	0	179	2283
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	0	44	0	88	1304	0	0	0	872	52	0	2368	
Heavy Trucks	0	0	0	0	0	0	4	0	0	12	0	0	0	4	0	0	20	
Pedestrians		8				8				0				0			16	
Bicycles	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	
Railroad																		
Stopped Buses																		

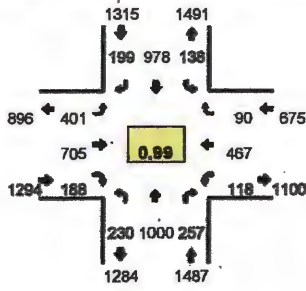
Comments:

Type of peak hour being reported: System Peak

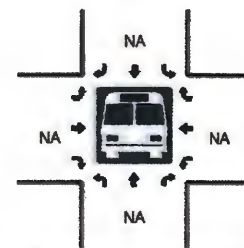
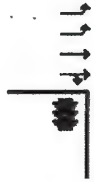
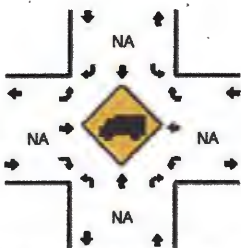
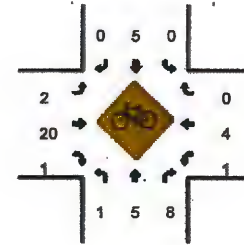
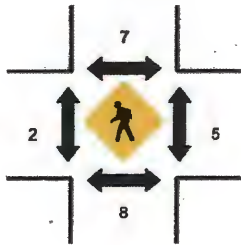
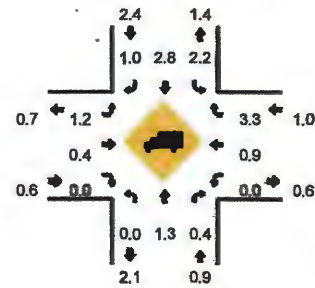
Method for determining peak hour: Total Entering Volume

LOCATION: SW Murray Blvd – SW Walker Rd  
CITY/STATE: Beaverton, OR

QC JOB #: 12433934  
DATE: Tue, Apr 08 2014



Peak-Hour: 4:50 PM – 5:50 PM  
Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period	SW Murray Blvd (Northbound)				SW Murray Blvd (Southbound)				SW Walker Rd (Eastbound)				SW Walker Rd (Westbound)				Total	Hourly Totals
	Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right		
4:00 PM	19	85	16	0	10	72	12	0	22	43	13	0	7	26	7	0	332	
4:05 PM	16	83	15	0	9	75	10	0	33	43	19	0	8	29	7	0	347	
4:10 PM	23	78	17	0	6	79	14	0	22	49	12	0	7	28	3	0	338	
4:15 PM	18	91	16	0	11	55	12	0	29	45	17	0	9	34	14	0	351	
4:20 PM	17	85	10	0	14	75	18	0	27	48	15	0	7	35	4	0	355	
4:25 PM	16	69	12	0	16	65	15	0	50	53	11	0	12	29	7	0	355	
4:30 PM	17	65	10	0	15	61	15	0	22	79	15	0	7	39	7	0	352	
4:35 PM	17	94	13	0	9	84	22	0	27	48	23	0	9	35	6	0	387	
4:40 PM	20	73	10	0	8	66	12	0	37	42	19	0	18	35	4	0	344	
4:45 PM	13	60	14	0	14	61	9	0	34	74	31	0	3	38	7	0	358	
4:50 PM	22	81	16	0	10	78	16	0	31	57	21	0	11	38	11	0	392	
4:55 PM	22	82	15	0	14	60	14	0	32	59	10	0	9	47	8	0	372	4283
5:00 PM	14	78	23	0	13	77	13	0	48	70	20	0	12	45	9	0	422	4373
5:05 PM	28	119	18	0	7	67	18	0	34	59	12	0	11	40	7	0	416	4442
5:10 PM	17	101	26	0	7	79	13	0	36	53	15	0	10	33	10	0	400	4504
5:15 PM	15	86	18	0	14	84	18	0	33	76	11	0	4	54	6	0	419	4572
5:20 PM	26	80	13	0	8	70	13	0	24	66	17	0	7	45	8	0	387	4604
5:25 PM	17	84	39	0	10	108	18	0	29	47	15	0	7	32	7	0	413	4662
5:30 PM	18	65	27	0	10	84	17	0	35	54	19	0	13	46	6	0	394	4704
5:35 PM	16	64	18	0	9	73	21	0	28	68	18	0	12	32	7	0	366	4683
5:40 PM	19	82	25	0	13	100	19	0	31	46	17	0	11	28	4	0	395	4734
5:45 PM	18	68	19	0	23	98	21	0	40	50	13	0	11	27	7	0	385	4771
5:50 PM	23	64	17	0	18	54	15	0	33	68	26	0	8	43	8	0	377	4756
5:55 PM	21	108	22	0	13	80	21	0	28	44	23	0	5	31	6	0	402	4786
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	232	1108	228	0	116	932	176	0	372	780	172	0	84	528	96	0	4824	
Heavy Trucks	0	8	0	0	8	32	4	0	8	4	0	0	0	4	0	0	68	
Pedestrians		0				8				0				4			12	
Bicycles	1	0	3		0	0	0		0	3	0		0	0	0		7	
Railroad																		
Stopped Buses																		

Comments:

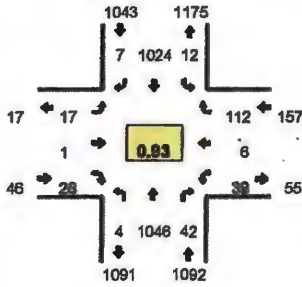


Type of peak hour being reported: User-Defined

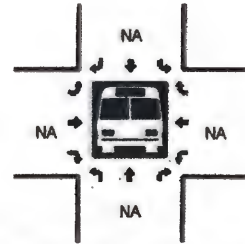
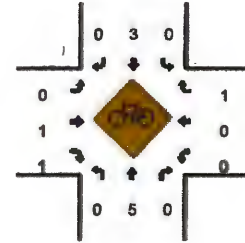
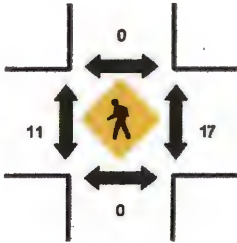
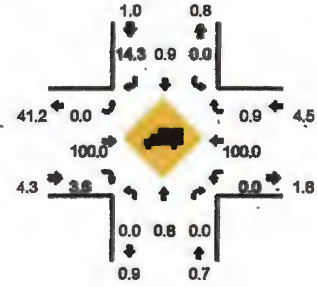
Method for determining peak hour: Total Entering Volume

LOCATION: SW 158th Ave – SW Greystone Ct  
 CITY/STATE: Beaverton, OR

QC JOB #: 13116201  
 DATE: Thu, Oct 09 2014



Peak-Hour: 4:50 PM – 5:50 PM  
 Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period	SW 158th Ave (Northbound)				SW 158th Ave (Southbound)				SW Greystone Ct (Eastbound)				SW Greystone Ct (Westbound)				Total	Hourly Totals	
	Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right			U
4:00 PM	0	73	2	0	0	1	59	1	0	0	0	2	0	0	0	5	0	143	
4:05 PM	3	59	0	0	0	0	66	1	0	2	0	6	0	3	0	6	0	146	
4:10 PM	0	55	5	0	0	0	84	0	0	1	0	8	0	8	1	7	0	169	
4:15 PM	0	90	3	0	0	3	73	0	1	2	0	2	0	2	1	3	0	180	
4:20 PM	1	68	1	0	0	0	77	1	0	2	0	2	0	5	0	8	0	165	
4:25 PM	1	57	3	0	0	0	83	2	0	0	1	3	0	7	1	3	0	161	
4:30 PM	0	82	5	0	0	0	71	1	0	4	0	4	0	3	0	6	0	176	
4:35 PM	2	75	4	0	0	0	54	0	0	1	1	2	0	4	1	9	0	153	
4:40 PM	0	80	3	0	0	1	76	0	0	3	0	2	0	9	1	7	0	182	
4:45 PM	2	87	5	0	0	2	81	0	1	2	0	2	0	4	0	10	0	196	
4:50 PM	2	78	2	0	0	0	90	0	0	2	0	2	0	3	1	9	0	189	
4:55 PM	1	89	2	0	0	0	73	1	0	2	0	3	0	2	0	9	0	182	2042
5:00 PM	0	74	5	0	0	1	82	0	0	4	0	4	0	5	0	10	0	185	2084
5:05 PM	0	74	2	0	0	2	77	0	0	2	0	2	0	6	1	10	0	176	2114
5:10 PM	1	85	0	0	0	2	103	1	0	0	0	1	0	2	1	13	0	209	2154
5:15 PM	0	106	0	0	0	1	84	3	0	2	0	4	0	3	0	13	0	216	2190
5:20 PM	0	87	7	0	0	1	92	0	0	0	0	1	0	5	1	9	0	203	2228
5:25 PM	0	97	6	0	0	1	92	0	0	1	0	2	0	4	0	6	0	209	2276
5:30 PM	0	84	1	0	0	1	90	2	0	1	0	5	0	4	1	10	0	199	2299
5:35 PM	0	85	5	0	0	2	94	0	0	1	0	1	0	1	0	7	0	196	2342
5:40 PM	0	89	5	0	0	0	74	0	0	0	0	2	0	0	0	3	0	173	2333
5:45 PM	0	98	7	0	0	1	73	0	0	2	1	1	0	4	1	13	0	201	2338
5:50 PM	0	95	2	0	0	0	72	0	0	1	0	0	0	3	1	10	0	184	2333
5:55 PM	3	72	6	0	0	0	54	0	0	0	0	2	0	0	0	4	0	141	2292
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	4	1112	28	0	16	1116	18	0	8	0	24	0	40	8	140	0	2512		
Heavy Trucks	0	4	0	0	0	0	4	0	0	0	0	0	0	8	0	0	16		
Pedestrians		0				0								16			16		
Bicycles	0	1	0		0	1	0		0	0	1		0	0	1		4		
Railroad																			
Stopped Buses																			

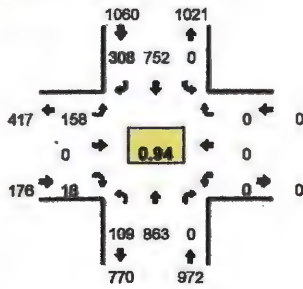
Comments:

Type of peak hour being reported: System Peak

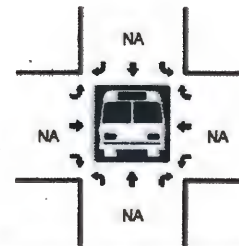
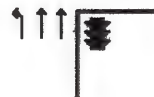
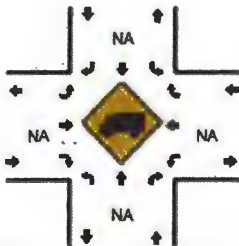
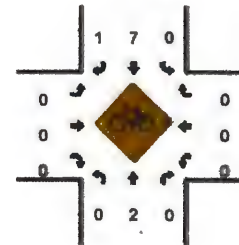
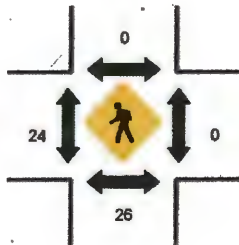
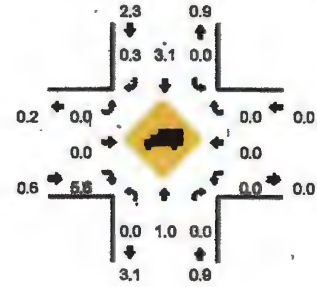
Method for determining peak hour: Total Entering Volume

LOCATION: SW 158th Ave – SW Baseline Rd  
 CITY/STATE: Beaverton, OR

QC JOB #: 12433924  
 DATE: Tue, Apr 08 2014



Peak-Hour: 4:50 PM – 5:50 PM  
 Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period	SW 158th Ave (Northbound)				SW 158th Ave (Southbound)				SW Baseline Rd (Eastbound)				SW Baseline Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	60	0	0	0	60	21	0	13	0	1	0	0	0	0	0	157	
4:05 PM	3	56	0	0	0	52	15	0	7	0	3	0	0	0	0	0	136	
4:10 PM	4	70	0	0	0	53	27	0	11	0	3	0	0	0	0	0	168	
4:15 PM	7	66	0	0	0	40	21	0	10	0	1	0	0	0	0	0	145	
4:20 PM	3	54	0	0	0	63	17	0	13	0	2	0	0	0	0	0	152	
4:25 PM	3	60	0	0	0	48	12	0	14	0	2	0	0	0	0	0	139	
4:30 PM	5	71	0	0	0	52	16	0	10	0	1	0	0	0	0	0	155	
4:35 PM	5	75	0	0	0	62	32	0	16	0	2	0	0	0	0	0	192	
4:40 PM	3	60	0	0	0	61	31	0	9	0	4	0	0	0	0	0	168	
4:45 PM	6	65	0	0	0	68	21	0	11	0	2	0	0	0	0	0	173	
4:50 PM	4	72	0	0	0	70	21	0	11	0	2	0	0	0	0	0	180	
4:55 PM	5	48	0	0	0	57	19	0	15	0	1	0	0	0	0	0	145	1910
5:00 PM	5	69	0	0	0	63	20	0	12	0	1	0	0	0	0	0	170	1923
5:05 PM	6	70	0	0	0	61	35	0	15	0	2	0	0	0	0	0	189	1978
5:10 PM	6	81	0	0	0	66	32	0	16	0	1	0	0	0	0	0	204	2012
5:15 PM	18	68	0	0	0	69	25	0	11	0	2	0	0	0	0	0	193	2060
5:20 PM	13	60	0	0	0	55	27	0	15	0	3	0	0	0	0	0	183	2101
5:25 PM	9	77	0	0	0	64	35	0	11	0	1	0	0	0	0	0	197	2159
5:30 PM	15	62	0	0	0	61	21	0	12	0	2	0	0	0	0	0	173	2177
5:35 PM	12	81	0	0	0	67	23	0	9	0	3	0	0	0	0	0	195	2180
5:40 PM	4	75	0	0	0	50	20	0	20	0	0	0	0	0	0	0	169	2181
5:45 PM	12	80	0	0	0	67	30	0	11	0	0	0	0	0	0	0	200	2208
5:50 PM	3	73	0	0	0	48	29	0	18	0	6	0	0	0	0	0	177	2205
5:55 PM	4	55	0	0	0	53	30	0	18	0	4	0	0	0	0	0	164	2224
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	148	916	0	0	0	768	336	0	168	0	24	0	0	0	0	0	2360	
Heavy Trucks	0	16	0	0	0	16	4	0	0	0	0	0	0	0	0	0	36	
Pedestrians		28				0				28				0			56	
Bicycles	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Railroad																		
Stopped Buses																		

Comments:

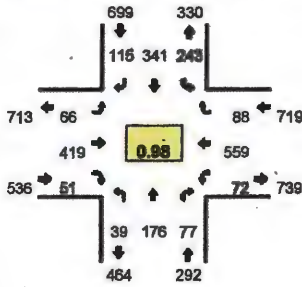


Type of peak hour being reported: System Peak

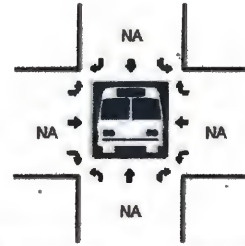
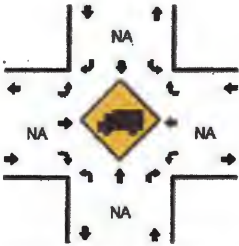
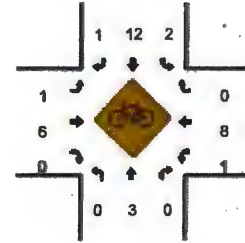
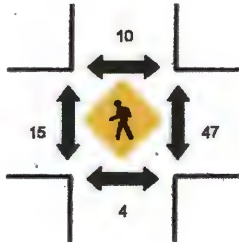
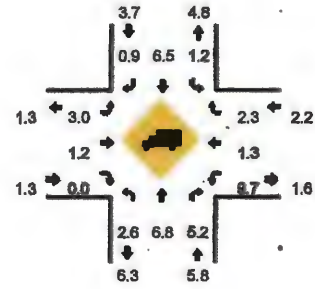
Method for determining peak hour: Total Entering Volume

LOCATION: SW 158th Ave – SW Jenkins Rd  
CITY/STATE: Beaverton, OR

QC JOB #: 12433920  
DATE: Tue, Apr 08 2014



Peak-Hour: 4:50 PM – 5:50 PM  
Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period	SW 158th Ave (Northbound)				SW 158th Ave (Southbound)				SW Jenkins Rd (Eastbound)				SW Jenkins Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	4	0	0	6	1	0	0	0	1	0	3	3	1	0	20	
4:05 PM	5	16	10	0	17	24	10	0	3	39	1	0	10	47	11	0	193	
4:10 PM	4	17	12	0	17	17	9	0	10	42	4	0	17	42	7	0	198	
4:15 PM	7	21	11	0	18	17	6	0	2	33	1	0	7	52	8	0	183	
4:20 PM	4	22	11	0	17	21	6	0	4	45	1	0	7	56	8	0	202	
4:25 PM	4	4	4	0	16	16	7	0	4	39	2	0	10	65	2	0	173	
4:30 PM	1	32	14	0	19	20	3	0	2	31	5	0	9	42	8	0	186	
4:35 PM	4	14	9	0	21	21	8	0	6	42	4	0	8	66	6	0	209	
4:40 PM	0	18	13	0	18	33	9	0	7	39	5	0	4	48	2	0	196	
4:45 PM	3	13	5	0	24	17	7	0	7	63	4	0	6	68	5	0	222	
4:50 PM	2	21	3	0	18	34	12	0	10	34	8	0	3	44	4	0	181	
4:55 PM	6	7	5	0	24	19	3	0	6	33	2	0	10	60	9	0	184	2157
5:00 PM	4	19	11	0	17	34	6	0	5	29	3	0	9	39	10	0	186	2323
5:05 PM	4	8	10	0	14	25	8	0	5	49	6	0	6	51	10	0	188	2328
5:10 PM	5	12	2	0	22	48	10	0	7	38	5	0	6	41	7	0	208	2336
5:15 PM	4	12	4	0	26	28	7	0	5	26	5	0	8	42	8	0	175	2328
5:20 PM	4	12	4	0	23	31	11	0	4	29	3	0	6	58	8	0	191	2317
5:25 PM	3	19	11	0	24	24	8	0	6	47	2	0	2	41	3	0	190	2334
5:30 PM	4	17	4	0	24	21	9	0	1	21	3	0	4	39	3	0	150	2298
5:35 PM	0	17	11	0	9	14	7	0	8	34	4	0	4	51	7	0	166	2255
5:40 PM	2	18	6	0	28	39	10	0	4	33	7	0	10	39	12	0	208	2267
5:45 PM	1	14	8	0	18	28	15	0	5	48	3	0	4	56	7	0	201	2248
5:50 PM	5	11	6	0	21	33	6	0	4	29	2	0	7	41	6	0	171	2226
5:55 PM	5	8	3	0	12	18	10	0	2	37	4	0	14	51	12	0	176	2218
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	52	144	40	0	284	420	148	0	64	364	52	0	80	556	92	0		2296
Heavy Trucks	0	12	0	0	0	28	0	0	4	4	0	0	12	4	4	0	68	
Pedestrians		0				8				8				56			72	
Bicycles	0	2	0		0	0	0		0	0	0		0	2	0		4	
Railroad																		
Stopped Buses																		

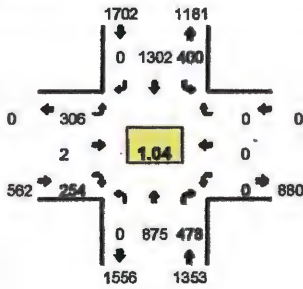
Comments:

Type of peak hour being reported: System Peak

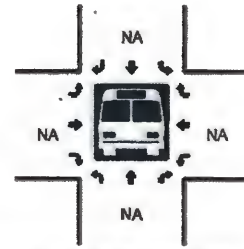
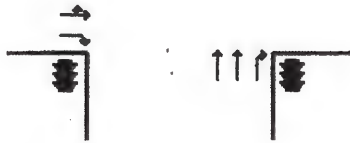
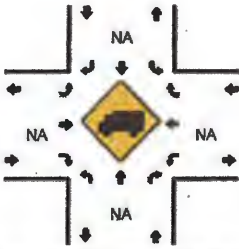
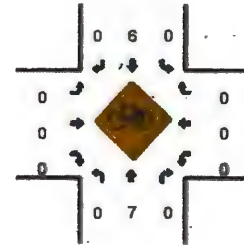
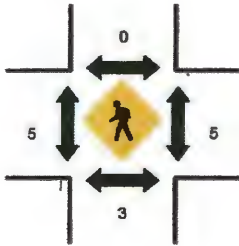
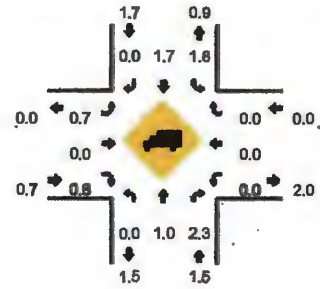
Method for determining peak hour: Total Entering Volume

LOCATION: NW Murray Blvd – Hwy 26 EB Ramps  
CITY/STATE: Beaverton, OR

QC JOB #: 12433906  
DATE: Tue, Apr 08 2014



Peak-Hour: 4:50 PM – 5:50 PM  
Peak 15-Min: 5:10 PM – 5:25 PM



5-Min Count Period	NW Murray Blvd (Northbound)				NW Murray Blvd (Southbound)				Hwy 26 EB Ramps (Eastbound)				Hwy 26 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	62	38	0	27	71	0	0	19	0	18	0	0	0	0	0	235	
4:05 PM	0	56	41	0	29	87	0	0	13	0	12	0	0	0	0	0	238	
4:10 PM	0	95	39	0	22	82	0	0	11	0	19	0	0	0	0	0	268	
4:15 PM	0	57	48	0	41	89	0	0	27	0	19	0	0	0	0	0	281	
4:20 PM	0	65	44	0	40	104	0	0	23	0	17	0	0	0	0	0	293	
4:25 PM	0	82	41	0	27	112	0	0	14	0	20	0	0	0	0	0	296	
4:30 PM	0	64	38	0	29	84	0	0	16	1	17	0	0	0	0	0	249	
4:35 PM	0	56	50	0	37	84	0	0	13	0	19	0	0	0	0	0	259	
4:40 PM	0	89	36	0	28	97	0	0	3	0	19	0	0	0	0	0	272	
4:45 PM	0	70	27	0	36	94	0	0	27	0	30	0	0	0	0	0	284	
4:50 PM	0	67	28	0	35	99	0	0	16	0	21	0	0	0	0	0	266	
4:55 PM	0	88	48	0	39	102	0	0	20	1	12	0	0	0	0	0	310	3251
5:00 PM	0	65	49	0	33	94	0	0	19	0	26	0	0	0	0	0	286	3302
5:05 PM	0	60	43	0	44	109	0	0	20	0	14	0	0	0	0	0	290	3354
5:10 PM	0	66	27	0	40	122	0	0	16	0	17	0	0	0	0	0	310	3386
5:15 PM	0	66	35	0	18	101	0	0	19	0	23	0	0	0	0	0	262	3377
5:20 PM	0	62	37	0	36	100	0	0	31	1	25	0	0	0	0	0	300	3384
5:25 PM	0	92	27	0	27	122	0	0	19	0	28	0	0	0	0	0	315	3403
5:30 PM	0	65	53	0	32	111	0	0	32	0	21	0	0	0	0	0	314	3468
5:35 PM	0	69	37	0	35	98	0	0	33	0	22	0	0	0	0	0	294	3503
5:40 PM	0	88	38	0	31	137	0	0	31	0	24	0	0	0	0	0	349	3580
5:45 PM	0	65	56	0	28	101	0	0	50	0	21	0	0	0	0	0	321	3617
5:50 PM	0	67	45	0	32	106	0	0	25	0	23	0	0	0	0	0	298	3649
5:55 PM	0	90	40	0	22	103	0	0	19	0	23	0	0	0	0	0	297	3636
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	864	396	0	384	1316	0	0	264	4	260	0	0	0	0	0	3488	
Heavy Trucks	0	8	12	0	16	16	0	0	0	0	0	0	0	0	0	0	52	
Pedestrians	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0	0	12	
Bicycles	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

Comments:

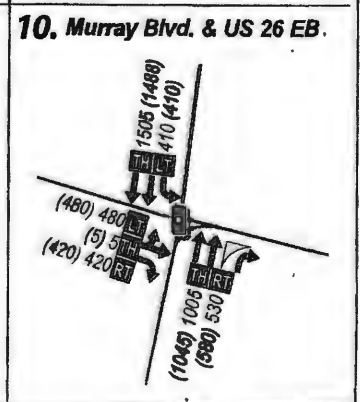
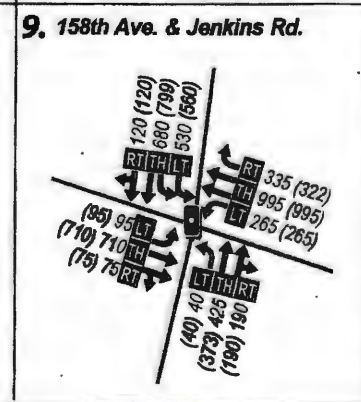
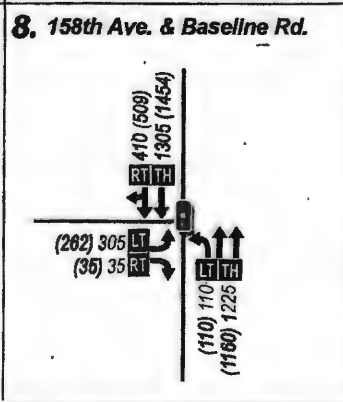
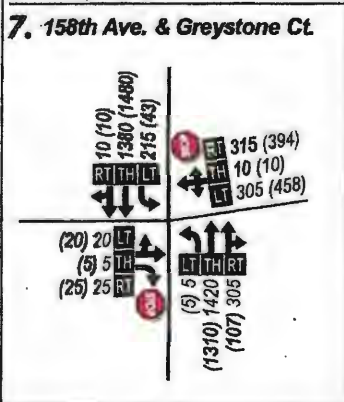
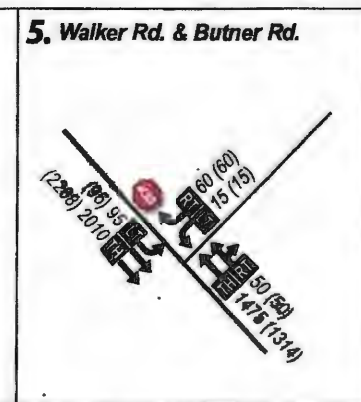
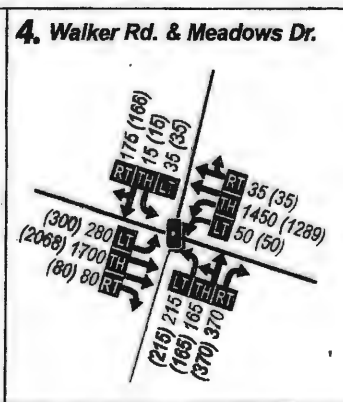
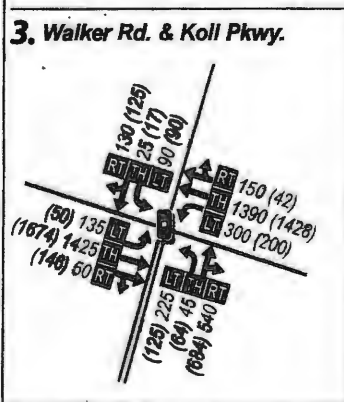
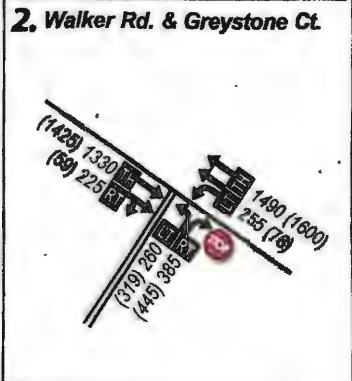
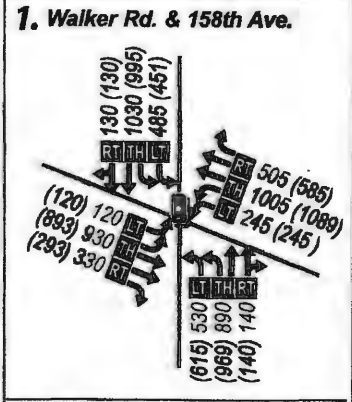
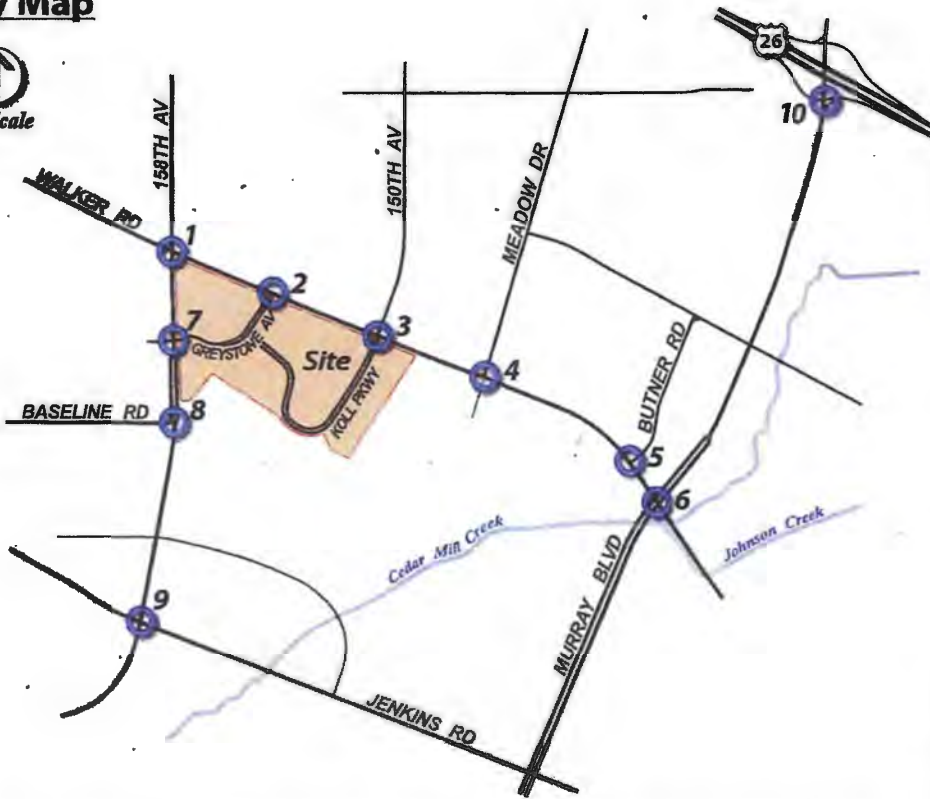
Report generated on 10/14/2014 7:40 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**Appendix A3 – 2035 Turn Volume Figure**



# Key Map



**LEGEND**

- # - Study Intersection
- ⬆ - Lane Configuration (With Planned Improvements)
- 000 - 2035 PM Peak Trips - Existing Zoning
- (000) - 2035 PM Peak Trips - Proposed Zoning
- LT/TH/RT - Volume Turn Movement (Left-Thru-Right)
- ⊙ - Traffic Signal
- ⊙ - Stop Sign

**DKS**

**Figure A1**

**2035 PM PEAK HOUR TRAFFIC VOLUMES**

## **Appendix A4 – WHQ Campus Trip Generation Data**

## NIKE CAMPUS TRIP GENERATION RATE CALCULATION

This section documents the methodology for calculating the campus trip generation rates of the Nike World Headquarters.

### Data Collection

We collected turning movement counts in April 2014 at the study intersection identified in this memorandum during the a.m. (7:00 – 9:00 a.m.) and p.m. (4:00 – 6:00 p.m.) peak periods. From those counts, we identified the peak hour of the transportation system in the vicinity of the campus, which we found to be 7:20 – 8:20 a.m. and 5:00 – 6:00 p.m. for the a.m. and p.m. peak period, respectively. Then, we isolated the campus access location shown in Exhibit G-1 and calculated the inbound and outbound movements for each period.



Image Source: [www.maps.google.com](http://www.maps.google.com)

Exhibit G-1: Campus Access Locations



### Trip Generation Rate Calculation

We calculated the observed campus trip rate based on the observed trips inbound and outbound from the campus and the accessible building area (in square footage) within the campus via the identified access points. The observed trip data as well as the calculated trip rates and inbound/outbound percentages are shown in Table F-1.

Table F-1. Calculated Campus Trip Generation Rates

Time Period	Existing Building Area	Observed Vehicles			Calculated Trip Rate		
		Total	Inbound	Outbound	Trip Rate (per ksf)	Percent Split	
						Inbound	Outbound
AM Peak Hour	1,880,980 sq. ft.	2,463	2,202	261	1.31	89%	11%
PM Peak Hour		2,169	326	1,843	1.15	15%	85%

Note: ksf = 1,000 square feet

## Appendix A5 – Intersection Added Traffic Calculations

Table 1 presents the percent change in trips from the existing zoning 2035 p.m. peak volumes to the proposed zoning 2035 p.m. peak volumes.

**Table A1: Percent Change in Trips Resulting from Proposed Zoning**

Intersection	Percent Change by Intersection Leg				
	North	South	East	West	Total
Walker Rd & 158th Ave	3%	3%	3%	3%	3%
Walker Rd & Greystone Ct	-	-20%	3%	3%	0%
Walker Rd & Koll Pkwy	-33%	4%	6%	6%	3%
Walker Rd & Meadows Dr	2%	0%	6%	6%	5%
Walker Rd & Butner Rd	0%	-	3%	3%	3%
Walker Rd & Murray Blvd	-1%	1%	3%	3%	2%
158th Ave & Greystone Ct	-3%	-2%	-12%	0%	-4%
158th Ave & Baseline Rd	4%	3%	-	7%	4%
158th Ave & Jenkins Rd	4%	4%	1%	0%	2%
Murray Blvd & US 26 Eastbound	1%	2%	5%	0%	2%

## **Appendix A6 – HCM Traffic Analysis Worksheets**

# HCM Signalized Intersection Capacity Analysis

## 1: 158th Ave & Walker Rd

Walker Employment Rezone



	EBL	EBT	EBR	WBL	WBT	WBR	SEB	SEB	SEB	SEB	SEB	
Lane Configurations	TT	TT	T	TT	TT	T	TT	TT	TT	TT	TT	
Volume (vph)	120	930	330	245	1005	505	530	890	140	485	1030	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.0		4.0	5.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95		0.97	0.95	
Frbp, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3502	3574	1536	3433	3574	1550	3467	3480		3467	3466	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3502	3574	1536	3433	3574	1550	3467	3480		3467	3466	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	930	330	245	1005	505	530	890	140	485	1030	130
RTOR Reduction (vph)	0	0	108	0	0	145	0	8	0	0	6	0
Lane Group Flow (vph)	120	930	222	245	1005	360	530	1022	0	485	1154	0
Confl. Peds. (#/hr)	8		18	18		8	12		14	14		12
Confl. Bikes (#/hr)			8			4			1			3
Heavy Vehicles (%)	0%	1%	0%	2%	1%	1%	1%	1%	2%	1%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						
Actuated Green, G (s)	8.7	45.6	45.6	14.3	51.2	51.2	27.4	48.4		26.2	47.2	
Effective Green, g (s)	8.7	45.6	45.6	14.3	51.2	51.2	27.4	48.4		26.2	47.2	
Actuated g/C Ratio	0.06	0.30	0.30	0.09	0.33	0.33	0.18	0.32		0.17	0.31	
Clearance Time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	1.0	3.1	3.1	3.1	2.3	2.3	3.5	3.1		3.5	3.1	
Lane Grp Cap. (vph)	199	1065	457	320	1196	518	620	1100		593	1069	
v/s Ratio Prot	0.03	0.26		c0.07	c0.28		c0.15	0.29		0.14	c0.33	
v/s Ratio Perm			0.14			0.23						
v/c Ratio	0.60	0.87	0.49	0.77	0.84	0.69	0.85	0.93		0.82	1.08	
Uniform Delay, d1	70.5	51.0	44.1	67.7	47.1	44.1	60.9	50.6		61.1	52.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.5	8.1	0.8	10.5	5.3	3.5	11.4	13.3		8.8	51.6	
Delay (s)	74.0	59.1	44.9	78.2	52.5	47.7	72.2	64.0		69.9	104.5	
Level of Service	E	E	D	E	D	D	E	E		E	F	
Approach Delay (s)		57.0			54.7			66.8			94.3	
Approach LOS		E			D			E			F	
HCM 2000 Control Delay			68.4			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			153.0			Sum of lost time (s)			18.5			
Intersection Capacity Utilization			96.0%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group



HCM 2010 TWSC  
2: Greystone Ct & Walker Rd

Walker Employment Rezone

Intersection Delay, s/veh	122.2
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	EB	WB	WB	WB	WB	NB
Vol, veh/h	1330	225	255	1490	260	385
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1330	225	255	1490	260	385

Conflicting Flow All	0	0	1555	0	2698	786
Stage 1	-	-	-	-	1443	-
Stage 2	-	-	-	-	1255	-
Follow-up Headway	-	-	2	-	4	3
Pot Capacity-1 Maneuver	-	-	431	-	# 18	# 339
Stage 1	-	-	-	-	# 187	-
Stage 2	-	-	-	-	# 236	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	-	-	428	-	# 7	# 337
Mov Capacity-2 Maneuver	-	-	-	-	# 60	-
Stage 1	-	-	-	-	# 187	-
Stage 2	-	-	-	-	# 95	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	\$ 738

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	60	337	-	-	428	-
HCM Lane V/C Ratio	4.333	1.142	-	-	0.596	-
HCM Control Delay (s)	\$ 1639.3	128.5	-	-	25.063	-
HCM Lane LOS	F	F	-	-	D	-
HCM 95th %tile Q(veh)	28.43	15.384	-	-	3.766	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

### HCM Signalized Intersection Capacity Analysis 3: Koll Pkwy/150th Ave & Walker Rd

Walker Employment Rezone



	EB	WB	SB	NB	EB	WB	SB	NB	EB	WB	SB	NB
Lane Configurations	↕	↕↕		↕	↕↕		↕	↕	↕	↕	↕	↕
Volume (vph)	135	1425	50	300	1390	150	225	45	540	90	25	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.86		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3551		1805	3478		1786	1610		1768	1609	
Flt Permitted	0.09	1.00		0.08	1.00		0.57	1.00		0.18	1.00	
<b>Satd. Flow (perm)</b>	<b>164</b>	<b>3551</b>		<b>159</b>	<b>3478</b>		<b>1077</b>	<b>1610</b>		<b>335</b>	<b>1609</b>	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	135	1425	50	300	1390	150	225	45	540	90	25	130
RTOR Reduction (vph)	0	3	0	0	8	0	0	175	0	0	100	0
Lane Group Flow (vph)	135	1472	0	300	1532	0	225	410	0	90	55	0
Confl. Peds. (#/hr)	5		9	9		5	11		4	4		11
Confl. Bikes (#/hr)			15			3			1			2
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	0%	0%	2%	0%	1%
Turn Type	prmt	NA		prmt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	58.2	46.4		60.8	47.7		22.2	22.2		22.2	22.2	
Effective Green, g (s)	58.2	46.4		60.8	47.7		22.2	22.2		22.2	22.2	
Actuated g/C Ratio	0.61	0.49		0.64	0.50		0.23	0.23		0.23	0.23	
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.6	2.7		2.6	2.7		2.6	2.6		2.7	2.7	
Lane Grp Cap (vph)	303	1730		328	1742		251	375		78	375	
v/s Ratio Prot	0.06	0.41		c0.13	0.44			0.25			0.03	
v/s Ratio Perm	0.22			c0.46			0.21			c0.27		
v/c Ratio	0.45	0.85		0.91	0.88		0.90	1.09		1.15	0.15	
Uniform Delay, d1	31.2	21.4		31.9	21.2		35.4	36.5		36.5	29.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	4.2		28.8	5.4		30.8	74.1		149.4	0.2	
Delay (s)	32.0	25.6		60.7	26.6		66.1	110.6		185.9	29.1	
Level of Service	C	C		E	C		E	F		F	C	
Approach Delay (s)		26.1			32.1			98.2			86.7	
Approach LOS		C			C			F			F	
HCM 2000 Control Delay			44.8			HCM 2000 Level of Service		D				
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			95.2			Sum of lost time (s)		13.5				
Intersection Capacity Utilization			113.4%			ICU Level of Service		H				
Analysis Period (min)			15									



# HCM Signalized Intersection Capacity Analysis

## 4: Meadows Dr & Walker Rd

Walker Employment Rezone



Approach	EB	WB	SB	NB	EB	WB	SB	NB	EB	WB	SB	NB
Lane Configurations	T	TT	T	TT	TT	T	T	T	T	T	T	T
Volume (vph)	280	1700	80	50	1450	35	215	165	370	35	15	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	4.0	5.5		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		0.95	0.95	1.00	1.00	1.00	
Frb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.86	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3574	1571	3303	3560		1715	1792	1594	1703	1608	
Fit Permitted	0.10	1.00	1.00	0.10	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	195	3574	1571	360	3560		1715	1792	1594	1703	1608	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	280	1700	80	50	1450	35	215	165	370	35	15	175
RTOR Reduction (vph)	0	0	43	0	2	0	0	0	57	0	162	0
Lane Group Flow (vph)	280	1700	37	50	1483	0	187	193	313	35	28	0
Confl. Peds. (#/hr)	4		8	8		4			8	8		
Confl. Bikes (#/hr)			16			2						
Heavy Vehicles (%)	1%	1%	0%	6%	1%	0%	0%	0%	0%	6%	0%	2%
Turn Type	pm-rt	NA	Perm	pm-rt	NA		Spit	NA	pm-ov	Spit	NA	
Protected Phases	5	2		1	6		4	4	1	8	8	
Permitted Phases	2		2	6					4			
Actuated Green, G (s)	46.6	38.6	38.6	46.6	38.6		12.3	12.3	20.3	6.0	6.0	
Effective Green, g (s)	46.6	38.6	38.6	46.6	38.6		12.3	12.3	20.3	6.0	6.0	
Actuated g/C Ratio	0.57	0.47	0.47	0.57	0.47		0.15	0.15	0.25	0.07	0.07	
Clearance Time (s)	4.0	5.5	5.5	4.0	5.5		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	1.0	3.1	3.1	1.0	3.1		1.0	1.0	1.0	1.0	1.0	
Lane Grp Cap (vph)	264	1674	735	489	1667		256	267	470	124	117	
v/s Ratio Prot	c0.10	0.48		0.01	0.42		0.11	0.11	c0.06	c0.02	0.02	
v/s Ratio Perm	c0.50		0.02	0.05					0.13			
v/c Ratio	1.06	1.02	0.05	0.10	0.89		0.73	0.72	0.67	0.28	0.24	
Uniform Delay, d1	31.1	21.9	11.9	30.5	20.0		33.5	33.4	28.0	36.2	36.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	72.3	25.9	0.0	0.0	6.3		8.9	7.9	2.8	0.5	0.4	
Delay (s)	103.4	47.8	12.0	30.5	26.2		42.3	41.4	30.8	36.6	36.4	
Level of Service	F	D	B	C	C		D	D	C	D	D	
Approach Delay (s)		54.0			26.4			36.4			36.5	
Approach LOS		D			C			D			D	
HCM 2000 Control Delay			41.0									
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			82.4									
Intersection Capacity Utilization			93.6%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM 2010 TWSC  
5: Walker Rd & Butner Rd

Walker Employment Rezone

Intersection						
Intersection Delay, s/veh	3.2					
<b>Input</b>						
Vol, veh/h	95	2010	1475	50	15	60
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	85	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	0	0	2
Mvmt Flow	95	2010	1475	50	15	60
<b>Output</b>						
Conflicting Flow All	1525	0	-	0	2695	767
Stage 1	-	-	-	-	1500	-
Stage 2	-	-	-	-	1195	-
Follow-up Headway	2	-	-	-	4	3
Pot Capacity-1 Maneuver	438	-	-	-	18	345
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	254	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	437	-	-	-	# 14	344
Mov Capacity-2 Maneuver	-	-	-	-	# 14	-
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	199	-
<b>Control</b>						
HCM Control Delay, s	1		0		140	
<b>Minor Lane / Major Mvmt</b>						
	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	437	-	-	-	14	344
HCM Lane V/C Ratio	0.217	-	-	-	1.071	0.174
HCM Control Delay (s)	15.512	-	-	-	\$ 630.7	17.7
HCM Lane LOS	C				F	C
HCM 95th %tile Q(veh)	0.818	-	-	-	2.435	0.623

-- : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



# HCM Signalized Intersection Capacity Analysis

## 6: Murray Blvd & Walker Rd

Walker Employment Rezone

Approach	EB1	EB2	EB3	WB1	WB2	WB3	NB1	NB2	NB3	SB1	SB2	SB3
Lane Configurations	TT	TT	T	TT	TT		TT	TT	T	TT	TT	T
Volume (vph)	530	1215	280	230	940	160	295	1015	390	205	1095	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	4.0	5.0		4.0	5.5	5.5	4.0	5.5	5.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	0.97	0.95	1.00
Frbp, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	3574	1552	3502	3473		3502	3574	1565	3433	3505	1571
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3467	3574	1552	3502	3473		3502	3574	1565	3433	3505	1571
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	530	1215	280	230	940	160	295	1015	390	205	1095	290
RTOR Reduction (vph)	0	0	96	0	11	0	0	0	158	0	0	101
Lane Group Flow (vph)	530	1215	184	230	1089	0	295	1015	232	205	1095	189
Confl. Peds. (#/hr)	7		8	8		7	2		5	5		2
Confl. Bikes (#/hr)			20			4			5			5
Heavy Vehicles (%)	1%	1%	0%	0%	1%	3%	0%	1%	1%	2%	3%	1%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	18.6	36.4	36.4	11.7	30.0		14.1	47.9	47.9	15.0	48.8	48.8
Effective Green, g (s)	18.6	36.4	36.4	11.7	30.0		14.1	47.9	47.9	15.0	48.8	48.8
Actuated g/C Ratio	0.14	0.28	0.28	0.09	0.23		0.11	0.37	0.37	0.12	0.38	0.38
Clearance Time (s)	4.0	5.5	5.5	4.0	5.0		4.0	5.5	5.5	4.0	5.5	5.5
Vehicle Extension (s)	2.2	2.5	2.5	2.4	2.5		2.4	3.1	3.1	2.4	3.1	3.1
Lane Grp Cap (vph)	<del>498</del>	<del>1009</del>	<del>434</del>	315	<del>801</del>		<del>370</del>	<del>1316</del>	<del>576</del>	<del>306</del>	<del>1315</del>	<del>589</del>
v/s Ratio Prot	c0.15	0.34		0.07	c0.31		0.08	c0.28		0.06	c0.31	
v/s Ratio Perm			0.12						0.15			0.12
v/c Ratio	1.07	1.22	0.42	0.73	1.36		0.78	0.77	0.40	0.52	0.83	0.32
Uniform Delay, d1	55.7	46.8	38.2	57.6	50.0		56.4	36.2	30.4	54.1	36.9	28.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	60.0	106.0	0.5	7.8	170.0		9.2	4.4	2.1	0.8	4.7	0.3
Delay (s)	115.7	152.8	38.7	65.4	220.0		65.7	40.6	32.5	54.9	41.6	29.2
Level of Service	F	F	D	E	F		E	D	C	D	D	C
Approach Delay (s)		127.3			193.3			43.1			41.0	
Approach LOS		F			F			D			D	
HCM 2000 Control Delay	98.3			HCM 2000 Level of Service			F					
HCM 2000 Volume to Capacity ratio	1.02											
Actuated Cycle Length (s)	130.0			Sum of lost time (s)			19.0					
Intersection Capacity Utilization	100.4%			ICU Level of Service			G					
Analysis Period (min)	15											

c Critical Lane Group

**Intersection**

Intersection Delay, s/veh 1.5

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	5	25	305	10	315	5	1420	305	215	1380	10
Conflicting Peds, #/hr	0	0	0	0	0	0	11	0	17	17	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	25	4	0	25	1	0	1	0	0	1	14
Mvmt Flow	20	5	25	305	10	315	5	1420	305	215	1380	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2540	3550	712	2706	3403	880	1390	0	0	1725	0	0
Stage 1	1815	1815	-	1583	1583	-	-	-	-	-	-	-
Stage 2	725	1735	-	1123	1820	-	-	-	-	-	-	-
Follow-up Headway	4	4	3	4	4	3	2	-	-	2	-	-
Pot Capacity-1 Maneuver	# 14	# 4	370	# 10	# 5	# 292	499	-	-	371	-	-
Stage 1	83	100	-	# 116	134	-	-	-	-	-	-	-
Stage 2	387	111	-	# 223	99	-	-	-	-	-	-	-
Time blocked-Platoon, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	-	# 2	365	-	# 2	# 288	492	-	-	366	-	-
Mov Capacity-2 Maneuver	-	# 2	-	-	# 2	-	-	-	-	-	-	-
Stage 1	82	41	-	# 115	133	-	-	-	-	-	-	-
Stage 2	-	110	-	# 74	41	-	-	-	-	-	-	-

HCM Control Delay, s Error Error 0 4

Major Lane/Minor Move	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	492	-	-	Error	365	Error	366	-	-
HCM Lane V/C Ratio	0.01	-	-	Error	0.046	Error	0.587	-	-
HCM Control Delay (s)	12.392	-	-	Error	15.3	Error	27.919	-	-
HCM Lane LOS	B	-	-	Error	C	Error	D	-	-
HCM 95th %tile Q(veh)	0.031	-	-	Error	0.143	Error	3.589	-	-

-- : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



HCM Signalized Intersection Capacity Analysis  
 8: 158th Ave & Baseline Rd

Walker Employment Rezone



	EB	WB	NB	SB	WB
Lane Configurations	LT	RT	RT	TT	TT
Volume (vph)	305	35	110	1225	1305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95
Frb, ped/bikes	1.00	0.96	1.00	1.00	0.98
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	0.96
Flt Protected	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1465	1805	3574	3343
Flt Permitted	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1465	1805	3574	3343
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	305	35	110	1225	1305
RTOR Reduction (vph)	0	28	0	0	37
Lane Group Flow (vph)	305	7	110	1225	1678
Confl. Peds: (#/hr)		26	24		24
Confl. Bikes (#/hr)					6
Heavy Vehicles (%)	0%	6%	0%	1%	3%
Turn Type	NA	Perm	Prot	NA	NA
Protected Phases	4		1	6	2
Permitted Phases		4			
Actuated Green, G (s)	15.9	15.9	16.0	54.1	34.1
Effective Green, g (s)	15.9	15.9	16.0	54.1	34.1
Actuated g/C Ratio	0.20	0.20	0.20	0.68	0.43
Clearance Time (s)	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	2.5	2.5	1.5	5.0	5.0
Lane Grp Cap (vph)	358	291	361	2416	1424
v/s Ratio Prot	c0.17		0.06	c0.34	c0.50
v/s Ratio Perm		0.00			
w/c Ratio	0.85	0.02	0.30	0.51	1.18
Uniform Delay, d1	30.9	25.8	27.3	6.4	22.9
Progression Factor	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.2	0.0	2.2	0.8	88.0
Delay (s)	48.2	25.8	29.4	7.1	110.9
Level of Service	D	C	C	A	F
Approach Delay (s)	45.9			9.0	110.9
Approach LOS	D			A	F
HCM 2000 Control Delay			64.3		HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio			0.95		E
Actuated Cycle Length (s)			80.0		Sum of lost time (s)
Intersection Capacity Utilization			85.7%		14.0
Analysis Period (min)			15		ICU Level of Service
					E

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 9: 158th Ave & Jenkins Rd

Walker Employment Rezone



	EB	WB	SB	NB	EB	WB	SB	NB	EB	WB	SB	NB
Lane Configurations	↖	↖↗	↖	↖↗	↖	↖	↖	↖↗	↖↗	↖↗	↖↗	↖↗
Volume (vph)	95	710	75	265	995	335	40	425	190	530	680	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.5	4.0	5.0	5.0	5.0	5.0	6.0	4.0	5.5		
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95		
Frbp, ped/bikes	1.00	1.00	1.00	1.00	0.97	1.00	0.98	1.00	1.00	0.99		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frft	1.00	0.99	1.00	1.00	0.85	1.00	0.95	0.95	1.00	0.98		
Flft Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1752	3520	1641	3574	1536	1752	3168	3168	3467	3308		
Flt Permitted	0.95	1.00	0.18	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
<b>Satd. Flow (perm)</b>	<b>1752</b>	<b>3520</b>	<b>306</b>	<b>3574</b>	<b>1536</b>	<b>1752</b>	<b>3168</b>	<b>3168</b>	<b>3467</b>	<b>3308</b>		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	710	75	265	995	335	40	425	190	530	680	120
RTOR Reduction (vph)	0	6	0	0	0	166	0	44	0	0	12	0
Lane Group Flow (vph)	95	779	0	265	995	169	40	571	0	530	788	0
Confl. Peds. (#/hr)	10		4	4		10	15		47	47		15
Confl. Bikes (#/hr)			6			3			3			12
Heavy Vehicles (%)	3%	1%	0%	10%	1%	2%	3%	7%	5%	1%	7%	1%
<b>Turn Type</b>	<b>Prot</b>	<b>NA</b>	<b>prot</b>	<b>NA</b>	<b>Prot</b>	<b>Prot</b>	<b>NA</b>	<b>Prot</b>	<b>NA</b>	<b>Prot</b>	<b>NA</b>	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			6		6							
Actuated Green, G (s)	9.7	34.5		52.9	38.6	38.6	3.7	29.2		8.1	33.1	
Effective Green, g (s)	9.7	34.5		52.9	38.6	38.6	3.7	29.2		8.1	33.1	
Actuated g/C Ratio	0.09	0.33		0.50	0.37	0.37	0.04	0.28		0.08	0.31	
Clearance Time (s)	5.0	5.5		4.0	5.0	5.0	5.0	6.0		4.0	5.5	
Vehicle Extension (s)	1.5	4.4		1.5	4.4	4.4	1.5	2.1		1.5	1.6	
<b>Lane Grp Cap (vph)</b>	<b>180</b>	<b>1150</b>		<b>334</b>	<b>1306</b>	<b>551</b>	<b>67</b>	<b>476</b>		<b>265</b>	<b>1036</b>	
v/s Ratio Prot	0.05	0.22		c0.11	0.28		0.02	0.18		c0.15	c0.24	
v/s Ratio Perm				c0.29		0.11						
v/c Ratio	0.59	0.68		0.79	0.76	0.30	0.66	0.65		2.00	0.76	
Uniform Delay, d1	46.1	30.7		18.8	29.5	23.9	50.3	33.7		48.8	32.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.9	1.9		11.4	3.0	0.5	17.7	1.4		463.2	3.0	
Delay (s)	50.0	32.6		30.2	32.4	24.4	68.0	35.1		511.9	35.7	
Level of Service	D	C		C	C	C	E	D		F	D	
Approach Delay (s)		34.5			30.4			37.1			225.5	
Approach LOS		C			C			D			F	

HCM 2000 Control Delay	90.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	105.6	Sum of lost time (s)	20.5
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 10: Murray Blvd & US 26 EB Off Ramp/US 26 EB On Ramp

Walker Employment Rezone



Lane Configurations	←	→	↶	↷	←	→	↶	↷	↑	↶	↷	↓	↶	↷
Volume (vph)	480	5	420	0	0	0	0	0	1005	530	410	1505	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0						4.5	4.5	4.0	4.5		
Lane Util. Factor		1.00	1.00						0.95	1.00	1.00	0.95		
Frb, ped/bikes		1.00	0.98						1.00	0.98	1.00	1.00		
Flpb, ped/bikes		1.00	1.00						1.00	1.00	1.00	1.00		
Frt		1.00	0.85						1.00	0.85	1.00	1.00		
Flt Protected		0.95	1.00						1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1793	1574						3574	1546	1770	3539		
Flt Permitted		0.95	1.00						1.00	1.00	0.11	1.00		
Satd. Flow (perm)		1793	1574						3574	1546	198	3539		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	5	442	0	0	0	0	0	1058	558	432	1584	0	0
RTOR Reduction (vph)	0	0	50	0	0	0	0	0	0	321	0	0	0	0
Lane Group Flow (vph)	0	510	392	0	0	0	0	0	1058	237	432	1584	0	0
Confl. Peds. (#/hr)			3	3				5		5	5		5	
Confl. Bikes (#/hr)										7				6
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	0%	1%	2%	2%	2%	0%	0%
Turn Type	Perm	NA	Perm						NA	Perm	pm+pt	NA		
Protected Phases		4							2		1	6		
Permitted Phases	4		4							2	6			
Actuated Green, G (s)		23.0	23.0						33.6	33.6	57.5	57.5		
Effective Green, g (s)		23.0	23.0						33.6	33.6	57.5	57.5		
Actuated g/C Ratio		0.26	0.26						0.37	0.37	0.64	0.64		
Clearance Time (s)		5.0	5.0						4.5	4.5	4.0	4.5		
Vehicle Extension (s)		2.3	2.3						4.2	4.2	2.3	4.2		
Lane Grp Cap (vph)		458	402						1334	577	474	2261		
v/s Ratio Prot									0.30		c0.20	0.45		
v/s Ratio Perm		0.28	0.25							0.15	c0.38			
v/c Ratio		1.11	0.98						0.79	0.41	0.91	0.70		
Uniform Delay, d1		33.5	33.2						25.1	20.9	24.9	10.6		
Progression Factor		1.00	1.00						1.00	1.00	1.00	1.00		
Incremental Delay, d2		76.8	38.0						4.9	2.1	21.5	1.8		
Delay (s)		110.3	71.2						30.0	23.0	46.4	12.5		
Level of Service		F	E						C	C	D	B		
Approach Delay (s)		92.1		0.0					27.6			19.7		
Approach LOS		F		A					C			B		
HCM 2000 Control Delay			37.5											HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio			1.00											
Actuated Cycle Length (s)			90.0								13.5			
Intersection Capacity Utilization			94.2%											ICU Level of Service F
Analysis Period (min)			15											

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 1: 158th Ave & Walker Rd

Walker Employment Rezone



	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB	WB	
Lane Configurations	TT	TT	T	TT	TT	T	TT	TT		TT	TT	
Volume (vph)	120	893	293	245	1089	585	615	969	140	451	995	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.0		4.0	5.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95		0.97	0.95	
Frb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3502	3574	1535	3433	3574	1549	3467	3486		3467	3464	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
<b>Satd. Flow (perm)</b>	<b>3502</b>	<b>3574</b>	<b>1535</b>	<b>3433</b>	<b>3574</b>	<b>1549</b>	<b>3467</b>	<b>3486</b>		<b>3467</b>	<b>3464</b>	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	893	293	245	1089	585	615	969	140	451	995	130
RTOR Reduction (vph)	0	0	100	0	0	155	0	7	0	0	6	0
Lane Group Flow (vph)	120	893	193	245	1089	430	615	1102	0	451	1119	0
Confl. Peds. (#/hr)	8		18	18		8	12		14	14		12
Confl. Bikes (#/hr)			8			4			1			3
Heavy Vehicles (%)	0%	1%	0%	2%	1%	1%	1%	1%	2%	1%	2%	2%
<b>Turn Types</b>	<b>Prot</b>	<b>NA</b>	<b>Perm</b>	<b>Prot</b>	<b>NA</b>	<b>Perm</b>	<b>Prot</b>	<b>NA</b>		<b>Prot</b>	<b>NA</b>	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4						
Actuated Green, G (s)	8.8	46.7	46.7	14.3	52.2	52.2	29.6	51.2		25.5	47.1	
Effective Green, g (s)	8.8	46.7	46.7	14.3	52.2	52.2	29.6	51.2		25.5	47.1	
Actuated g/C Ratio	0.06	0.30	0.30	0.09	0.33	0.33	0.19	0.33		0.16	0.30	
Clearance Time (s)	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	1.0	3.1	3.1	3.0	2.3	2.3	3.5	3.1		3.5	3.1	
Lane Grp Cap (vph)	197	1068	458	314	1194	517	656	1142		555	1044	
v/s Ratio Prot	0.03	0.25		c0.07	c0.30		c0.18	0.32		0.13	c0.32	
v/s Ratio Perm			0.13			0.28						
v/c Ratio	0.61	0.84	0.42	0.78	0.91	0.83	0.94	0.97		0.80	1.07	
Uniform Delay, d1	72.0	51.2	43.9	69.4	49.8	47.9	62.4	51.6		62.9	54.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.6	5.8	0.7	11.9	10.5	10.6	21.2	18.7		8.0	49.1	
Delay (s)	75.6	57.0	44.6	81.3	60.3	58.6	83.6	70.3		70.8	103.7	
Level of Service	E	E	D	F	E	E	F	E		E	F	
Approach Delay (s)		55.9			62.4			75.0			94.3	
Approach LOS		E			E			E			F	

### Intersection Summary

HCM 2000 Control Delay	72.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	156.2	Sum of lost time (s)	18.5
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 TWSC  
2: Greystone Ct & Walker Rd

Walker Employment Rezone

Intersection						
Intersection Delay, s/veh	94.4					
<b>Approach</b>						
	EB	WB	WB	WB	WB	WB
Vol, veh/h	1425	59	78	1600	319	445
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1425	59	78	1600	319	445
<b>Maneuver</b>						
	Maneuver1	Maneuver2	Maneuver3	Maneuver4	Maneuver5	Maneuver6
Conflicting Flow All	0	0	1484	0	2411	750
Stage 1	-	-	-	-	1455	-
Stage 2	-	-	-	-	956	-
Follow-up Headway	-	-	2	-	4	3
Pot Capacity-1 Maneuver	-	-	459	-	# 28	# 358
Stage 1	-	-	-	-	# 184	-
Stage 2	-	-	-	-	339	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	-	-	456	-	# 23	# 356
Mov Capacity-2 Maneuver	-	-	-	-	# 111	-
Stage 1	-	-	-	-	# 184	-
Stage 2	-	-	-	-	# 279	-
<b>Approach</b>						
	EB	WB	WB	WB	WB	WB
HCM Control Delay, s	0	1			\$ 484	
<b>Minor Lane / Major Mvmt</b>						
	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	111	356	-	-	456	-
HCM Lane V/C Ratio	2.874	1.25	-	-	0.171	-
HCM Control Delay (s)	\$ 927.8	165.4	-	-	14.517	-
HCM Lane LOS	F	F			B	
HCM 95th %tile Q(veh)	29.989	19.627	-	-	0.611	-

--: Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined



### HCM Signalized Intersection Capacity Analysis 3: Koll Pkwy/150th Ave & Walker Rd

Walker Employment Rezone



	EW	EW	EW	EW	EW	EW	EW	EW	EW	EW	EW	EW
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Volume (vph)	146	1674	50	200	1428	42	125	64	684	90	17	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	4.0	5.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.98	1.00	0.97	1.00
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.87	1.00	0.87
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1805	3554	1805	3521	1784	1612	1768	1594	1768	1594	1768	1594
Flt Permitted	0.08	1.00	0.08	1.00	0.59	1.00	0.18	1.00	0.59	1.00	0.18	1.00
<b>Satd. Flow (perm)</b>	<b>144</b>	<b>3554</b>	<b>152</b>	<b>3521</b>	<b>1105</b>	<b>1612</b>	<b>335</b>	<b>1594</b>	<b>1105</b>	<b>1612</b>	<b>335</b>	<b>1594</b>
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	146	1674	50	200	1428	42	125	64	684	90	17	125
RTOR Reduction (vph)	0	2	0	0	2	0	0	168	0	0	97	0
Lane Group Flow (vph)	146	1722	0	200	1468	0	125	580	0	90	45	0
Confl. Peds. (#/hr)	5		9	9		5	11		4	4		11
Confl. Bikes (#/hr)			15			3			1			2
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	0%	0%	2%	0%	1%
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	5	2	1	6		8		4		4		4
Permitted Phases	2		6		8		4					
Actuated Green, G (s)	66.4	52.6	61.0	49.9	22.2	22.2	22.2	22.2	22.2	22.2	22.2	22.2
Effective Green, g (s)	66.4	52.6	61.0	49.9	22.2	22.2	22.2	22.2	22.2	22.2	22.2	22.2
Actuated g/C Ratio	0.67	0.53	0.61	0.50	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22
Clearance Time (s)	4.0	5.5	4.0	5.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.6	2.7	2.6	2.7	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7
<b>Lane Grp Cap (vph)</b>	<b>326</b>	<b>1680</b>	<b>271</b>	<b>1767</b>	<b>246</b>	<b>360</b>	<b>74</b>	<b>356</b>	<b>246</b>	<b>360</b>	<b>74</b>	<b>356</b>
v/s Ratio Prot	c0.06	c0.48	c0.08	0.42		c0.36		0.03				0.03
v/s Ratio Perm	0.24		0.36		0.11		0.27					
v/c Ratio	0.45	0.92	0.72	0.83	0.51	1.61	1.22	0.13	0.51	1.61	1.22	0.13
Uniform Delay, d1	28.5	21.4	37.4	21.1	33.8	38.6	38.6	30.8	33.8	38.6	38.6	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	7.5	8.5	3.4	1.3	287.9	173.9	0.1	1.3	287.9	173.9	0.1
Delay (s)	29.3	28.8	45.9	24.6	35.1	326.5	212.5	31.0	35.1	326.5	212.5	31.0
Level of Service	C	C	D	C	D	F	F	C	D	F	F	C
Approach Delay (s)		28.9		27.1		284.8		101.4		284.8		101.4
Approach LOS		C		C		F		F		F		F
HCM 2000 Control Delay	80.0		HCM 2000 Level of Service		E							
HCM 2000 Volume to Capacity ratio	1.07											
Actuated Cycle Length (s)	99.4		Sum of lost time (s)		13.5							
Intersection Capacity Utilization	124.6%		ICU Level of Service		H							
Analysis Period (min)	15											
c Critical Lane Group												



# HCM Signalized Intersection Capacity Analysis

## 4: Meadows Dr & Walker Rd

Walker Employment Rezone



	EB	WB	SB	NB	EB	WB	SB	NB	EB	WB	SB	NB
Lane Configurations	↘	↕	↗	↖	↗	↕	↖	↗	↘	↕	↗	↖
Volume (vph)	300	2068	80	50	1289	35	215	165	370	35	15	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	4.0	5.5		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		0.95	0.95	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prof)	1787	3574	1571	3303	3558		1715	1792	1594	1703	1609	
Flt Permitted	0.10	1.00	1.00	0.11	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	195	3574	1571	387	3558		1715	1792	1594	1703	1609	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	300	2068	80	50	1289	35	215	165	370	35	15	166
RTOR Reduction (vph)	0	0	43	0	2	0	0	0	57	0	154	0
Lane Group Flow (vph)	300	2068	37	50	1322	0	187	193	313	35	27	0
Confl. Peds. (#/hr)	4		8	8		4			8	8		
Confl. Bikes (#/hr)			16			2						
Heavy Vehicles (%)	1%	1%	0%	6%	1%	0%	0%	0%	0%	6%	0%	2%
Turn Type	pr+pt	NA	Perm	pr+pt	NA		Split	NA	pr+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	8	8	
Permitted Phases	2		2	6					4			
Actuated Green, G (s)	49.3	38.6	38.6	43.9	35.9		12.3	12.3	20.3	6.0	6.0	
Effective Green, g (s)	49.3	38.6	38.6	43.9	35.9		12.3	12.3	20.3	6.0	6.0	
Actuated g/C Ratio	0.60	0.47	0.47	0.53	0.44		0.15	0.15	0.25	0.07	0.07	
Clearance Time (s)	4.0	5.5	5.5	4.0	5.5		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	1.0	3.1	3.1	1.0	3.1		1.0	1.0	1.0	1.0	1.0	
Lane Grp Cap (vph)	<del>323</del>	<del>1674</del>	<del>735</del>	<del>489</del>	<del>1550</del>		<del>256</del>	<del>257</del>	<del>470</del>	<del>124</del>	<del>117</del>	
v/s Ratio Prot	c0.12	c0.58		0.01	0.37		0.11	0.11	c0.06	c0.02	0.02	
v/s Ratio Perm	0.43		0.02	0.04					0.13			
v/c Ratio	0.93	1.24	0.05	0.10	0.85		0.73	0.72	0.67	0.28	0.23	
Uniform Delay, d1	27.5	21.9	11.9	30.5	20.9		33.5	33.4	28.0	36.2	36.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	31.4	111.3	0.0	0.0	4.8		8.9	7.9	2.8	0.5	0.4	
Delay (s)	59.0	133.2	12.0	30.5	25.7		42.3	41.4	30.8	36.6	36.4	
Level of Service	E	F	B	C	C		D	D	C	D	D	
Approach Delay (s)		120.1			25.9			36.4			36.4	
Approach LOS		F			C			D			D	
HCM 2000 Control Delay			76.2			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			1.07									
Actuated Cycle Length (s)			82.4			Sum of lost time (s)			17.5			
Intersection Capacity Utilization			103.2%			ICU Level of Service			G			
Analysis Period (min)			15									

c Critical Lane Group

HCM 2010 TWSC  
5: Walker Rd & Butner Rd

Walker Employment Rezone

Intersection						
Intersection Delay, s/veh	2.9					
	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Vol, veh/h	95	2288	1314	50	15	60
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	85	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	0	0	2
Mvmt Flow	95	2288	1314	50	15	60
Maneuver	Major1	Major2	Minor1	Minor2		
Conflicting Flow All	1364	0	-	0	2673	686
Stage 1	-	-	-	-	1339	-
Stage 2	-	-	-	-	1334	-
Follow-up Headway	2	-	-	-	4	3
Pot Capacity-1 Maneuver	505	-	-	-	19	390
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	214	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	503	-	-	-	15	389
Mov Capacity-2 Maneuver	-	-	-	-	15	-
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	174	-
HCM						
HCM Control Delay, s	1		0		127	
Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	503	-	-	-	15	389
HCM Lane V/C Ratio	0.189	-	-	-	1	0.154
HCM Control Delay (s)	13.816	-	-	-	\$ 573.6	15.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.689	-	-	-	2.372	0.54

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



# HCM Signalized Intersection Capacity Analysis

## 6: Murray Blvd & Walker Rd

Walker Employment Rezone

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖↗	↕		↖↗	↕	↗	↖↗	↕	↗
Volume (vph)	660	1373	360	230	870	160	260	1015	390	205	1095	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	4.0	5.0		4.0	5.5	5.5	4.0	5.5	5.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	0.97	0.95	1.00
Frb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	3574	1552	3502	3466		3502	3574	1565	3433	3505	1571
Fit Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3467	3574	1552	3502	3466		3502	3574	1565	3433	3505	1571
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	660	1373	360	230	870	160	260	1015	390	205	1095	134
RTOR Reduction (vph)	0	0	96	0	12	0	0	0	158	0	0	55
Lane Group Flow (vph)	660	1373	264	230	1018	0	260	1015	232	205	1095	79
Confl. Peds. (#/hr)	7		8	8		7	2		5	5		2
Confl. Bikes (#/hr)			20			4			5			5
Heavy Vehicles (%)	1%	1%	0%	0%	1%	3%	0%	1%	1%	2%	3%	1%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	19.3	37.1	37.1	11.7	30.0		13.5	47.9	47.9	14.3	48.7	48.7
Effective Green, g (s)	19.3	37.1	37.1	11.7	30.0		13.5	47.9	47.9	14.3	48.7	48.7
Actuated g/C Ratio	0.15	0.29	0.29	0.09	0.23		0.10	0.37	0.37	0.11	0.37	0.37
Clearance Time (s)	4.0	5.5	5.5	4.0	5.0		4.0	5.5	5.5	4.0	5.5	5.5
Vehicle Extension (s)	2.2	2.5	2.5	2.4	2.5		2.4	3.1	3.1	2.4	3.1	3.1
Lane Grp Cap (vph)	514	1019	442	315	799		363	1316	576	377	1313	588
v/s Ratio Prot	c0.19	c0.38		0.07	0.29		0.07	c0.28		0.06	c0.31	
v/s Ratio Perm			0.17						0.15			0.05
v/c Ratio	1.28	1.35	0.60	0.73	1.27		0.72	0.77	0.40	0.54	0.83	0.13
Uniform Delay, d1	55.4	46.5	40.0	57.6	50.0		56.4	36.2	30.4	54.8	37.0	26.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	142.1	162.9	1.8	7.8	133.3		6.0	4.4	2.1	1.2	4.7	0.1
Delay (s)	197.4	209.4	41.8	65.4	183.3		62.4	40.6	32.5	55.9	41.7	26.9
Level of Service	F	F	D	E	F		E	D	C	E	D	C
Approach Delay (s)		180.9			161.8			42.1			42.4	
Approach LOS		F			F			D			D	
HCM 2000 Control Delay			113.7									
HCM 2000 Level of Service									F			
HCM 2000 Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			130.0									
Sum of lost time (s)									19.0			
Intersection Capacity Utilization			101.2%									
ICU Level of Service									G			
Analysis Period (min)			15									

c Critical Lane Group



HCM 2010 TWSC  
7: 158th Ave & Driveway/Greystone Ct

Walker Employment Rezone

Intersection

Intersection Delay, s/veh 4305.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	5	25	458	10	394	5	1310	107	43	1480	10
Conflicting Peds, #/hr	0	0	0	0	0	0	11	0	17	17	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	25	4	0	25	1	0	1	0	0	1	14
Mvmt Flow	20	5	25	458	10	394	5	1310	107	43	1480	10

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	2241	2998	762	2203
Stage 1	1571	1571	-	1374
Stage 2	670	1427	-	829
Follow-up Headway	4	4	3	4
Pot Capacity-1 Maneuver	24	9	343	#25
Stage 1	118	136	-	#156
Stage 2	417	162	-	#335
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	-	8	338	#11
Mov Capacity-2 Maneuver	-	8	-	#11
Stage 1	117	124	-	#154
Stage 2	-	160	-	#267

HCM Control Delay, s Error \$ 19312 0 0

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	451	-	-	Error	338	20	480	-	-
HCM Lane V/C Ratio	0.011	-	-	Error	0.049	43.1	0.09	-	-
HCM Control Delay (s)	13.072	-	-	Error	16.5	19312.5	13.237	-	-
HCM Lane LOS	B	-	-	Error	C	F	B	-	-
HCM 95th %tile Q(veh)	0.034	-	-	Error	0.155	108.237	0.294	-	-

Notes

- : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis  
 8: 158th Ave & Baseline Rd

Walker Employment Rezone



	EW	EW	EW	EW	EW	EW
Lane Configurations	↵	↵	↵	↕↕	↕↕	
Volume (vph)	262	35	110	1160	1454	509
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frb, ped/bikes	1.00	0.96	1.00	1.00	0.98	
Fipb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.96	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1805	1465	1805	3574	3329	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
<b>Satd. Flow (perm)</b>	<b>1805</b>	<b>1465</b>	<b>1805</b>	<b>3574</b>	<b>3329</b>	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	262	35	110	1160	1454	509
RTOR Reduction (vph)	0	28	0	0	42	0
Lane Group Flow (vph)	262	7	110	1160	1921	0
Confl. Peds. (#/hr)		26	24			24
Confl. Bikes (#/hr)						6
Heavy Vehicles (%)	0%	6%	0%	1%	3%	1%
Turn Type	NA	Perm	Prot	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4				
Actuated Green, G (s)	15.0	15.0	16.0	55.0	35.0	
Effective Green, g (s)	15.0	15.0	16.0	55.0	35.0	
Actuated g/C Ratio	0.19	0.19	0.20	0.69	0.44	
Clearance Time (s)	5.0	5.0	4.0	5.0	5.0	
Vehicle Extension (s)	2.5	2.5	1.5	5.0	5.0	
<b>Lane Grp Cap (vph)</b>	<b>338</b>	<b>274</b>	<b>351</b>	<b>2457</b>	<b>1456</b>	
v/s Ratio Prot	c0.15		0.06	c0.32	c0.58	
v/s Ratio Perm		0.00				
v/c Ratio	0.78	0.02	0.30	0.47	1.32	
Uniform Delay, d1	30.9	26.5	27.3	5.8	22.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.2	0.0	2.2	0.7	148.8	
Delay (s)	41.1	26.6	29.4	6.4	171.3	
Level of Service	D	C	C	A	F	
Approach Delay (s)	39.4			8.4	171.3	
Approach LOS	D			A	F	

HCM 2000 Control Delay	101.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 9: 158th Ave & Jenkins Rd

Walker Employment Rezone



	EB	WB	SB	NB	EB	WB	SB	NB	EB	WB	SB	NB
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↖	↕	↗	↖
Volume (vph)	95	710	75	265	995	322	40	373	190	560	799	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.5		4.0	5.0	5.0	5.0	6.0		4.0	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		0.97	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flt	1.00	0.99		1.00	1.00	0.85	1.00	0.95		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3520		1641	3574	1536	1752	3147		3467	3317	
Flt Permitted	0.95	1.00		0.17	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	3520		289	3574	1536	1752	3147		3467	3317	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	710	75	265	995	322	40	373	190	560	799	120
RTOR Reduction (vph)	0	6	0	0	0	158	0	55	0	0	9	0
Lane Group Flow (vph)	95	779	0	265	995	164	40	508	0	560	910	0
Confl. Peds. (#/hr)	10		4	4		10	15		47	47		15
Confl. Bikes (#/hr)			6			8			3			12
Heavy Vehicles (%)	3%	1%	0%	10%	1%	2%	3%	7%	5%	1%	7%	1%
Turn Type	Prot	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases				6		6						
Actuated Green, G (s)	8.5	34.6		53.7	40.2	40.2	3.6	32.0		8.3	36.2	
Effective Green, g (s)	8.5	34.6		53.7	40.2	40.2	3.6	32.0		8.3	36.2	
Actuated g/C Ratio	0.08	0.32		0.49	0.37	0.37	0.03	0.29		0.08	0.33	
Clearance Time (s)	5.0	5.5		4.0	5.0	5.0	5.0	6.0		4.0	5.5	
Vehicle Extension (s)	1.5	4.4		1.5	4.4	4.4	1.5	2.1		1.5	1.6	
Lane Grp Cap (vph)	136	1117		323	1318	566	57	923		264	1101	
v/s Ratio Prot	0.05	0.22		c0.11	0.28		0.02	0.16		c0.16	c0.27	
v/s Ratio Perm				c0.29		0.11						
v/c Ratio	0.70	0.70		0.82	0.75	0.29	0.70	0.55		2.12	0.83	
Uniform Delay, d1	49.0	32.6		20.2	30.1	24.3	52.2	32.4		50.4	33.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.9	2.2		14.6	2.8	0.5	27.2	0.4		517.1	4.9	
Delay (s)	60.9	34.8		34.8	32.9	24.8	79.4	32.9		567.5	38.4	
Level of Service	E	C		C	C	C	E	C		F	D	
Approach Delay (s)		37.6			31.6			36.0			238.8	
Approach LOS		D			C			D			F	

HCM 2000 Control Delay	100.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	109.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

10: Murray Blvd & US 26 EB Off Ramp/US 26 EB On Ramp

Walker Employment Rezone



	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Lane Configurations		↑	↑					↑↑	↑	↓	↑↑	
Volume (vph)	480	5	420	0	0	0	0	1045	580	410	1488	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0					4.5	4.5	4.0	4.5	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frb, ped/bikes		1.00	0.98					1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1793	1574					3574	1546	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.10	1.00	
Satd. Flow (perm)		1793	1574					3574	1546	192	3539	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95
Adj. Flow (vph)	505	5	442	0	0	0	0	1100	611	410	1566	0
RTOR Reduction (vph)	0	0	50	0	0	0	0	0	331	0	0	0
Lane Group Flow (vph)	0	510	392	0	0	0	0	1100	280	410	1566	0
Confl. Peds. (#/hr)			3	3			5		5	5	5	5
Confl. Bikes (#/hr)									7			6
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	1%	2%	2%	2%	0%
Turn Type	Permt	NA	Permt					NA	Permt	permt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		23.0	23.0					34.8	34.8	57.5	57.5	
Effective Green, g (s)		23.0	23.0					34.8	34.8	57.5	57.5	
Actuated g/C Ratio		0.26	0.26					0.39	0.39	0.64	0.64	
Clearance Time (s)		5.0	5.0					4.5	4.5	4.0	4.5	
Vehicle Extension (s)		2.3	2.3					4.2	4.2	2.3	4.2	
Lane Grp Cap (vph)		458	402					1381	597	450	2261	
v/s Ratio Prot								0.31		c0.19	0.44	
v/s Ratio Perm		0.28	0.25						0.18	c0.39		
v/c Ratio		1.11	0.98					0.80	0.47	0.91	0.69	
Uniform Delay, d1		33.5	33.2					24.5	20.7	25.1	10.5	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		76.8	38.0					4.8	2.6	22.3	1.8	
Delay (s)		110.3	71.2					29.3	23.3	47.4	12.3	
Level of Service		F	E					C	C	D	B	
Approach Delay (s)		92.1			0.0			27.2			19.6	
Approach LOS		F			A			C			B	
HCM 2000 Control Delay			37.3									
HCM 2000 Level of Service										D		
HCM 2000 Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			90.0							13.5		
Intersection Capacity Utilization			97.3%								F	
ICU Level of Service												
Analysis Period (min)			15									

c Critical Lane Group



### HCM Signalized Intersection Capacity Analysis 3: Koll Pkwy/150th Ave & Walker Rd

Walker Employment Rezone



Lane Configurations	↖	↑	↗	↖	↑	↗	↑	↖	↗	↓	↖	
Volume (vph)	146	1674	50	200	1428	42	125	64	684	90	17	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.98	1.00	1.00	0.99	1.00	
Fr t	1.00	1.00		1.00	1.00		1.00	1.00	0.85	1.00	0.87	
Fl t Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3554		1805	3521		1775	1900	1605	1756	1581	
Fl t Permitted	0.16	1.00		0.12	1.00		0.50	1.00	1.00	0.72	1.00	
Satd. Flow (perm)	311	3554		221	3521		941	1900	1605	1322	1581	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	146	1674	50	200	1428	42	125	64	684	90	17	125
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	53	0	107	0
Lane Group Flow (vph)	146	1722	0	200	1468	0	125	64	631	90	35	0
Confl. Peds. (#/hr)	5		9	9		5	11		4	4		11
Confl. Bikes (#/hr)			15			3			1			2
Heavy Vehicles (%)	0%	1%	0%	0%	2%	1%	0%	0%	0%	2%	0%	1%
Phase Type	prot	NA	prot	NA	Phase	NA	protov	Phase	NA			
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8		4	
Actuated Green, G (s)	54.5	53.0		57.4	57.4		15.0	15.0	38.0	15.0	15.0	
Effective Green, g (s)	54.5	53.0		57.4	57.4		15.0	15.0	38.0	15.0	15.0	
Actuated g/C Ratio	0.52	0.51		0.55	0.55		0.14	0.14	0.36	0.14	0.14	
Clearance Time (s)	4.0	5.5		4.0	5.5		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.6	2.7		2.6	2.7		2.6	2.6	2.6	2.7	2.7	
<del>v/s Ratio Prot</del>	<del>0.06</del>	<del>c0.48</del>		<del>0.09</del>	<del>0.42</del>		<del>0.13</del>	<del>0.03</del>	<del>c0.22</del>	<del>0.18</del>	<del>0.07</del>	<del>0.02</del>
v/s Ratio Prot	0.06	c0.48		0.09	0.42		0.13	0.03	c0.22	0.18	0.07	0.02
v/s Ratio Perm	0.12			0.14			0.13		0.18	0.07		
v/c Ratio	0.34	0.96		0.43	0.76		0.93	0.24	0.98	0.48	0.15	
Uniform Delay, d1	22.0	24.6		16.9	18.2		44.2	39.7	32.8	41.1	39.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	12.3		0.5	1.7		54.9	0.3	29.7	1.6	0.3	
Delay (s)	22.4	36.9		17.4	19.9		99.1	40.0	62.6	42.7	39.5	
Level of Service	C	D		B	B		F	D	E	D	D	
Approach Delay (s)		35.8			19.6			66.1			40.7	
Approach LOS		D			B			E			D	
HCM 2000 Control Delay		35.9										
HCM 2000 Volume to Capacity ratio		1.01										
Actuated Cycle Length (s)		104.5							13.5			
Intersection Capacity Utilization		106.9%										
Analysis Period (min)		15										
c Critical Lane Group												

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NOV 10 2014

City of Beaverton  
Planning Services



November 10, 2014

Ms. Kim Overhage  
Chair  
Beaverton Planning Commission  
City of Beaverton  
P.O. Box 4755  
Beaverton, OR 97076

Dear Chair Overhage and Members of the Beaverton Planning Commission:

On behalf of NIKE, Inc., I would like to express support for the agenda item, OI-NC Zoning Map Amendment – ZMA2014-0007, which will align city and county zoning on properties for our future World Headquarters (WHQ) expansion.

As outlined in staff report, the new zoning district – Office Industrial – Nike Campus (OI-NC) – will closely match the zoning and development standards found for the County zone for the Nike WHQ Campus. This zoning district will be an implementing zone for the Employment Land Use designation that will apply to parcels located north of SW Jenkins Road, south of SW Walker Road, east of SW 158th Avenue and west of SW Murray Boulevard.

In creating this new zone, the City of Beaverton staff have worked closely with NIKE staff and Washington County staff. This work will facilitate and enable our expansion in Washington County.

We appreciate the ongoing support and partnership with the City of Beaverton and Washington County and thank you for your consideration of this agenda item.

Regards,

A handwritten signature in black ink that reads "Julia Brim-Edwards".

Julia Brim-Edwards  
Senior Director, Global Strategy & Operations  
Government & Public Affairs



# Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation  
Region 1 Headquarters  
123 NE Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8259

November 12<sup>th</sup>, 2014

Sambo Kirkman, Senior Planner  
City of Beaverton  
Planning Division  
Community Development Department  
PO Box 4755  
Beaverton, OR 97076

ODOT Case No: 6282

Subject: CPA2014-0013, CPA2014-0014, TA14-0073, ZMA2014-0007  
Nike Campus Text Amendment, Comprehensive Plan, and Zoning Map Amendments

Dear Ms. Kirkman,

Thank you for providing ODOT the opportunity to participate in this land use review. We have reviewed the City of Beaverton proposal to amend the City's Development Code and Comprehensive Plan to create a new comprehensive plan designation OI-NC for the Nike campus. ODOT has an interest in ensuring that the transportation impacts of the proposed land use change do not significantly affect the safety and operations of the US 26 interchanges at Murray Blvd and Cornell Rd. ODOT is requesting that additional analysis be performed at these interchanges to identify the impact of this land use change on the state highway system. If a significant effect is identified, the Transportation Planning Rule (TPR) OAR 660-012-0060 (0060)(2) provides a variety of ways for ODOT to work with the City of Beaverton.

The "Beaverton Walker Road Employment Rezone Study" dated November 5, 2014 prepared by DKS and Associates to address TPR 0060 included the US 26 eastbound off ramp during the PM peak hour. Based on observations of the operations at the Cornell Rd interchange and the Metro 2035 demand model, the interchange ramp terminal intersections at Murray Blvd and Cornell Rd are risks for impact. For locations where the performance standard is already exceeded, OHP Policy 1F5 states that the performance standard is to "avoid further degradation." ODOT also wants to ensure that the traffic vehicle queues on the off ramps would avoid lengthening and spilling back onto the US 26 mainline (a safety concern) during AM and PM peak periods.

ODOT requests the following additional traffic impact analysis:

1. Study all ramp intersections at US 26 Murray Blvd and Cornell Rd interchanges
2. Perform queuing analysis for the interchanges including both the ramp intersection as well as the ramp meters based on future ramp volumes and current signal timing and metering rates.
3. Perform both AM and PM peak hour analysis (with the land use change to include additional employment there will be an increase in AM peak hour trips)

If a significant effect is identified, we look forward to working with the City of Beaverton. Please contact me at (503)731-8245 if you have any questions regarding this matter.

Sincerely,

Kirsten Pennington, Planning Manager  
ODOT Region 1



## PLANNING COMMISSION MINUTES

November 12, 2014

1  
2  
3  
4  
5 **CALL TO ORDER:**

Chair Kim Overhage called the meeting to order at 6:30 p.m. in the Beaverton Building Council Chambers at 12725 SW Millikan Way.

6  
7  
8  
9  
10 **ROLL CALL:**

Present were Chair Kim Overhage; Planning Commissioners Scott Winter, Jennifer Nye, Linda Wilson, Mimi Doukas, and Greg Kiene. Planning Commissioner Ric Stephens was excused.

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Planning Division Manager Steven Sparks, AICP, Associate Planner Sambo Kirkman, Project Planning Manager Laura Kelly, Senior Planner Robert McCracken, City Transportation Engineer Jabra Kasho, Assistant City Attorney Peter Livingston and Recording Secretary Sheila Martin represented staff.

Chair Overhage, who presented the format for the meeting, called the meeting to order.

29 **VISITORS:**

Chair Overhage asked if there were any visitors in the audience wishing to address the Commission on any non-agenda issue or item. There were none.

35 **STAFF COMMUNICATIONS:**

Staff indicated that there were no communications at this time.

39 **OLD BUSINESS:**

41 **A. AMENDMENT TO PUBLIC INVOLVEMENT ELEMENT.**

42 1. CPA2014-0010 – COMPREHENSIVE PLAN AMENDMENT.

43 (*Request for continuance to January 21, 2015*).

1 The City proposes to amend the Comprehensive Plan’s Public  
 2 Involvement Element (Volume I, Chapter 2) to make it more  
 3 understandable and useful to Beaverton Residents.

4  
 5 Commissioner Doukas **MOVED** and Commissioner Kiene **SECONDED**  
 6 a **MOTION** to continue CPA2014-0010 – Amendment to Public  
 7 Involvement Element to a date certain of January 21, 2015.

8  
 9 Motion **CARRIED** 6:0

10  
 11 AYES: Doukas, Kiene, Nye, Wilson, Winter and  
 12 Overhage.  
 13 NAYS: None.  
 14 ABSTAIN: None.  
 15 ABSENT: Stephens.

16  
 17 **NEW BUSINESS:**

18  
 19 **PUBLIC HEARINGS:**

- 20  
 21 **B. LAND USE ELEMENT TEXT AMENDMENT – CPA2014-0011.**  
 22 **C. EMPLOYMENT ZONE LAND USE MAP AMENDMENT –**  
 23 **CPA2014-0013.**  
 24 **D. OI-NC EMPLOYMENT ZONE TEXT AMENDEMENT – TA2014-**  
 25 **0003.**  
 26 **E. OI-NC ZONING MAP AMENDMENT – ZMA2014-0007.**

27 The City of Beaverton is proposing Development Code Text,  
 28 Comprehensive Plan Land Use Text, Comprehensive Plan Map and  
 29 Zoning Map Amendments to create a new zoning district Office  
 30 Industrial – Nike Campus (OI-NC). This proposed zoning district will  
 31 closely match Washington County’s zoning and development standards  
 32 for other parcels that make up the Nike Campus. This zoning district  
 33 will be an implementing zone for the Employment Land Use designation  
 34 that will apply to parcels located north of SW Jenkins Road, south of SW  
 35 Walker Road, east of SW 158<sup>th</sup> Avenue and west of SW Murray  
 36 Boulevard. No new development is proposed.

37  
 38 Planning Division Manager Steven Sparks presented the staff report  
 39 and discussed the four applications associated with this proposal  
 40 including: (1) to add the proposed OI-NC zone as an implementing zone  
 41 for the Employment land use designation in the Comprehensive Plan,  
 42 (2) changing the Land Use Map, for thirteen parcels, to remove the  
 43 Corridor and Station Community Land Use designations and changing  
 44 them to an Employment Land Use designation (3) modifying Chapter 20

1 to create the new OI-NC zone and Chapter 50 to mimic the type of land  
2 use review process that the County has for this area. (4) Amending the  
3 zoning map, for thirteen parcels, to show the proposed OI-NC zone. He  
4 pointed out that the staff report identified 14 parcels as the project area,  
5 but one parcel needed to be removed from the application because it was  
6 not part of the application. He explained that staff is requesting the  
7 removal of parcel identified as Map and Tax Lot # 1S105-BD00101 so  
8 that the project area consists of thirteen parcels.

9  
10 Mr. Sparks recommended approval on the proposed applications, and  
11 introduced into the record, two letters as follows:

- 12
- 13 • Julia Brim-Edwards, Nike, dated November 10, 2014 (Exhibit  
14 10.1);
- 15 • Kirsten Pennington, ODOT Region 1, dated November 12, 2014  
16 (Exhibit 11)
- 17

18 Chair Overhage expressed concern that the new zoning district would  
19 permit buildings 110 feet tall at the southeast corner of SW Walker Road  
20 and SW 158<sup>th</sup> Avenue.

21  
22 Mr. Sparks explained that while the new zone does provide a maximum  
23 building height of 110 feet, that there is a zoning restriction in which  
24 buildings within 500 feet from a residential designated property will  
25 have a maximum building height of 80 feet, which would include parcels  
26 along SW Walker Road.

27  
28 Mr. Sparks introduced GARTH APPANAITIS with *DKS Associates*  
29 and discussed the letter submitted by ODOT dated November 12, 2014,  
30 requesting the following additional traffic impact analysis:

- 31
- 32 1. Study all ramp intersections at US 26 Murray Blvd  
33 and Cornell Rd interchanges.
- 34
- 35 2. Perform queuing analysis for the interchanges  
36 including both the ramp intersection as well as the  
37 ramp meters based on future ramp volumes and  
38 current signal timing and metering rates.
- 39
- 40 3. Perform both AM and PM peak hour analysis (with the  
41 land use change to include additional employment  
42 there will be an increase in AM peak hour trips).
- 43

1 Mr. Appanaitis explained that the additional items requested by ODOT  
2 are not applicable in addressing the TPR for the proposed CPA/ZMA  
3 applications and that this can be addressed at the time of development  
4 application review. He pointed out that ODOT's mobility targets on  
5 State facilities such as US 26 are based on 30 HV conditions, which  
6 occurs in the evening peak hour, between 4:00 pm to 6:00 pm in the  
7 Portland metro area, and that the AM peak conditions cited by ODOT  
8 are not addressed generally through TPR, but would be analyzed at the  
9 time of the specific development application if the potential impact was  
10 of sufficient scale. He also discussed concerns with traffic queues  
11 backing up onto US 26 coming into the site and explained that this  
12 potential impact would not be an issue due to the nature of the existing  
13 and proposed use, adding that with less traffic coming into the site, there  
14 would also be less traffic exiting the freeway onto the off-ramps to reach  
15 Murray Boulevard and to the site. He stated that the objective is to  
16 determine if there is a significant impact that is not compatible with the  
17 TSP and the planning system and that ODOT's request can be  
18 addressed at the time of development application review.

19  
20 No member of the public testified with regard to this proposal.

21  
22 The public portion of the Public Hearing was closed.

23  
24 Commissioner Nye, Kiene, Doukas, Winter, Wilson and Chair Overhage  
25 express support of the applications, believe that the application  
26 satisfactorily addressed transportation issues associate with this  
27 application and recommended approval to the City Council.

28  
29 Commissioner Overhage discussed her concern with the Chapter 50  
30 revision limiting the applications to the Type 2 process for this new zone.  
31 Staff explained that the purpose of the Text Amendment was to create  
32 a consistent process for parcels within this area, which in the County  
33 the review process is similar to the City's Type 2 process. The  
34 Commissioners supported this revision.

35  
36 Commissioner Doukas **MOVED** and Commissioner Kiene **SECONDED**  
37 a **MOTION** to **RECOMMEND APPROVAL TO THE CITY**  
38 **COUNCIL** of CPA2014-0013 – Office Industrial – Nike Campus  
39 Comprehensive Plan Text Amendment based on the facts and findings  
40 of the staff report dated November 5, 2014, as amended.



1                   **Motion CARRIED 6:0**

- 2
- 3                   **AYES:**        Doukas, Kiene, Nye, Wilson, Winter, and
- 4   Overhage.
- 5                   **NAYS:**        None.
- 6                   **ABSTAIN:** None.
- 7                   **ABSENT:**    Stephens.

8

9                   Commissioner Doukas **MOVED** and Commissioner Kiene **SECONDED**

10                   a **MOTION** to **RECOMMEND APPROVAL TO THE CITY**

11                   **COUNCIL** of CPA2014-0014 – Office Industrial – Nike Campus

12                   Comprehensive Plan Map Amendment based on the facts and findings

13                   found in the staff report dated November 5, 2014, as amended.

14

15                   **Motion CARRIED 6:0**

- 16
- 17                   **AYES:**        Doukas, Kiene, Nye, Wilson, Winter, and
- 18   Overhage.
- 19                   **NAYS:**        None.
- 20                   **ABSTAIN:** None.
- 21                   **ABSENT:**    Stephens.

22

23                   Commissioner Doukas **MOVED** and Commissioner Kiene **SECONDED**

24                   a **MOTION** to **RECOMMEND APPROVAL TO THE CITY**

25                   **COUNCIL** of TA2014-0003 – Office Industrial – Nike Campus

26                   Development Code Text Amendment based on the facts and findings of

27                   the staff report dated November 5, 2014, as amended.

28

29                   **Motion CARRIED 6:0**

- 30
- 31                   **AYES:**        Doukas, Kiene, Nye, Wilson, Winter, and
- 32   Overhage.
- 33                   **NAYS:**        None.
- 34                   **ABSTAIN:** None.
- 35                   **ABSENT:**    Stephens.

36

37                   Commissioner Doukas **MOVED** and Commissioner Kiene **SECONDED**

38                   a **MOTION** to **RECOMMEND APPROVAL TO THE CITY**

39                   **COUNCIL** of ZMA2014-0007 – Office Industrial – Nike Campus Zoning

40                   Map Amendment based on the facts and findings of the staff report

41                   dated November 5, 2014, as amended.

1 Motion **CARRIED 6:0**

2  
 3 AYES: Doukas, Kiene, Nye, Wilson, Winter, and  
 4 Overhage.

5 NAYS: None.

6 ABSTAIN: None.

7 ABSENT: Stephens.

8  
 9 **F. CREEKSIDE DISTRICT MASTER PLAN AND**  
 10 **IMPLEMENTATION STRATEGY.**

11 The City of Beaverton, with the assistance of a Housing and Urban  
 12 Development (HUD) Sustainable Communities Challenge grant, has  
 13 developed the Creekside District Master Plan and Implementation  
 14 Strategy. The documents lay out the investments, projects and  
 15 programs needed to transform an area known as the Creekside District  
 16 into a vibrant, mixed-use, transit-oriented downtown neighborhood  
 17 where people enjoy easy access to the natural environment, safe and  
 18 reliable transportation and parking systems and opportunities for jobs,  
 19 housing and entertainment. The plan is intended to inform future  
 20 investment decisions and recommends future regulatory changes to  
 21 implement the plan goals and objectives. The Master Plan does not  
 22 propose new development. Any future development or future regulatory  
 23 changes will be subject to separate public notices and land use  
 24 proceedings.

25  
 26  
 27 **MISCELLANEOUS BUSINESS:**

28  
 29 The meeting adjourned at 8:38 p.m.



**MEMORANDUM**

**City of Beaverton**

**Community and Economic Development Department**

**To:** City Council  
**From:** Steven Sparks, Principal Planner *SS*  
**Date:** December 17, 2014  
**Subject:** Supplemental Agency Comment

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Attached is a letter from Kirsten Pennington with Oregon Department of Transportation dated December 15, 2014 (Exhibit 12), providing supplement comments to the following applications: CPA20014-0013, CPA2014-0014, TA2014-0003, and ZMA2014-0007. These applications are on the Council's agenda for the January 6, 2015 meeting.



# Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation  
 Region 1 Headquarters  
 123 NE Flanders Street  
 Portland, Oregon 97209  
 (503) 731.8200  
 FAX (503) 731.8259

December 15<sup>th</sup>, 2014

Sambo Kirkman, Senior Planner  
 City of Beaverton  
 Planning Division  
 Community Development Department  
 PO Box 4755  
 Beaverton, OR 97076

ODOT Case No: 6282

Subject: CPA2014-0013, CPA2014-0014, TA14-0073, ZMA2014-0007  
 Nike Campus Text Amendment, Comprehensive Plan, and Zoning Map Amendments  
 ODOT Review of Additional Traffic Information

Dear Ms. Kirkman,

I sent you a letter on November 12<sup>th</sup>, 2014 in regard to the proposed map and plan amendments related to the Nike campus. In that letter, ODOT asked for the following additional information to better understand the impact of the proposed changes to the state transportation system:

- Traffic analysis (existing and 20 years in the future) for all ramp intersections at the US 26/Murray Blvd and US 26/Cornell Road interchanges (the original analysis provided information for one leg of the Murray Blvd interchange) ;
- Motor vehicle queuing analysis for the interchanges; and
- AM and PM peak hour traffic analysis (the original analysis included PM peak hour analysis only).

ODOT has had the chance to review additional traffic information provided by DKS Associates. DKS provided traffic information related to the trip distribution to the US 26/Murray Blvd and US 26/Cornell Road interchanges during the PM peak hour. ODOT used that data to project future traffic numbers. After discussion with the City of Beaverton, it was determined that motor vehicle queuing and AM peak hour traffic analysis would be best examined at the time of a future specific development application, per City code requirements.

Based on our review of the submitted PM traffic information, ODOT did not see issues with the proposed text, map and plan amendments. At the US 26/Murray interchange, DKS's report identified a net increase of 50 trips to the eastbound on-ramp and 40 trips to the northbound movement through the interchange. ODOT is often concerned about vehicle queues on off-ramps that could spill back into a highway mainline and cause safety issues (due to speed differential and drivers not expecting a queue backup). The proposed amendments appear to have no effect on the off-ramps queues during the PM peak period. At the US 26/Cornell interchange, DKS's submitted data identified a net increase of 30 trips to the westbound frontage road and 30 trips to the northbound movement through the interchange. Again, the proposed amendments appear to have no effect on the off-ramp queues during the PM peak period.

It is ODOT's understanding that City of Beaverton code will be applied to any future development at the site which will require traffic impact analysis that will include existing conditions, build-out year and long-range forecast year analysis for both the morning and afternoon peak period.

ODOT appreciates the opportunity to examine the data for potential effects on our state transportation system. Our mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

Please feel free to contact me at (503) 731-8245 if you have additional questions.

Sincerely,



Kirsten Pennington  
ODOT Region 1 Planning Manager





CDD  
City of Beaverton  
PO Box 4755  
Beaverton, OR 97076

DEPT OF  
JAN 22 2015  
LAND CONSERVATION  
AND DEVELOPMENT

ATTN PLAN AMENDMENT SPECIALIST  
DEPT OF LAND CONSERVATION AND DEV  
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