Clackamas County Planning and Zoning Division
Department of Transportation and Development
Development Services Building
150 Beavercreek Road | Oregon City, OR 97045
503-742-4500 | zoninginfo@clackamas.us
www.clackamas.us/planning

PLANNING STAFF REPORT AND RECOMMENDATION TO THE PLANNING COMMISSION

SECTION I: GENERAL INFORMATION

Report Date: September 3, 2020

Hearing Date: September 14, 2020

File Nos. Z0299-20-CP & Z0300-20-ZAP

Proposal: Comprehensive Plan Map amendment to change the land use plan designation of the subject property from Medium Density Residential (MDR) to Light Industrial (LI), with a corresponding zone change of the subject property from Medium Density Residential (MR-1) to Light Industrial (LI)

Staff Contact: Glen Hamburg, Senior Planner
(Tel: 503.742.4523, Email: ghamburg@clackamas.us)

Applicant: Brooktraut Properties LLC

Property Owner: Brooktraut Properties LLC

Map and Tax Lot: T2S R2E Section 11D, Tax Lot 1601 W.M.

Site Address: 16147 SE 135th Ave, Clackamas, OR 97015

Total Area: Approximately 0.99 acres

Location: On the west side of SE 135th Ave, approximately 1,580 feet south of the intersection of SE 135th Ave and Hwy 212/224 and approximately 1,170 feet northwest of the Clackamas River

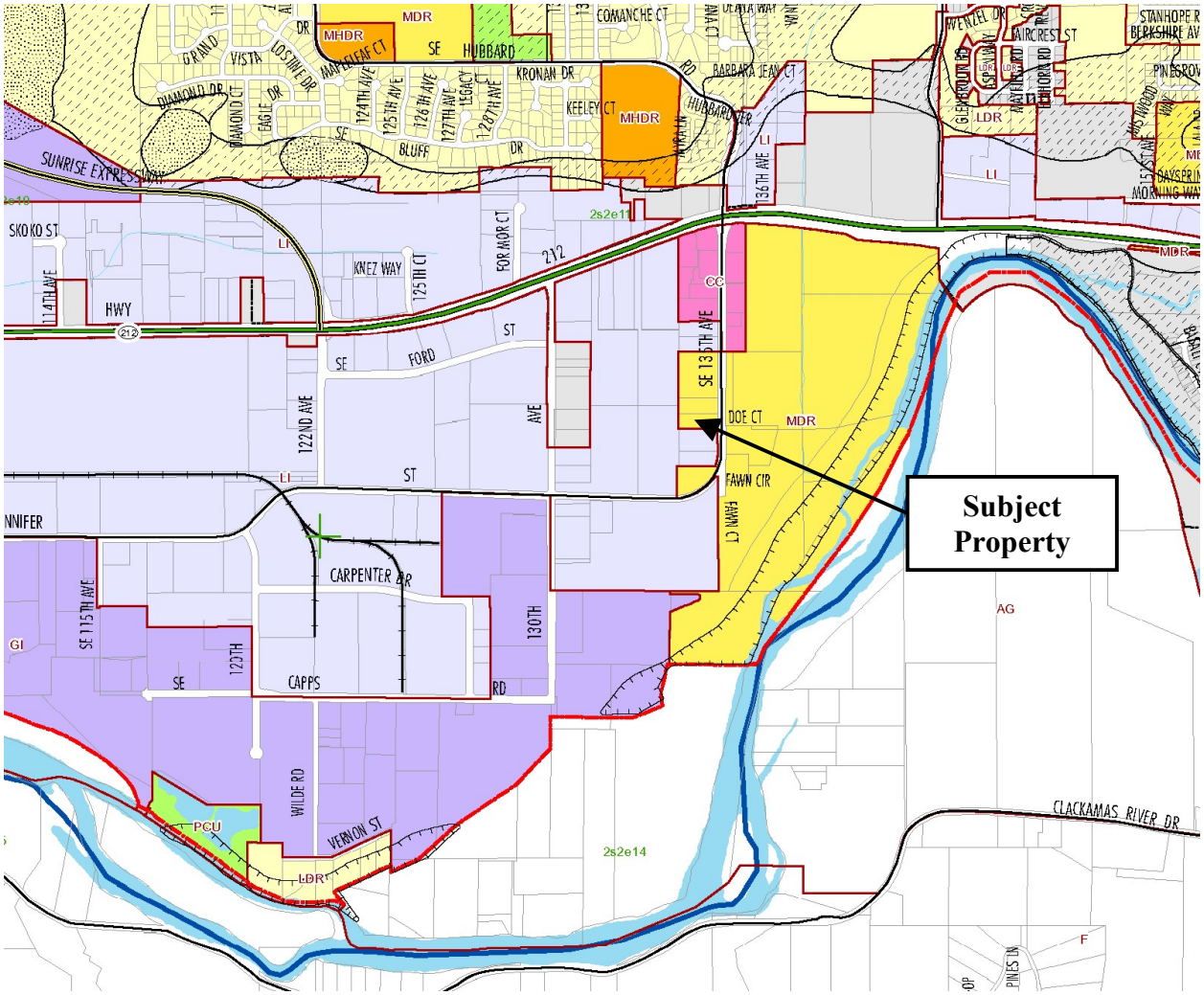
Current Comprehensive Plan Designation: Medium Density Residential (MDR)

Current Zoning District: Medium Density Residential (MR-1)

Citizens Planning Organization (CPO) for Area: Clackamas CPO (inactive)

Subject Property in Current Comprehensive Plan Map 4-6, *North Urban Area Land Use Plan*

(Full Map in Exhibit 2)



Boundaries

- City Boundaries
- Clackamas County Boundary
- Metro Service Boundary
- Parcels
- Urban Growth Boundary

Open Space Plan Designations

- Major Hazard Open Space
- Resource Protection Open Space
- Public and Community Use Open Space (PCU)
- Floodplain boundary per January 1980 Comprehensive Plan. Not consistent with FEMA National Flood Insurance Program.

Industrial Plan Designations

- General Industrial (GI)
- Business Park (BP)
  Campus Industrial (CI)
  Light Industrial (LI)

Residential Plan Designations

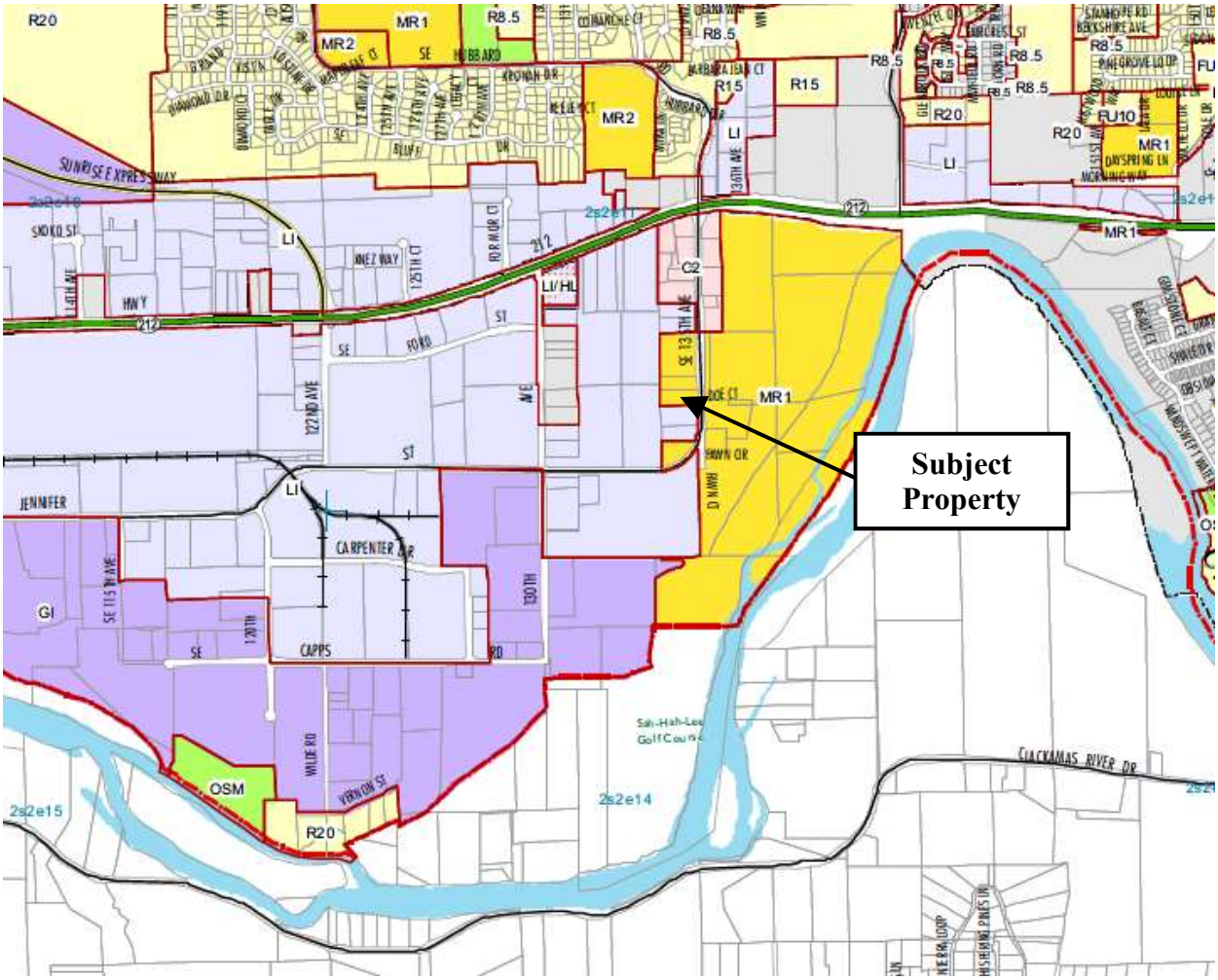
- Low Density Residential (LDR)
  Village Townhouse (VTH)
  Small Lot Single Family (SMLSF)
  Standard Lot Single Family (STLSF)
- Medium Density Residential (MDR)
- High Density Residential (HDR,
  Medium High Density Res. (MHDR)
  Special High Density Res. (SHDR)
  Regional Center High Density Res. (RCHDR)
  Village Apartment (VA)

Commercial Plan Designations

- Community Commercial (CC)
  Corridor Commercial (COR)
  General Commercial (GC)
  Regional Center Commercial (RCC)
  Retail Commercial (RTL)
- Office Apartment (OA)
  Office Commercial (OC)
  Regional Center Office (RCO)
  Village Office (VO)
- Planned Mixed Use (PMU)
  Station Community Mixed Use (SCMU)
- Village Community Service (VCS)

Subject Property in Current *North Urban Area Zoning Map*

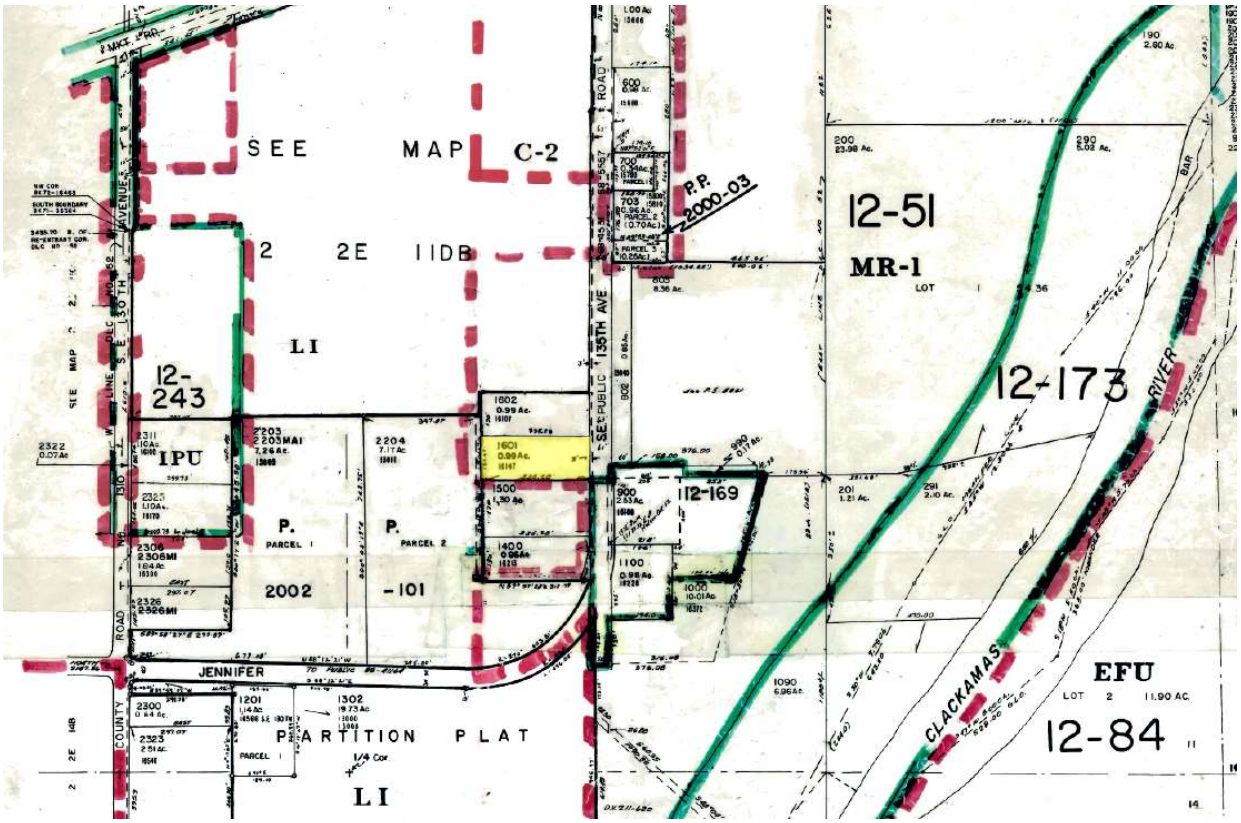
(Full Map in Exhibit 3)



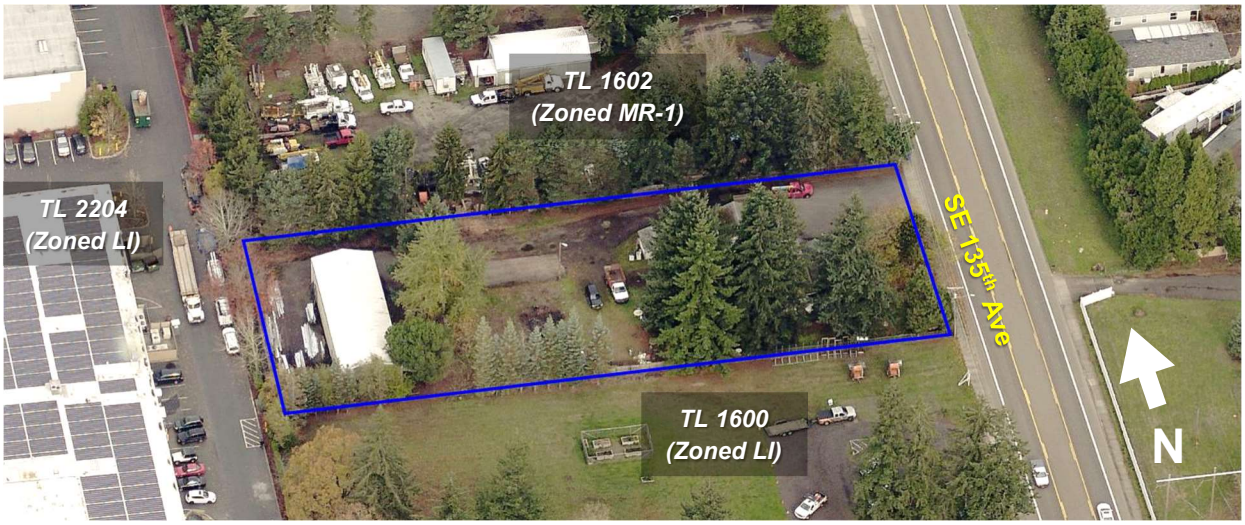
Boundaries	Industrial Zoning Districts	Commercial Zoning Districts
Clackamas County	Business Park (BP) Campus Industrial (CI) Light Industrial (LI)	Neighborhood Commercial (NC) Community Commercial (C-2)
Urban Growth Boundary		
City Boundaries	General Industrial (GI)	Office Apartment (OA) Office Commercial (OC) Regional Center Office (RCO) Village Office (VO)
Special Zoning Districts	**Residential Zoning Districts**	
Limited Use Zone (LUZ)	Future Urban, 10-Acre (FU-10)	Corridor Commercial (CC) General Commercial (C-3) Regional Center Commercial (RCC) Retail Commercial (RTL)
Historic District (HD) Overlay Historic Landmark (HL) Overlay	Urban Low Density Residential (R-2.5, R-5, R-7, R-8.5,R-10, R-15, R-20, R-30) Village Small Lot Residential (VR-4/5) Village Standard Lot Residential (VR-5/7)	Village Community Service (VCS)
Open Space Management (OSM)	Medium Density Residential (MR-1) Medium High Density Residential (MR-2) Planned Medium Density Residential (PMD) Village Townhouse (VTH)	Planned Mixed Use (PMU-1, PMU-2, PMU-3, PMU-6) Station Community Mixed Use (SCMU)
	High Density Residential (HDR) Special High Density Residential (SHD) Regional Center High Density Residential (RCHDR) Village Apartment (VA)	

Subject Property, Highlighted Yellow, in Tax Map 22E11D

(Full Tax Map in Exhibit 1*)*

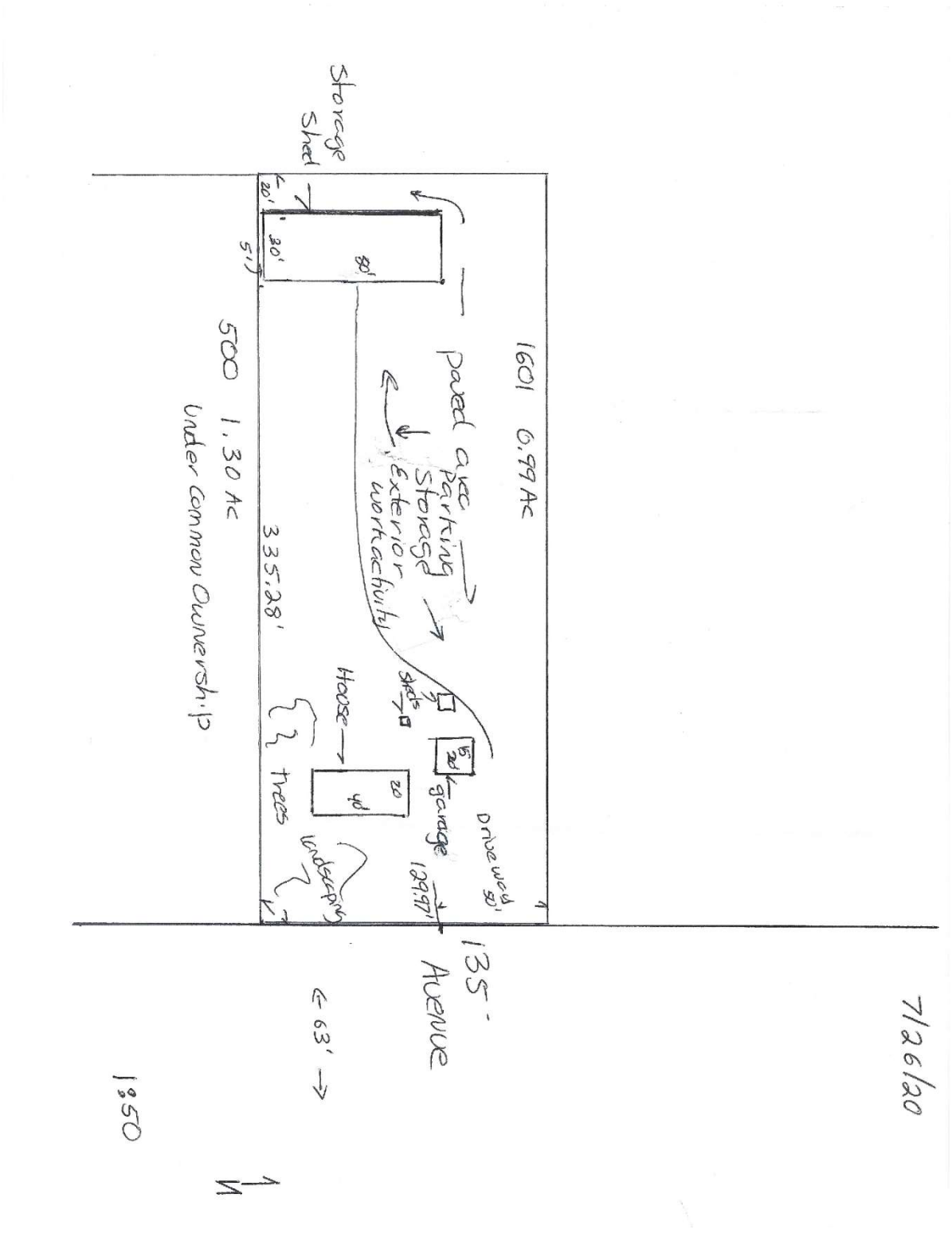


2018 Aerial Views of Subject Property and Vicinity
(Subject Property Outlined in Blue)



July 26, 2020, Existing Conditions Map (Site Plan)

Submitted by Applicant



Potential Future Development Plans Submitted by Applicant

Including Subject Property, as well as Tax Lots 1400 & 1500 (both already zoned LI and owned by applicant)

16213 SE 135th Ave. Clackamas, Oregon
Site Area 3.36 Acres - 146,362 SF
Building 200 x 230 = 46,000 SF
Coverage 31.4%
12/13/19

perlo
CONSTRUCTION

SECTION II: RECOMMENDATION

Staff recommends that the Planning Commission recommend **APPROVAL** of this application to the Board of County Commissioners, subject to the following two conditions:

1. Clackamas County Comprehensive Plan Map 4-6, *North Urban Area Land Use Plan* (Exhibit 2), and all other maps of the Comprehensive Plan that include the subject property (Tax Lot 22E11D-01601, with situs address 16147 SE 135th Ave), shall be amended to identify the subject property as having a Comprehensive Plan land use designation of Light Industrial (LI);

2. The Clackamas County *North Urban Area Zoning Map* (Exhibit 3) shall be amended to identify the subject property as being in the Light Industrial (LI) zoning district.

SECTION III: PROJECT OVERVIEW AND BACKGROUND

This application requests that Clackamas County's Comprehensive Plan land use plan designation of the subject property, as identified in Comprehensive Plan maps, be changed from Medium Density Residential (MDR) to Light Industrial (LI), and for the zoning district of the subject property to be changed concurrently from Medium Density Residential (MR-1) to Light Industrial (LI).

The subject property is a roughly 0.99-acre rectangular legal lot of record with approximately 130 feet of frontage on the west side of SE 135th Ave, a minor arterial. The property is flat, is outside of a mapped flood hazard area, and has no County-regulated waterbodies, mass-movement or soil hazard areas, or historic landmarks.

According to the Applicant's existing conditions map and site plan and a transportation impact study included with the application, as well as available Assessment & Taxation Department records (Exhibit 5), the property currently has the following improvements:

- A two-story 1,542-square-foot "stick-built" single-family dwelling built in 1946;
- A 300-square-foot detached garage located north of the dwelling;
- A 2,400-square-foot detached storage shed in the property's southwest corner; and
- Two small detached sheds.

The Applicant owns the subject property and adjacent Tax Lot 1500 to the south (no situs address, approximately 1.4 acres), as well as Tax Lot 1400 (16213 SE 135th Ave, 0.97 acres) adjacent and to the south of Tax Lot 1500. These two other tax lots under common ownership (Tax Lots 1400 and 1500) used to also be zoned medium density residential, but were the subject of a similar combined Comprehensive Plan map amendment and zone change application (File Nos. Z0033-02-CP and Z0034-02-Z, Exhibit 6) that was approved in 2002 to change their plan designation and zoning district to light industrial.

The Applicant explains that this latest request to have the subject property's Comprehensive Plan designation and zoning district changed to match those of Tax Lots 1400 and 1500 is necessary to site a new industrial building that would span all three tax lots. The Applicant states that the new building will be used to house a "statewide light industrial service business" providing "safety management services to public agencies for public infrastructure construction projects throughout the northwest".

To be sure, this application does not itself propose, nor would its approval authorize, any new development. ZDO Subsection 1102.01(A) requires that new development in an industrial zoning district, such as the proposed LI District, receive design review approval, which the Applicant has not yet applied for. The Applicant acknowledges in their application materials that, even if this Comprehensive Plan Map amendment and zone change application is approved, approval of their desired industrial building will require a separate design review application, with consideration of particular aspects such as building design, parking, and landscaping.

As shown in Exhibit 4, the subject property, as well as all of its neighbors to the north, west, and across SE 135th Ave to the east, are already in an area that Metro has designated an "industrial area" that the Metro Functional Plan states is intended to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses. Exhibit 4 further shows that the subject property is also directly adjacent to a section of the County that Metro classifies as a "regionally significant industrial area" (RSIA)[1].

The western lot line of the subject property is only about 70 feet from an actively-used 2.5-acre metal industrial building, which is itself surrounded by freight truck accesses, a large parking lot, and other multi-acre industrial buildings.

Directly to the north and separated from the subject property by a row of trees are two residentially-zoned parcels (Tax Lots 22E11D-01602 and 22E11DB-00700) that are nonetheless developed with a number of large metal out-buildings and used for outdoor storage. Beyond those parcels toward the intersection of SE 135th Ave and Hwy 212/224 are other properties already zoned LI, as well as a commercial area developed with a vehicle service station, other auto-related businesses, a landscaping company, and a couple chain and fast-food restaurants.

Across SE 135th Ave to the east and beyond a row of mature hedges is the southwest corner of the Shadowbrook Mobile Home Park, which is accessed not from SE 135th Ave but rather from Hwy 212/224 to the north. There is also an approximately 2.57-acre parcel (Tax Lot 22E11D-00900) across the road that, despite being zoned medium density residential (MR-1), is currently developed with only one detached single-family dwelling.

[1] RSIAs are those areas near the Metro region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods. RSIAs are designated to: protect a supply of sites for employment by limiting the types and scale of non-industrial uses within them; provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another; to protect the capacity and efficiency of the region's transportation system for the movement of goods and services; and to encourage incompatible land uses to be located elsewhere.

The subject property is not visible from the Clackamas River, which is located more than a quarter mile to the southeast beyond vegetated open space. The Clackamas River is at least 60 feet below the elevation of the subject property.

SECTION IV: FINDINGS

This application is subject to the following provisions:

1. Statewide Planning Goals;
2. Metro Urban Growth Functional Plan Titles 1 and 4;
3. Clackamas County Comprehensive Plan; and
4. Zoning and Development Ordinance (ZDO) Sections 202, 1202, and 1307.

Planning Staff has reviewed these provisions in conjunction with this proposal and makes the following findings. ZDO Sections 202 and 1307 provide only definitions and procedural requirements that do not warrant separate written findings in this report.

A. STATEWIDE PLANNING GOALS:

Goal 1 – Citizen Involvement

Statewide Planning Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process" and requires the County to have a citizen involvement program with certain features.

This application only proposes to amend the County's Comprehensive Plan maps and zoning maps; even if approved, the County's existing, State-acknowledged citizen involvement program would not change.

Section 1307 of the ZDO contains adopted and State-acknowledged procedures for citizen involvement and public notification of quasi-judicial applications. This application has been processed consistent with those requirements, including with notice to the Department of Land Conservation and Development (DLCD) as directed, to property owners within 300 feet of the subject property, to Metro and ODOT, and in the Oregonian. The proposal has also been advertised on County websites.

Before the Board of County Commissioners (BCC) can decide on this application, there will have been at least two public hearings: one with the County's Planning Commission and another with the BCC.

The relevant requirements of Statewide Planning Goal 1 are satisfied.

Goal 2 – Land Use Planning

Goal 2 requires the County to have and to follow a comprehensive land use plan and implementing regulations. Comprehensive plan provisions and regulations must be consistent with Statewide Planning Goals, but Goal 2 also provides a process by which exceptions can be made to certain Goals.

The proposed amendment to Clackamas County's Comprehensive Plan maps, including to Map 4-06, would not change the County's land use planning process. Even under the Applicant's proposal, the County will continue to have a comprehensive land use plan and consistent implementing regulations. Part C of this section of this report, beginning on Page 20, outlines how this proposal is consistent with applicable policies of the County's State-acknowledged comprehensive plan. The Applicant does not request an exception to any Statewide Planning Goal.

The relevant requirements of Statewide Planning Goal 2 are satisfied.

Goal 3 – Agricultural Lands

Goal 3 requires the County to identify farmland, designate it as such on its Comprehensive Plan maps, and zone it exclusive farm use (EFU).

The County has already satisfied these Goal 3 requirements. This application does not propose to change the Comprehensive Plan Map designation or zoning of any farmland, nor does it propose a change in any allowed land use in the EFU zoning district. The subject property is inside the Portland Metro Urban Growth Boundary (UGB) and is currently zoned for medium density residential development, not agriculture.

The relevant requirements of Statewide Planning Goal 3 are satisfied.

Goal 4 – Forest Lands

Goal 4 requires the County to identify forest land, designate it as such on Comprehensive Plan maps, and zone it consistently with State rules.

As with Goal 3 and its farmland, the County has already satisfied its Goal 4 requirements for forest land. This application does not propose to change the Comprehensive Plan Map designation or zoning of any forest land, nor does it propose a change in any allowed land use in its forest zoning districts (i.e., Ag/Forest and Timber Districts).

The relevant requirements of Statewide Planning Goal 4 are satisfied.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 5 requires the County to adopt programs that will protect an area's natural resources and will conserve scenic, historic, and open space resources for present and future generations. It requires an inventory of natural features, groundwater resources, energy sources, and cultural areas, and encourages the maintenance of inventories of historic resources.

This proposal would not change the County's adopted and acknowledged programs for the protection of such resources, nor would it change the County's adopted and acknowledged historic resources inventory. As noted previously in this report, the subject property has no protected or inventoried historic resource and no County-regulated water bodies or other natural resources, and approval of this application would not itself authorize any development. The application does not propose to reduce or otherwise modify the boundaries of any open space areas.

The relevant requirements of Statewide Planning Goal 5 are satisfied.

Goal 6 – Air, Water, and Land Resources Quality

Goal 6 instructs the County to consider the protection of air, water, and land resources from pollution and pollutants when developing its Comprehensive Plan.

The proposal in this application would not change any Comprehensive Plan policy or implementing regulation affecting a Goal 6 resource, nor would it modify the mapping of any protected resource.

The subject property is already planned and zoned by the County for urban development. Parcels abutting the subject property to the west and south, and located just 650 feet to the north of the subject property, are currently planned and zoned specifically for light industrial uses. As mentioned earlier in this report and shown in Exhibit 4, the subject property itself is also already prioritized by Metro for industrial use as well.

Among other land uses that may cause noticeable pollution or environmental disturbances, the proposed LI zoning for the subject property *prohibits* the following:

- Electrical power production facilities;
- Outdoor entertainment facilities, including race tracks;
- Petroleum, coal, or other fuel storage, refining, reclaiming, distribution, or wholesale trade;
- Retail auto repairing, overhauling, painting, washing, body and fender work, and reconditioning; and
- Wrecking yards.

Per ZDO Section 602, the Applicant's proposed LI zoning would also require a conditional use permit, issued only after a public hearing and only if certain criteria are met, for any composting facility, recycling center or transfer station, or surface mining of the subject property.

Clackamas Water Environment Services (WES) is the surface water management authority for the subject property. The submitted application includes a Preliminary Statement of Feasibility in which WES has determined that adequate surface water treatment and conveyance is already available to serve future industrial development of the subject property, or could be made available through improvements completed by the developer or the system owner. The need for any specific stormwater management system improvements will be evaluated during the design review application process required ahead of any actual industrial development of the subject property.

The relevant requirements of Statewide Planning Goal 6 are satisfied.

Goal 7 – Areas Subject to Natural Hazards

Goal 7 requires the County to address Oregon's natural hazards. This proposal would not change the County's adopted and acknowledged Comprehensive Plan policies or implementing regulations regarding natural disasters and hazards, nor would it modify the mapping of any hazard. Even if the proposed map amendment and zone change is approved, development of the subject property will still be required to comply with the County's existing hazard-related land use regulations.

As noted previously though, the subject property is flat and has no mapped mass-movement or soil hazard areas. The property is also not in a mapped flood hazard area.

The relevant requirements of Statewide Planning Goal 7 are satisfied.

Goal 8 – Recreational Needs

Goal 8 requires the County to plan for the recreational needs of its residents and visitors. The proposal would not change any existing, State-acknowledged County Comprehensive Plan policy or implementing regulation regarding recreational needs, nor would it reduce or otherwise modify a mapped recreational resource.

The relevant requirements of Statewide Planning Goal 8 are satisfied.

Goal 9 – Economic Development

The purpose of Goal 9 planning is to provide adequate opportunities throughout Oregon for a variety of economic activities vital to the health, welfare, and prosperity of Oregonians. Goal 9 requires the County's Comprehensive Plan for its urban areas to contain economic analyses and economic development policies. It also requires the Comprehensive Plan to provide "at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses". The County's State-acknowledged Comprehensive Plan already contains the required economic analyses and development policies, which this application does not propose to change. This application does, however, propose to amend the Comprehensive Plan maps in order to increase the supply of sites for allowable industrial uses.

Goal 9 is formally implemented by Oregon Administrative Rules (OAR) chapter 660, division 9. Rule 25 of division 9 requires the County to adopt measures adequate to address identified economic development needs and priorities, specifically including amendments to its Comprehensive Plan Map and zoning map, as necessary. The Applicant's proposal would amend the Comprehensive Plan Map and zoning map to increase the County's industrial land supply and would allow adjacent vacant properties to the south that are already zoned LI (Tax Lots 1400 and 1500) to be developed with the Applicant's prospective industrial use.

Neither Goal 9 nor OAR chapter 600, division 9 require the applicant to conduct an economic opportunity analysis (EOA) to justify their proposal, as the subject property is less than two acres in area and would not result in a reduction in employment (industrial or commercial) lands.

The relevant requirements of Statewide Planning Goal 9 are satisfied.

Goal 10 – Housing

The purpose of Goal 10 is to meet housing needs. It requires the County to prepare inventories of buildable residential lands, which the County has already done, but does not provide any specific requirements for evaluating applications to convert residential land to industrial land.

Goal 10 does recommend that the County's Comprehensive Plan (including its land use designation maps) "should be developed in a manner that insures the provision of appropriate types and amounts of land" within UGBs for housing; it also advises that areas planned for residential development "be necessary and suitable for housing needs of households of all income levels". Staff makes the following findings regarding these Goal 10 recommendations.

Under the density allowances for its current MR-1 zoning, the approximately 0.99-acre subject property could be developed with *at most* 12 dwelling units, though the

need for on-site improvements associated with new residential development may result in less buildable area and therefore less possible dwelling units. Staff finds that the Applicant's proposed reduction in the County's urban residential land supply by approximately 0.99 acres and the potential for a loss of up to 11 net dwelling units is not a significant reduction and that the reduction will not cause the County to fall below any required minimum.

A September 2019 regional housing study (Exhibit 8) did find that the County, overall, needs more housing of all types, but this study has not been formally adopted as any binding policy or set of rules. Importantly, the study also did not factor in the various commercial zones of the County where residential development is permitted and where multifamily developments have been approved. The study also did not consider recent changes in state law that make it easier to develop accessory dwelling units in urban areas and that will allow duplexes and cottage clusters outright in urban low density residential zoning districts.

Even with the Applicant's proposal approved, there will still be underdeveloped residential properties within the area that could, if compelled by the market, be redeveloped for new multifamily housing. For example, there are approximately 3.57 acres of medium density residential land across 135th Ave that are currently only developed with two detached single-family dwellings, despite potentially being able to accommodate dozens of dwelling units under that present zoning.

Staff finds that the subject property is less appropriate and less suitable for residential development than it is for industrial development. The noise, vibrations, traffic, and other impacts of the surrounding industrial land uses would reasonably conflict with residential uses, especially when those residential uses are right next door. As noted previously, the subject property borders industrial parcels to the west and south; indeed, the subject property is just 70 feet from a 2.5-acre industrial building and directly abuts a more than 900-acre "regionally significant" industrial complex. The two residentially-zone parcels to the north of the subject property are reportedly developed with industrial uses also, despite their current underlying zoning.

The subject property is separated from other existing residential development to the east by a minor arterial used by industrial freight traffic and by mature vegetation, and the mobile home park to the east is not accessible from the same street as the subject property. The nearest public school to the subject property, Clackamas High School, is more than a mile away, uphill, and across a state highway; the nearest elementary schools are even further away. There are no Tri-Met bus lines along SE 135th Ave or SE Jennifer St and the nearest MAX station is nearly three miles from the subject property.

For these reasons, Staff finds that it is neither necessary nor suitable for the subject property to be prioritized for residential development over industrial development.

The relevant requirements of Statewide Planning Goal 10 are satisfied.

Goal 11 – Public Facilities and Services

The purpose of Goal 11 is to ensure that local governments 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 applicable part of this Goal is under Guideline (A)(3), which requires adequate public facilities and services, such as sewer, water, and stormwater services, for urban land uses in urban areas.

The applicant has provided Statements of Feasibility from the subject property's sewer, water, and stormwater service providers. The statements attest that there are already adequate services available to the property to accommodate industrial uses, or that adequate services could be made available concurrent with future industrial development.

No changes to adopted facilities plans or implementing regulations are proposed in this application.

The relevant requirements of Statewide Planning Goal 11 are satisfied.

Goal 12 – Transportation

The purpose of Goal 12 is to provide and encourage a safe, convenient, and economic transportation system. It requires the County to create a transportation system plan (TSP) that takes into account all relevant modes of transportation.

Goal 12 is implemented by Oregon Administrative Rules (OAR) chapter 660, division 12, commonly referred to as the "Transportation Planning Rule" (TPR). When an amendment to the County's Comprehensive Plan maps or zoning map is proposed, rule 60 of the TPR requires an analysis of whether the proposed amendment would "significantly affect" an existing or planned transportation facility, and whether it is necessary to update transportation facility plans to accommodate such effects. The TPR defines what it means to "significantly affect" a transportation facility.

The Applicant has provided a traffic impact study completed by a licensed engineer that addresses TPR requirements. It includes a comparison of the reasonable worst-case traffic impacts caused by potential development under the property's current MR-1 zoning to the reasonable worst-case traffic impacts under the proposed LI zoning. As explained previously in response to Goal 10, under the present zoning, the roughly 0.99-acre subject property could accommodate up to 12 dwelling units (but no detached single-family dwelling units, as MR-1 District does not permit new detached single-family dwellings). Of all the land uses that the proposed LI District would allow outright, the TIS identifies manufacturing as the use that would likely generate the most vehicle traffic. The TIS then compares the traffic volumes that would be generated by the 12 dwelling units to the traffic volumes generated by

manufacturing uses on the property, even though the Applicant here does not necessarily propose for the site to be used for manufacturing.

The TIS estimates there would be just three additional PM peak hour trips under the proposed LI zoning over the existing MR-1 zoning designation at full residential build-out. The TIS concludes that the impacts of the Applicant's proposal on the existing transportation system would be *de minimus* and that there is no need to consider system improvements. The County's Transportation Engineering Division has reviewed this TIS and concurs with its findings (Exhibit 9).

The required design review process ahead of any actual industrial development of the subject property will consider access, circulation, motor vehicle and bicycle parking, and the need for any frontage improvements.

The relevant requirements of Statewide Planning Goal 12 are satisfied.

Goal 13 – Energy Conservation

Goal 13 encourages land use plans to consider lot size, siting controls, building height, density, and other measures in order to help conserve energy. The Applicant's proposal would not change any policy or implementing regulation regarding energy conservation.

The relevant requirements of Statewide Planning Goal 13 are satisfied.

Goal 14 – Urbanization

The purpose of Goal 14 is 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 property is already inside of a UGB and is already planned to accommodate urban uses. The Applicant's proposal would provide additional opportunities for urban employment directly adjacent to an RSIA on a property already assumed by Metro for industrial use. The application does not propose to expand or modify any UGB or to permit rural land uses inside the UGB.

The relevant requirements of Statewide Planning Goal 14 are satisfied.

Goal 15 – Willamette River Greenway

The purpose of Goal 15 is to protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway. The subject property is nearly five miles from the Willamette River and is not located in the Willamette River Greenway. The Applicant's proposal would not change any existing, State-acknowledged County Comprehensive Plan policy or implementing regulation regarding the Willamette River Greenway.

The relevant requirements of Statewide Planning Goal 15 are satisfied.

Goal 16 – Estuarine Resources

Goal 16 is not applicable to Clackamas County.

Goal 17 – Coastal Shorelands

Goal 17 is not applicable to Clackamas County.

Goal 18 – Beaches and Dunes

Goal 18 is not applicable to Clackamas County.

Goal 19 – Ocean Resources

Goal 19 is not applicable to Clackamas County.

B. METRO URBAN GROWTH FUNCTIONAL PLAN:

The Metro Urban Growth Functional Plan, adopted by the Metro Council in 1997, is a regional functional plan which contains requirements that are binding on cities and counties of the region, including Clackamas County. It also contains recommendations that are not binding. The requirements and recommendations include those for the County's Comprehensive Plan and implementing ordinances.

Below, Staff reviews the Applicant's proposal to amend the Comprehensive Plan Map for consistency with relevant Function Plan policies.

Title 1 – Housing Capacity

3.07.120(d)(1) of Title 1 of the Functional Plan provides that the County may reduce its minimum zoned housing capacity to allow an industrial use consistent with Tile 4 of the Functional Plan, as proposed by the Applicant.

3.07.120(e) of Title 1 also provides that the County may reduce the minimum zoned capacity of a single lot or parcel so long as the reduction has a "negligible effect" on the County's overall minimum zoned residential capacity. Staff finds that the proposed reduction in the County's overall residential capacity – approximately 0.99 acres in terms of land supply, and a maximum *net* of 11 potential dwelling units – would indeed be negligible, particularly when considering the increases in opportunities for residential development that have been made since the Functional Plan, Metro 2040 Growth Concept, and the County's implementing plans and regulations were first adopted. The County has increased opportunities for additional residential development since then by allowing residential development in certain formerly commercial-only areas and approving applications for increased residential density (i.e., for a zone change from R-10 to R-8.5) more often than applications for less density.

This application satisfies the conditions of two separate opportunities provided by Title 1 for a reduction in the County's minimum zoned housing capacity.

The relevant requirements of Title 1 are satisfied.

Title 4 – Industrial and Other Employment Areas

Title 4 of the Functional Plan "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", which are identified in Metro's October 2014 Title 4 '*Employment and Industrial Areas Map*' (Exhibit 4). Per 3.07.450(a) of Title 4, this map "is the official depiction of the boundaries of Regionally Significant Industrial Areas, Industrial Areas and Employment Areas", as referred to in the Functional Plan.

Despite The County's present MR-1 zoning for the subject property, the property is identified on the *Employment and Industrial Areas Map* already as an Industrial Area; amending the County's Comprehensive Plan Map and zoning map to LI, as proposed by the applicant, would more closely align the County's maps with Metro's for industrial area planning.

Moreover, the proposed amendments could help to protect, and even support, the RSIA and other industrial property directly adjacent to the subject property, in three ways. First, the Applicant shows that it is necessary to rezone the property to LI in order to site a new building for an allowable industrial use that would span and be

accessed by other properties already zoned LI. Second, the proposal would facilitate the kind of "clustering" of industrial uses intended for the neighboring industrial uses. Third, rezoning the subject property – located just 70 feet away from a 2.5-acre industrial building in an RSIA that is surrounded by freight truck operations – from MR-1 to LI would reduce the potential for conflict between residential and industrial land uses.

The County has already adopted Comprehensive Plan policies and implementing land use regulations for its designated industrial areas consistent with requirements of Title 4 of the Functional Plan, including allowable land uses, restrictions on certain commercial uses, and development standards for the LI District. This application does not propose to change any of those policies or regulations.

Rather, the Applicant proposes to apply the policies and regulations for the LI District to the subject property. If this application were to be approved, all land uses and development would have to comply with existing LI District requirements.

For these reasons, Staff finds that **all relevant requirements of Title 4 are satisfied.**

C. CLACKAMAS COUNTY COMPREHENSIVE PLAN GOALS AND POLICES:

The County's Comprehensive Plan includes goals and policies that must be considered when evaluating a proposed change in Comprehensive Plan land use designation and implementing zoning district. In this section of the report and recommendation, Staff reviews each chapter of the Comprehensive Plan and provides written findings as to how the Applicant's proposal is consistent with those chapters' applicable goals and policies.

Chapter 1 – Introduction

Chapter 1 of the County's Comprehensive Plan serves only as an introduction and **does not warrant written findings**.

Chapter 2 – Citizen Involvement

Chapter 2 of the Comprehensive Plan aims to promote public participation in the County's land use planning. Its policies largely focus on the County's Community Planning Organization (CPO) program and methods for informing and involving the public, policies which this application does not propose to change. This application is being processed according to the requirements of ZDO 1307, which implement public notification policies of Chapter 2, including with notice to nearby property owners, relevant agencies, service providers, online, and in the Oregonian.

This application is consistent with Comprehensive Plan Chapter 2.

Chapter 3 – Natural Resources and Energy

The subject property is in a fully urbanized area and has no County-regulated water bodies, identified wetlands, or other significant natural features. It is not known to have any significant mineral or aggregate resources, is not in or adjacent to any protected open space, and is entirely flat. All future development will have to conform to the standards required of the LI District, as well as State and County laws related to noise, air quality, and waste management.

This application is consistent with Comprehensive Plan Chapter 3.

Chapter 4 – Land Use

Chapter 4 includes the definitions of urban and rural land use categories and outlines policies for determining the appropriate Comprehensive Plan land use designation for all lands within the County.

Policy 4.FF.1 states that the subject property may be designed/zoned LI if it meets each of these three criteria:

- It has "excellent" access to the regional transportation network;
- It has access to a street with at least a minor arterial classification; and
- It is "large enough for several industries to cooperatively design an industrial park".

Staff finds that the Applicant's proposal meets each of these criteria. The property is only about 1,500 feet south of Hwy 212/224, an important regional transport route; it has frontage on SE 135th Ave, which is a minor arterial; and, at one acre in size, is conceivably large enough for several industries, particularly in combination with the other adjacent underdeveloped industrial property under common ownership. In fact, as the Applicant explains, rezoning the subject property to LI is necessary to utilize neighboring property already zoned LI for their prospective light industrial uses.

This application is consistent with Comprehensive Plan Chapter 4.

Chapter 5 – Transportation System Plan

As noted previously in this report, this application and its TIS have been reviewed by the County's Transportation Engineering Division, and their staff has concurred with the TIS's finding that industrial development of the property would have a minimal additional impact on the planned transportation system over the existing zoning and that no amendments to the TSP are necessary to accommodate the proposal.

This application is consistent with Comprehensive Plan Chapter 5.

Chapter 6 – Housing

The County is not required by Chapter 6 to keep this property zoned for residential use.

Nonetheless, the Applicant explains that the property is currently only developed with one detached single-family dwelling and has the capacity for at most 12 total dwelling units under its present medium density residential designation and zoning. As the Applicant outlines with calculations, their proposed reduction in housing capacity and in the County's overall residential land supply by approximately 0.99 acres is comparatively insignificant.

Further, and as explained earlier in this report, the subject property is less suitable for residential development than it is for industrial development, considering existing surrounding land uses, access to services, and site conditions.

This application is consistent with Comprehensive Plan Chapter 6.

Chapter 7 – Public Facilities and Services

The Applicant has submitted Statements of Feasibility completed by the property's water, sewer, and stormwater service providers attesting that they could serve light industrial development on the subject property.

This application is consistent with Comprehensive Plan Chapter 7.

Chapter 8 – Economics

Chapter 8 of the Comprehensive Plan includes the following specific policies:

- 8.A.1: *Protect established industrial and commercial areas from encroachment by incompatible land uses.*

  This application does not propose to expand incompatible land uses in to established industrial or commercial areas. Rather, Staff finds that changing the Comprehensive Plan land use designation and implementing zoning district of the subject property to light industrial will help to protect adjacent established industrial areas from potentially incompatible residential land uses. As noted earlier in this report, the subject property abuts an RSIA and is only 70 feet from a 2.5-acre industrial building which is itself surrounded by freight truck accesses, a large parking lot, and other multi-acre industrial buildings. Additional residential use of the subject property under its present zoning could be disrupted by, or be disruptive to, these industrial uses, which could lead to land use conflicts. The Applicant's proposal will also allow the

subject property to be used for industrial uses, rather than residential uses, as envisioned in Metro's Title 4 map (Exhibit 4).

- 8.A.2: *Encourage maintenance of sufficient vacant lands to provide room for the future expansion or relocation of the County's industry and business.*

  The proposal will not reduce the supply of vacant land that could be used for future expansion or relocation of industry or businesses. Rather, it will provide *more* industrial land and allow adjacent parcels already zoned LI to be developed with expanded industrial uses.

- 8.B.6: *Provide for a broad range of types and sizes of industrial and commercial development to provide a broad cross section of employment opportunities for residents.*

  The Applicant explains that their request is necessary to construct a building that will house a company providing safety management services to public infrastructure projects in the Pacific Northwest. Staff has not identified any similar business in the area of the subject property, and the existing industrial buildings in the area are much larger than what is being considered by the Applicant. Staff finds that the prospective safety management services business itself could provide new types of employment opportunities to residents while also supporting public works projects that foster additional employment opportunities.

- 8.B.1: *Provide sufficient industrial land of the types identified in the Industrial section of Chapter 4, Land Use.*

  The application details how the proposal will provide additional industrial land that: has excellent access to the regional transportation network; has frontage on a minor arterial; is conceivably large enough to for several industries working cooperatively in an industrial park; and could be developed with light industrial uses according to the required development standards (i.e., for access, circulation, landscaping, etc.).

This application is consistent with Comprehensive Plan Chapter 8.

Chapter 9 – Open Space, Parks & Historic Sites

The subject property is not in, nor does it abut, any designated open space area. There are no parks or protected historic sites on the property or on any adjacent property. Staff agrees with the Applicant that their requested amendment does not affect any open space, parks, or historic site.

This application is consistent with Comprehensive Plan Chapter 9.

Chapter 10 – Community Plans and Design Plans

The subject property is not in an area of the County with a particular community plan or design plan.

This application is consistent with Comprehensive Plan Chapter 10.

Chapter 11 – The Planning Process

Chapter 11 contains polices under its '*City, Special District, and Agency Coordination*' section that encourage the involvement of relevant state and regional governments, cities, and special districts in the planning process, consistency between city and County plans, and public engagement. The '*Amendments and Implementation*' section of this chapter also contains procedural standards for Comprehensive Plan amendments and requirements for the Plan and implementing regulations in ZDO Section 1307 to be consistent with Statewide Planning Goals.

Earlier sections of this report demonstrate how the Applicant's proposal is consistent with Statewide Planning Goals. The process followed for consideration of this application is in compliance with Section 1307's notification standards. Specifically, notice of the County's public hearings was provided to property owners within 300 of the proposed expansion area 20 days in advance, and notice published in the local newspaper at least 10 days in advance. ODOT, the City of Happy Valley, and other relevant agencies were duly notified. The Clackamas CPO is currently inactive.

This application is being processed consistent with Comprehensive Plan Chapter 11 and implementing regulations in ZDO Section 1307.

D. ZONING AND DEVELOPMENT ORDINANCE (ZDO) CRITERIA:

Section 1202, *Zone Changes*, of the County's ZDO provides standards, criteria, and procedures under which a change to the zoning maps (i.e., a zone change from MR-1 to LI) may be approved. Subsections of Section 1202 relevant to this application are reviewed here below.

1202.03 – GENERAL APPROVAL CRITERIA

A zone change requires review as a Type III or IV application pursuant to Section 1307, Procedures, and shall be subject to the following standards and criteria:

A. The proposed zone change is consistent with the applicable goals and policies of the Comprehensive Plan.

B. *If development under the proposed zoning district designation has a need for any of the following public services, the need can be accommodated with the implementation of the applicable service provider's existing capital improvement plan: sanitary sewer, surface water management, and water. The cumulative impact of the proposed zone change and development of other properties under existing zoning designations shall be considered.*

C. *The transportation system is adequate and will remain adequate with approval of the proposed zone change. […]*

D. *Safety of the transportation system is adequate to serve the level of development anticipated by the proposed zone change.*

This application, which includes a proposed zone change from MR-1 to LI, is being reviewed and processed as a Type III application pursuant to ZDO Section 1307, *Procedures*. This report outlines how the proposal is consistent with applicable goals and policies of the County's Comprehensive Plan.

The prospective development of the subject property will need sanitary sewer, surface water management, and water services. The Applicant has provided a Preliminary Statement of Feasibility from the provider of each of these services attesting that the prospective development can be provided with the necessary services.

ZDO Subsections 1202.03(C)(1)-(7) define what is meant by an "adequate" transportation system. The Applicant's submitted TIS, which was completed by a licensed engineer, finds that the County's existing and planned transportation system is adequate to serve the proposed zone change, and the County's Transportation Engineering Division concurs. ODOT was provided notice of this application and has not opposed it for safety concerns or for any other reason.

The relevant requirements of ZDO Subsection 1202.03 are satisfied.

EXHIBIT LIST
IN THE MATTER OF Z0299-20-CP & Z0300-20-ZAP (Brooktraut Properties LLC)

Ex. No.	*Date Received*	*Author or Source*	*Subject & Date of Document (if different than date received)*
1	07/29/2020	Brooktraut Properties LLC and Peter Fry (Applicant)	Subject application, first received July 17, 2020 but made complete on July 29, 2020, including: tax map; feasibility statements from Clackamas Water Environment Services and Clackamas River Water; a transportation impact study (TIS) completed by Clemow Associates LLC (erroneously dated 2018 instead of 2020); pre-application conference guidance; property owner certification; responses to an Incomplete Application Notice; and a current conditions map
2	09/02/2020	Clackamas County, DTD	Current Clackamas County Comprehensive Plan Map 4-6, *North Urban Area Land Use Plan*, with subject property identified
3	09/02/2020	Clackamas County, DTD	Current Clackamas County Zoning Map, *North Urban Area Zoning*, with subject property identified
4	09/02/2020	Metro	Metro Functional Plan Title 4 Map, *Industrial and Other Employment Areas*
5	09/02/2020	Clackamas County, Assessor's Office	September 2, 2020, Property Account Summary for subject property
6	09/02/2020	Clackamas County, DTD	Record for Z0033-02-CP & Z0034-02-Z
7	09/02/2020	Pamplin Media Group	Affidavit of Publication notarized August 27, 2020, for notice in newspaper
8	09/02/2020	EcoNorthwest	September 2019 "Clackamas County Regional Housing Needs Analysis Final Summary Report"
9	07/07/2020	Christian Snuffin, Senior Traffic Engineer, Clackamas County	July 7, 2020, email concurring with Applicant's TIS
10	09/01/2020	Gary Shepard and Dan Kaempff of Metro, and Glen Hamburg of Clackamas County (Planning Staff)	August 31 and September 1, 2020, email correspondence concerning Metro's future comments

RECEIVED

JUL 15 2020

Clackamas County
Planning & Zoning Division

CLACKAMAS COUNTY PLANNING AND ZONING DIVISION
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD | OREGON CITY, OR 97045
503-742-4500 | ZONINGINFO@CLACKAMAS.US

Land Use Application

For Staff Use Only	
Date received: 7/15/2020	Staff initials: GRH
Application type: Comp plan map + Zone change	File number: Z0299-20-CP/Z0300-20-ZAP
Zone: MR-1	Fee: $6,510
Violation #:	CPO/Hamlet: Clackamas (Inactive)

Applicant Information:

What is proposed? LIGHT INDUSTRIAL BLDG
(comprehensive plan map amendment + zone change)

Name of applicant: BROOKTRAUT PROPERTIES LLC

Mailing address: P.O. BOX 1447

City EVERETT State WASH Zip 98206

Applicant is (select one): ☒ Property owner ☐ Contract purchaser ☐ Agent of the property owner or contract purchaser

Name of contact person (if other than applicant): MORRIE TRAUTMAN

Mailing address of contact person: P.O. BOX 1447
EVERETT, WASH 98206

Applicant #s: Wk: Cell: 2064849811 Email: MORRIETRAUTMAN@GMAIL.COM

Contact person #s: Wk: Cell: Email:

Other persons (if any)to be mailed notices regarding this application:

Name	Address	Zip	Relationship
PETER FINLEY FRY	303 NW UPTOWN TERRACE UNIT# [redacted] 1B PORTLAND, OR 97210		peterefinleyfry.com

Name	Address	Zip	Relationship

SITE ADDRESS: 16147 SE 135TH AVE CLACKAMAS, OR 97015

TAX LOT #: T 2 R 2 Section 11D Tax Lot(s) 1601

Adjacent properties under same ownership:

			Total land area:
T 2	R 2	Section 11	Tax lot(s) 1500
T 2	R 2	Section 11	Tax lot(s) 1400
T	R	Section	Tax lot(s)

I hereby certify that the statements contained herein, along with the evidence submitted, are in all respects true and correct to the best of my knowledge.

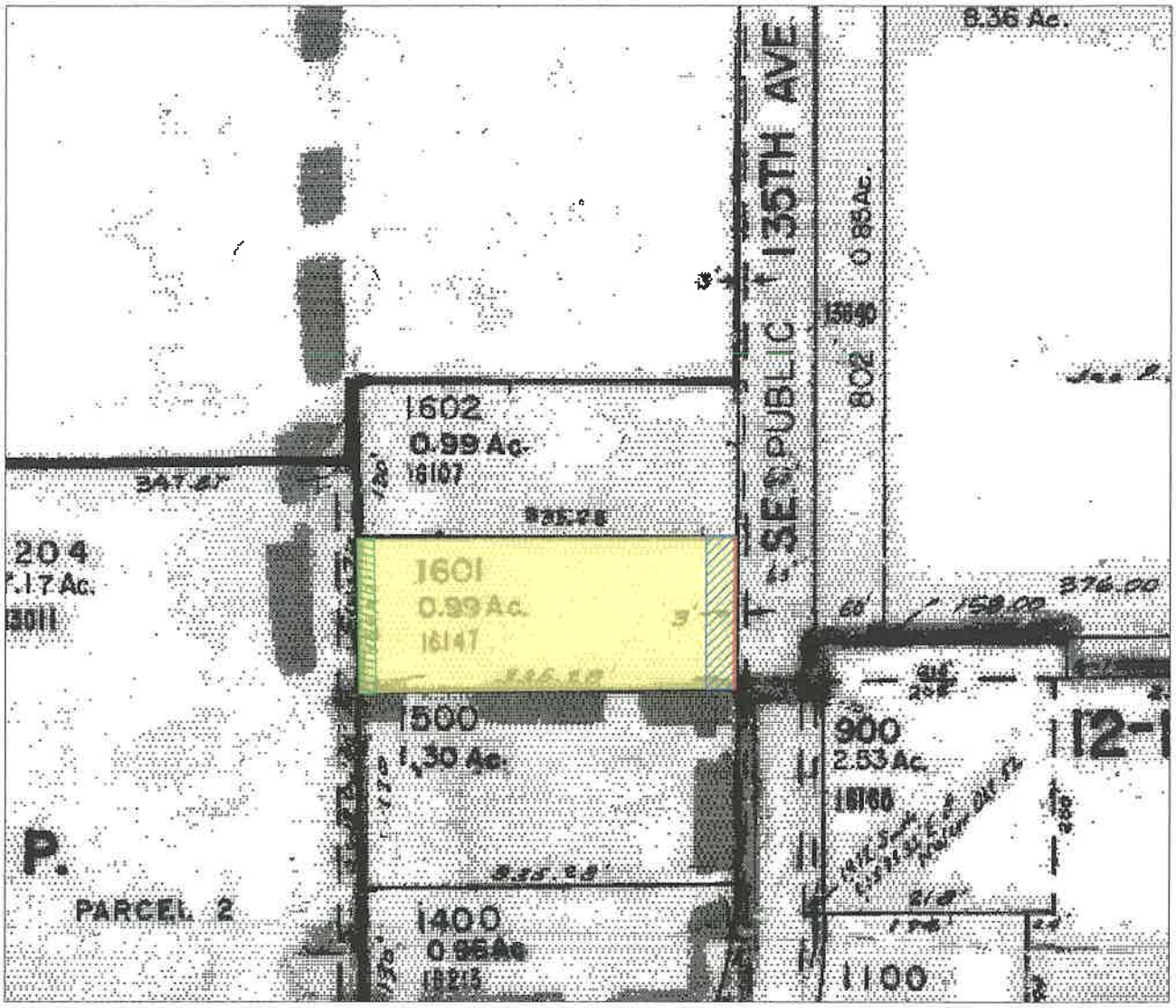
Morrie A Trautman — MORRIE A TRAUTMAN

Property owner or contract purchaser's name (print) | Date 3/10/20 | Owner or contract purchaser's signature

Applicant's name (print) | Date | Applicant's signature

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

0 1 2
Standard Scale 1 :1



Legend

Property In Question - Fee

Item No. 8 - Easement for Electric Power Transmission Lines
In 12/29/1958 Bk549 Pg525 of Official Records
Affects said portion as described in the document

Item No. 10 - Easement for Undisclosed Purpose
In 08/13/1973 Bk35 Pg688 of Miscellaneous Records
The exact location of said easement cannot be determined and is not plottable

Item No. 11 - Easement for Ingress, Egress and Utility
In 08/13/1973 Inst # 73-025511 of Official Records
Affects said portion as described in the document

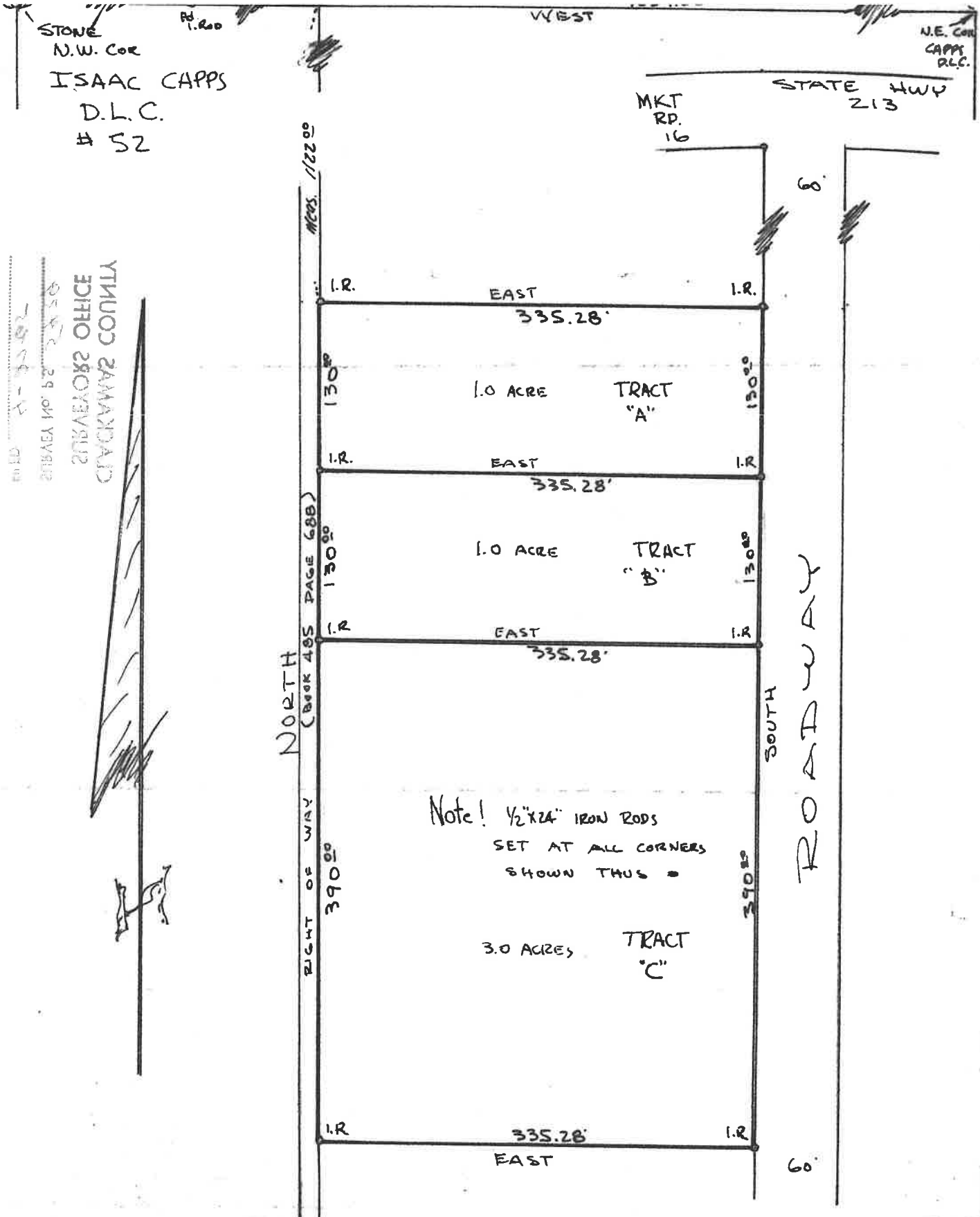
Item No. 12 - Easement for Sign, Slope, Utility and Sidewalk
In 09/03/2002 Inst # 2002-081969 of Official Records
Affects said portion as described in the document

© 2019
Fidelity National Title Company
900 SW 5th Avenue
Portland, OR 97204
(503)222-2424 FAX:(503)227-2274

This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets,natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

Title Order No. : 45141922099, Preliminary Report dated October 29, 2019
Drawing Date : 11/18/2019 - Rev.
Reference :
Assessor Parcel No. : 22E11B 01604
Property : 16147 SE 135th Avenue, Clackamas, OR 97015
Data :
Plat Showing : A PORTION OF LAND IS IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON.
Sheet
of
Archive #

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)



REGISTERED
OREGON
LAND SURVEYOR

Gene A. Leuthold

MAY 8, 1959
GENE A. LEUTHOLD
475

CERTIFICATE OF SURVEY
OF
TRACTS
IN SECTION 11 T. 2 S., R. 2 E., W.M.
CLACKAMAS COUNTY, OREGON

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 4 of 49

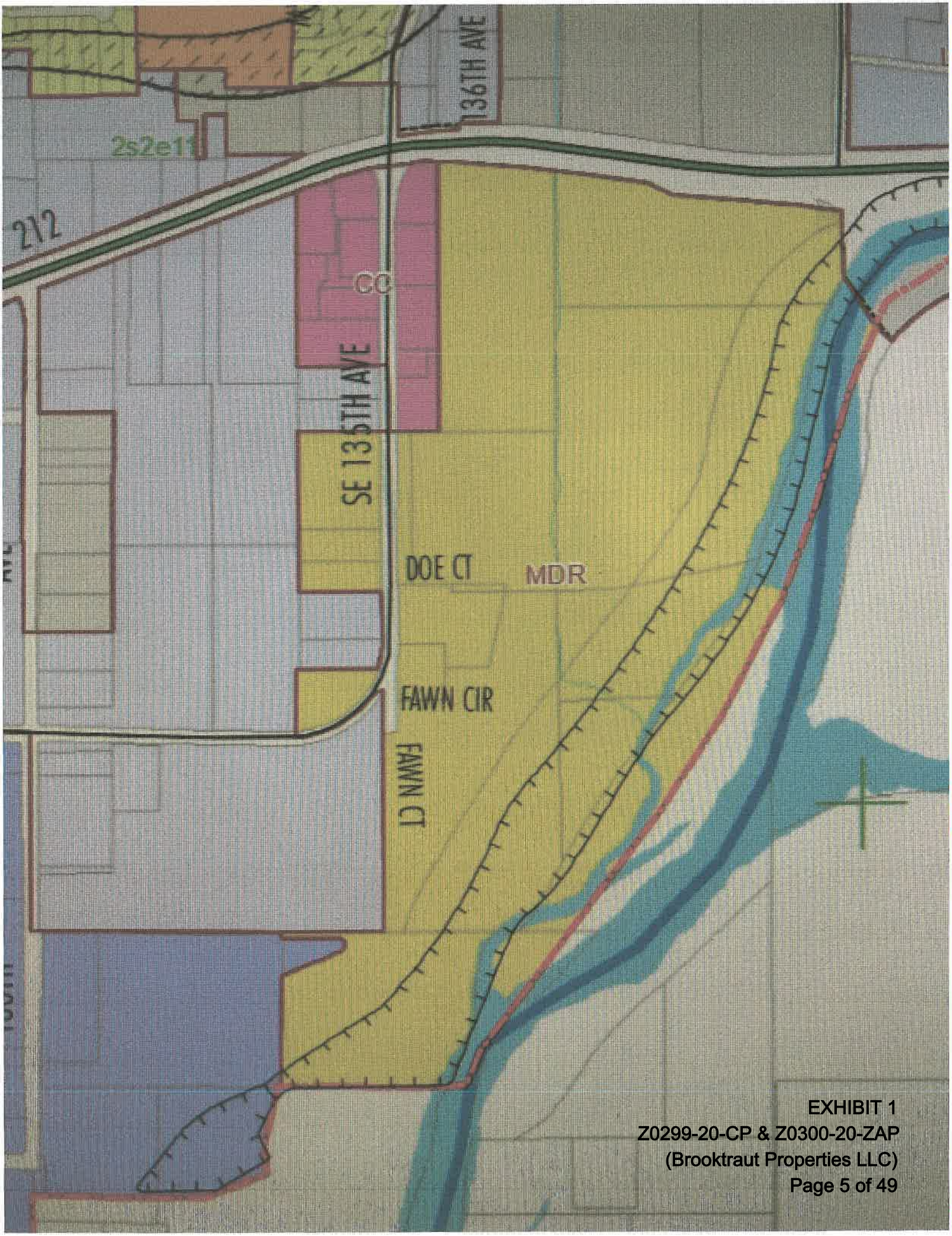


EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 5 of 49

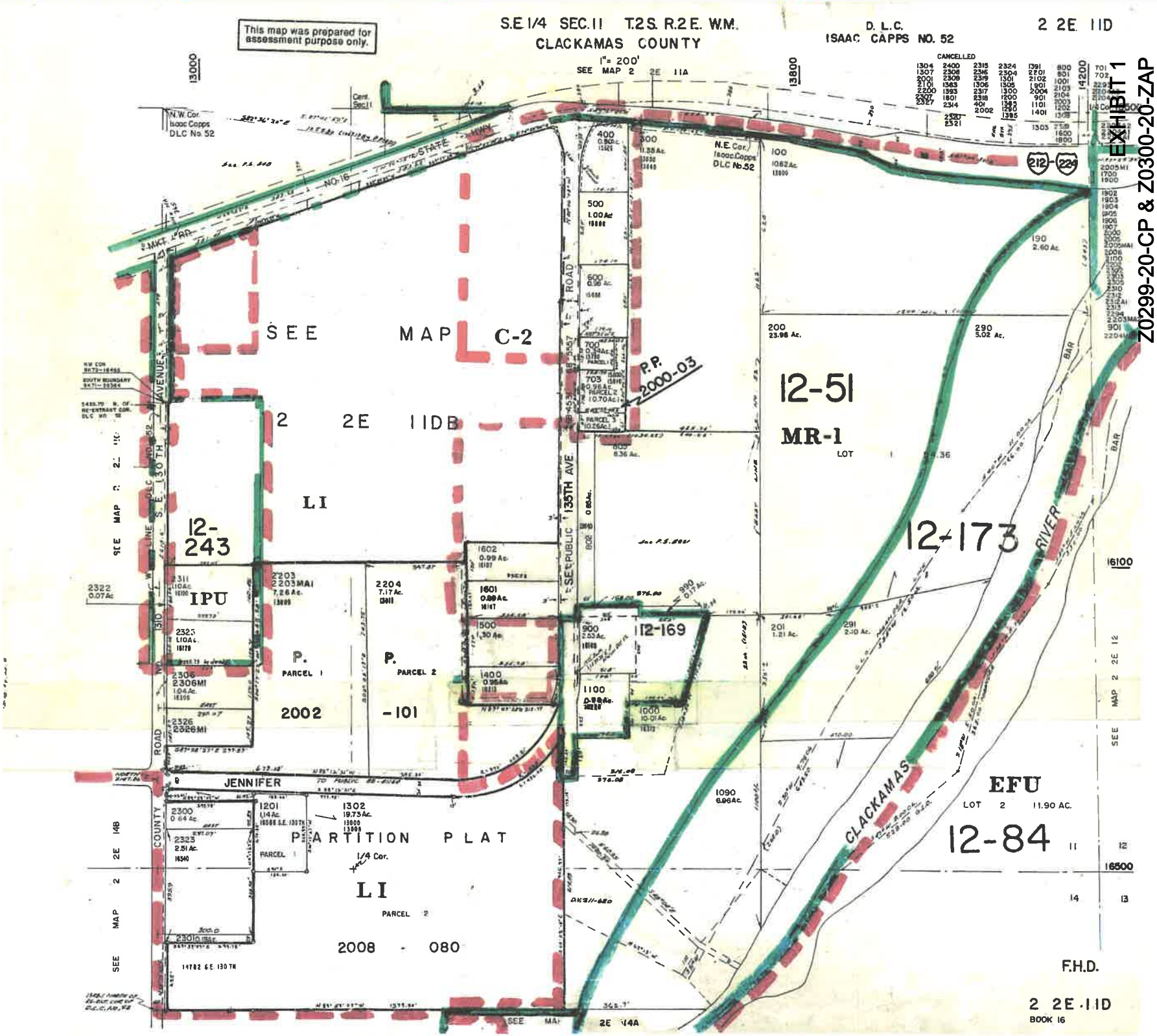


EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 6 of 49

July 12, 2020

GENERAL INFORMATION

Applicants: **Owner**
BrookTraut Properties LLC
P.O. Box 1447
Everett, Washington 98206
Morrie Trautman
morrietrautman@gmail.com

Planning Consultant: Phone: 503-703-8033
Peter Finley Fry AICP
303 NW Uptown Terrace, 1B
Portland, Oregon 97210
peter@finleyfry.com

Location: 16147 SE 135th
Clackamas, Oregon 97015

Jurisdiction: Clackamas County

Tax Lots: **SID** 22E11D 01601

Size: .99 acre 43,124.4 square feet

Comprehensive Plan Designation/Zoning:

Current:	Medium Density Residential	MDR
Proposed:	Light Industrial	LI

Preapplication Conference:
ZPAC0045-20

PROPOSAL
We are requesting a comprehensive plan map amendment and zone change to this .99-acre lot that abuts the northern property line of our light industrial property. We request that it be changed from MDR (MR-1) to Light Industrial (LI).

We plan to develop this property with our existing property to house our statewide light industrial service business. Our company provides safety management services to public agencies for public infrastructure construction projects throughout the northwest.

Peter Finley Fry
BrookTraut Properties LLC
16147 SE 135th

June 12, 2020

CRITERIA

I. Proposed Amendment of the Comprehensive Plan

3.0 Amend the Comprehensive Plan pursuant to the following procedures and guidelines.

3.1 Allow initiation of a map amendment only by the Board of County Commissioners, the Planning Commission, the Planning Director, or the owner of the property for which a change is requested.

3.2 Allow initiation of a text amendment only by the Board of County Commissioners, the Planning Commission, or the Planning Director.

3.3 Consider all proposed Comprehensive Plan amendments at advertised public hearings before the Planning Commission and the Board of County Commissioners, in accordance with state law and County requirements.

3.4 For quasi-judicial amendments, provide notice of application and public hearing to nearby property owners and the applicable Community Planning Organization a minimum of 20 days prior to the first scheduled public hearing. Provide a copy of the application to the applicable Community Planning Organization a minimum of 35 days prior to the first scheduled public hearing. For legislative amendments, provide notice of proposal and public hearing to all active and recognized Community Planning Organizations, and ensure that the proposal is available for review, a minimum of 35 days prior to the first scheduled public hearing.

3.5 Provide the opportunity for the Department of Land Conservation and Development and Metro to review and comment on proposed legislative amendments, pursuant to the applicable provisions of state law and the Metro Code.

3.6 Recognize the Board of County Commissioners as the decision making body for quasi-judicial and legislative Plan amendments, but provide for the Planning Commission to make recommendations to the Board on these amendments, except in the case of a Plan amendment to designate an historic resource, in which case the Historic Review Board shall be the recommending body.

FINDING

The request is made by the property owner and is an amendment to the map and not the Comprehensive Plan text. The request shall be notices and heard before the Clackamas county planning commission for recommendation and the Clackamas County Board of County Commissioners for the local decision. The site is not a designated historic resource. The following findings support the request as equal to/or improved upon the existing Comprehensive Plan map.

Clackamas County Comprehensive Plan

Chapter 1 - Introduction

GOALS

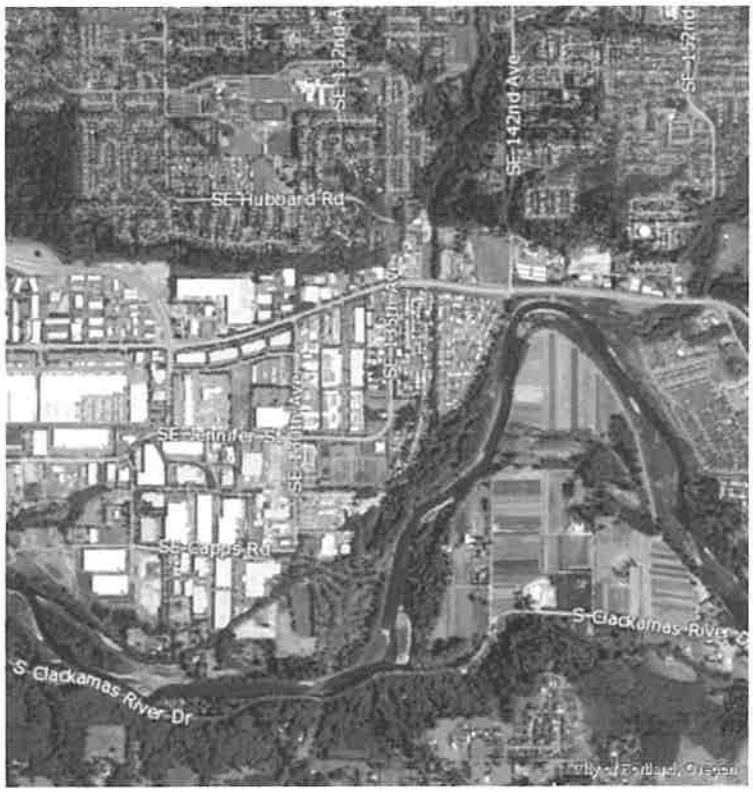
The overall goals of the Plan are:

- **Balance public and private interests and adopt a coordinated set of goals and policies to guide future development in Clackamas County.**
- **Identify the most appropriate land uses for individual sites by evaluating site characteristics in light of market demand, human needs, technology, and state, regional, and County goals.**
- **Provide for growth in areas where public facilities can economically be provided to support growth.**
- **Create development opportunities most compatible with the fiscal and financial capacity of the County and its residents.**
- **Implement the policies of this Plan by adopting a zoning map and set of regulations, and by guiding public investments to support anticipated growth.**

- **Establish a system whereby individual interests may be compared to stated County policy and provide a process for review and amendment of those policies as expressed in this Comprehensive Plan.**

FINDING
The proposal is to change the use of .99 acres. The site is too small to affect the County's twenty year industrial or residential land supply. The change improves the pattern of use. The proposed site is on the south eastern edge of the large Clackamas County Industrial District. The site is abutted by industrial designations (uses) on the south and west. The east frontage is a street. The residential designated properties to the north are both being used for industrial purpose.

The amendment continues to create a clear and smooth edge along SE 135th between the residential subdivisions on the east and the industrial district on the west.



Chapter 2 – Citizen Involvement

FINDING
The application for an amendment of Clackamas County's Comprehensive Plan requires public notice and two public hearings. The first public hearing is before the Clackamas County Planning Commission who make a recommendation. The second hearing is before the Clackamas County Board of County Commissioners who make the final local land use decision.

Chapter 3 – Natural Resources & Energy

WATER RESOURCES

FINDING
The site is not on a river or stream corridor and stream and does not have wetland or water features. The site will be developed through Clackamas County's permitting process to ensure that any storm water is treated and disposed of appropriately.

AGRICULTURE

FINDING
The site is not in or near an agricultural area. The area is fully urbanized area.

FORESTS

FINDING
The site is not in or near a forested area. The area is fully urbanized area.

MINERAL AND AGGREGATE RESOURCES

FINDING
The site is not in or near mineral or aggregate resources. The area is fully urbanized.

WILDLIFE HABITATS AND DISTINCTIVE RESOURCE AREAS

FINDING
The site is not in or near a wildlife habitat or distinctive resource area. The area is fully urbanized.

NATURAL HAZARDS

FINDING
The site is not in or near an area of natural hazards. The area is fully urbanized.

ENERGY SOURCES AND CONSERVATION

FINDING
Any development of the requested amendment site will conform with Clackamas County and Oregon State laws regarding noise and air quality.

NOISE AND AIR QUALITY

FINDING
Any development of the requested amendment site will conform with Clackamas County and Oregon State laws regarding noise and air quality.

Chapter 4 – Land Use

URBANIZATION

FINDING
The area is fully urbanized.

URBAN GROWTH CONCEPT

FINDING
The change improves the pattern of use. The proposed site is on the south eastern edge of the large Clackamas County Industrial District. The site is abutted by industrial

designations (uses) on the south and west. The east frontage is a street. The residential designated properties to the north are both being used for industrial purpose.

The amendment continues to create a clear and smooth edge along SE 135th between the residential subdivisions on the east and the industrial district on the west.

4.L. Industrial Area Policies. The Industrial Area design type designation is applied as shown on Map 4-8. Policies that apply to Industrial Areas include:

4.L.1. Limit the size of buildings for retail commercial uses, as well as retail and professional services that cater to daily customers, to 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project. This limitation does not apply to training facilities, the primary purpose of which is to provide training to meet industrial needs.

FINDING

The site is not proposed for use as retail or retail and professional clients or a training center

4.FF. Light Industrial Policies

4.FF.1. The following areas may be designated Light Industrial when either the first or all the other criteria are met:

4.FF.1.1. Areas having an historical commitment to industrial uses.

4.FF.1.2. Areas with excellent access to the regional transportation network.

4.FF.1.3. Areas with access to a street of at least a minor arterial classification.

4.FF.1.4. Areas with sites large enough for several industries to cooperatively design an industrial park.

4.FF.2. The Light Industrial zoning district implements this designation.

FINDING

The lot would be combined with the lot to the south to create a parcel large enough to develop an industrial service building with utility and storage structures to house a light industrial service business that provides safety control for public infrastructure throughout the northwest.

The larger site remains smaller to the large industrial lots abutting to the west and is not sufficiently large to allow a large warehouse or manufacturing building. The site's size and light industrial zone limits the use to industrial service businesses more compatible with the residential neighborhood to the east.

Any new development will be reviewed by site/design review to ensure response to all the applicable criteria and compatibility with the surrounding area.

The site meets all the criteria of Policy 4.FF.1. The properties abutting and to the west are irrevocably committed to general industrial uses. The properties to the south are zoned Light Industrial. The three sites zoned residential to the north all have aerial evidence of industrial and/or commercial activities taking place. The residential neighborhood to the east exhibits a large hedge fence without openings across the street from the subject site north the length of the residential zoning on the street's westside.

The site is located on SE 135th; an important collector servicing the Clackamas Industrial Area with close access to Sunnyside Road. The proposed use is a light industrial complex to support an industrial service business that provides safety services to public infrastructure projects.

RESIDENTIAL

GOALS

- **Protect the character of existing low-density neighborhoods.**
- **Provide a variety of living environments.**
- **Provide for development within the carrying capacity of hillsides and environmentally sensitive areas.**
- **Provide opportunities for those who want alternatives to the single-family house and yard.**
- **Provide for lower-cost, energy-efficient housing.**
- **Provide for efficient use of land and public facilities, including greater use of public transit.**

FINDING

The site abuts large general industrial warehouses on the property's west side. On the westside of 135th stretching to the Clackamas River is large residential neighborhoods. Aerial pictures show the clear differentiation between industrial uses on the west of 135th and residential uses on the east of 135th. In fact, along the eastside of 135th across the street from the site and stretching several properties to the north is a 650-foot-long large mature hedge of trees with no access. The mature and dense hedge protects the privacy and livability of the neighborhood to the east. The hedge is on its own tax lot.

This site is not in the residential neighborhood. The change will create a cleaner edge and step down the heavy and general industrial uses to the west. The west side of 135th contains a mix of light industrial and residential zoning, however the use of all the properties along the street exhibit light industrial activity.

COMMERCIAL

FINDING
The site is not located in a commercial area.

INDUSTRIAL

FINDING
The lot would be combined with the lot to the south to create a parcel large enough to develop an industrial service building with utility and storage structures to house a light industrial service business that provides safety control for public infrastructure throughout the northwest.

This site is not in the residential neighborhood. The site is located across the street to the west in the industrial district. The zone change will create a cleaner edge. The zone change to light industrial will step down the industrial uses from the west.

OPEN SPACE AND FLOODPLAINS

FINDING
The site is not located in an open space or floodplain.

UNINCORPORATED COMMUNITIES

FINDING
The site is not located in an unincorporated community.

RURAL COMMERCIAL

FINDING
The site is not located in a rural commercial area.

RURAL INDUSTRIAL

FINDING
The site is not located in a rural industrial area.

RURAL

FINDING
The site is not located in a rural area.

AGRICULTURE

FINDING
The site is not located in an agricultural area.

FOREST

FINDING
The site is not located in a forest area.

Chapter 5 – Transportation System Plan
Building on the foundation of our existing assets, we envision a well-maintained and designed transportation system that provides safety, flexibility, mobility, accessibility and

connectivity for people, goods and services; is tailored to our diverse geographies; and supports future needs and land use plans.

TSP GOALS

- Goal 1: Provide a transportation system that optimizes benefits to the environment, the economy and the community
- Goal 2: Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the County.
- Goal 3: Tailor transportation solutions to suit the diversity of local communities.
- Goal 4: Promote a transportation system that maintains or improves our safety, health, and security.
- Goal 5: Provide an equitable transportation system.
- Goal 6: Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.

FINDING

A Traffic Study was conducted by a certified Transportation Engineer that concluded:

> *"Based on the analysis materials presented in this TIS for the proposed Comprehensive Plan Map Amendment and concurrent Zone Change, reasonable worst-case development in the proposed LI zone designation generates 3 additional PM peak hour trips over the existing MR-1 zone designation.*
>
> *Because the trip generation increase is small, and daily traffic fluctuations on the transportation system can be greater than 5%, the proposed rezoning will have de minimus transportation system impacts that cannot be quantified/measured. As such, additional transportation analysis is not necessary to address Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660 012-0060 or Clackamas County Zoning and Development Ordinance (ZDO) criteria."*

Chapter 6 – Housing

Meeting the future housing needs and desires of residents will require a variety of housing types and densities. For example, the desire for home ownership can be partially met with manufactured dwellings and condominiums in large or small complexes or owner-occupied duplexes. A range of housing prices can be encouraged by providing a greater variety of lot sizes for single-family housing. More multifamily dwellings and other alternative housing forms are needed to house the young, the elderly, and lower-income households which are priced out of the single-family housing market, or households which may prefer other than single-family homes.

FINDING

The Comprehensive Plan amendment and zone change is consistent with the mature land use pattern along SE 135th. Light Industrial uses occupy the westside of 135th and act as a less intensive industrial buffer to the general and heavy industrial uses to the west. Residential uses occupy the eastside of 135th stretching east to the Clackamas river.

The state requires jurisdictions to maintain a twenty-year land supply of industrial and residential land. The jurisdiction is required to ensure that changes to the comprehensive plan do not cause the County's residential land supply to be reduced. State, regional, and county policy require the supply to provide a diversity of housing opportunities.

The site cannot be developed as part of the established residential neighborhoods to the east because it is separated by 135th and by an established hedge. The site is surrounded by non-residential uses on the south/west/north.

Peter Finley Fry
BrookTraut Properties LLC
16147 SE 135th

June 12, 2020

The site cannot provide a feasible residential choice for any housing choice.

The conversion of this site to light industrial from residential also does not have a measurable affect on Clackamas County's residential land supply. The county is not required to constantly revise their housing supply when small changes are made. The state requires the County to conduct a periodic review with circumstances have changed. The county needs to review the impact of multiple use commercial zoning that promotes housing, other changes to residential that occur throughout the county, and changes in demand. This change represents a realignment of a specific site to a map pattern and land use consistent with the County Comprehensive Plan.

The site would be required to construct a minimum of ten and a maximum of 12 units. This would take the form of an isolated attached multi-dwelling structure with ten to twelve units. This would not add to the diversity of housing types available in Clackamas County.

The Regional Housing Needs Analysis: Clackamas County – September 2019 found that the county had grown by 26,292 housing units from 2000. The County had 163,650 dwelling units in 2017. The 12 units represent .05%. The County has 730 MDR lots. The lot represents .14 % of the lots. The County only has eight acres of unconstrained vacant MDR land. This acre is not vacant. The County does project a short fall for 2039 and has established specific strategies to meet that need.

This site is not a viable site for residential development because of its location and surrounding land uses. The inclusion of this site as a viable MDR site skews the analysis.

The effect of this change is small enough to be adsorbed in the normal changes that occur in the County. The affect is not statistically measurable because of it insignificance and the variation of the other variable in the calculation.

A recent Land Use Board of Appeals court case (LUBA Nos. 2016-031/105) spoke directly to the obligation of the jurisdiction to balance the housing land supply. Housing Land Advocates (HLA) versus the City of Happy Valley (remanded 03/24/17) was an appeal by HLA of an approval of a comprehensive plan amendment zone change from Mixed Use Residential – Medium to Mixed Use Residential – Single Family essentially switching the land from apartments to single family houses. LUBA remanded the City's decision because the findings on the mathematic calculations of the effect on the City's housing supply was not sufficient. The question of whether the analysis needed to be done city wide or by local area was also not sufficiently resolved. LUBA recognized the complexity of calculations at this discrete of a level.

LUBA did make a significant conclusion. "The City (jurisdiction) must demonstrate that its actions do not leave it with less than adequate supplies in the types, locations, and affordability ranges affected." (page 12). LUBA found that the remedy for balancing and sustaining the land supply rests in periodic review and not with a small change to the comprehensive plan. A change that must show that it is consistent and/or supportive of the entire plan to be approved. Periodic review provides a robust process where the County can look at the entire picture including changes that have occurred and new policies and trends.

6.A Housing Choice Policies

6.A.1 Encourage development that will provide a range of choices in housing type, density, and price and rent level throughout the urban areas of the County.

FINDING

The site's location and abutting uses makes this location a bad choice for residential use.

6.B Affordable Housing Policies

6.B.1 Encourage development of affordable housing (including public subsidized housing) to produce a range of housing prices and rent ranges commensurate with the range of the County's household incomes.

6.B.2 Encourage the development of low- and moderate-income housing with good access to employment opportunities.

FINDING

The site would not be developed as affordable housing.

6.C Neighborhood Quality Policies

6.C.1 Provide for a variety of housing opportunities that are complementary or compatible with existing neighborhoods.

6.C.2 Encourage the maintenance or upgrading of existing neighborhoods.

6.C.3 Discourage the demolition of housing which can be economically renovated in residential areas.

FINDING

The change creates a cleaner edge that recognizes the actual uses that have developed in the area. The west side of 135th acts a light industrial buffer with the physical hedge (wall) on the eastside protecting the quality of the neighborhood.

6.D Urban Infill Policies

6.D.1 Make use of existing urban service capacities without damaging the character of existing low-density neighborhoods by:

6.D.1.1 Providing higher-density residential land use plan designations.

6.D.1.2 Locating higher-density land use plan designations at locations that have minimum impact on existing low-density neighborhoods.

6.D.1.3 Encouraging development within Immediate Urban Areas where services are available (see the Immediate Urban Policies section in Chapter 4, Land Use).

6.D.1.11 Protecting the privacy of existing residences by buffer requirements where appropriate.

FINDING

The site is not located in an area of densely urban developed uses.

6.E Multifamily Residential Policies

6.E.1 Encourage multifamily residential development consistent with the needs and desire of County residents. (Multifamily residential refers to all development in Village Apartment and Medium, Medium High, High, Special High, and Regional Center High Density residential land use designations.)

6.E.2 Require design review approval for all multiple-family development.

FINDING

The site is not located in a residential neighborhood or area. The site is physically isolated from the nearby residential uses to the east.

Chapter 7 – Public Facilities & Services

The provision of public facilities and services is a key ingredient in the development of Clackamas County and the implementation of this Plan. All development requires a certain level of public facilities and services. The objective of this Plan element is to provide the level of public facilities and services to support the land use designations in this Plan, and to provide those facilities and services at the proper time to serve development in the most cost effective way.

FINDING

WES/CCDS#1 (Clackamas County) reports that there is adequate sanitary sewer capacity to accommodate the requested change. The agency also finds that any surface water can be accommodated. The site is in an area with the complete array of urban services.

Clackamas River Water (CRW) reports that public water can be supplied to this site.

Any proposed development will be reviewed by site/design review.

Peter Finley Fry
BrookTraut Properties LLC
16147 SE 135th

June 12, 2020

Chapter 8 – Economics

If any community is to thrive and prosper, jobs must be available to provide income for its residents. The type, quality, wage rates, and variety of jobs available in the community determine, to a large extent, the lifestyle and well-being of its residents.

The economy of Clackamas County is not separable from that of surrounding urban areas, nor is it uniform throughout. The northwest urban portion of the County clearly is part of the highly diversified urban economy of the Portland metropolitan area, with similar industries, and many retail and service businesses to serve the large urban population. The rural parts of the County and the cities lying outside the northwest urban area have traditionally been timber- or agriculture-based economies; however, residents are increasingly commuting to jobs in the Portland and Salem urban areas.

FINDING

The site abuts an industrial/employment area of regional importance. The application argues that the site is physically in the industrial area and serves as a light industrial buffer to the heavy and general industrial uses fully developed to the west.

8.A Existing Industry and Business Policies

8.A.1 Protect established industrial and commercial areas from encroachment by incompatible land uses.

8.A.2 Encourage maintenance of sufficient vacant lands to provide room for the future expansion or relocation of the County's industry and business.

FINDING

The change cleans up an area an allows the development of an light industrial property consistent with the County's development code.

8.B New Industry and Business Policies

8.B.1 Provide sufficient industrial land of the types identified in the Industrial section of Chapter 4, Land Use.

8.B.3 Give high priority to provision of sewer, water, and road services to growing industrial areas.

8.B.4 Encourage the location of business and industry in areas that minimize the journey to work and/or facilitate mass transit usage for the journey to work.

8.B.6 Provide for a broad range of types and sizes of industrial and commercial development to provide a broad cross section of employment opportunities for residents. Clackamas County Comprehensive Plan [8-5] Last Amended 10/13/14 8.

8.B.10 Require design review approval for all industrial and commercial development, addressing:

FINDING

The light industrial site will allow for the development of a light industrial service center to support the operation of a safety management company. The company provides safety management service to public infra structure projects throughout the state. This employment is a different mix then the dominantly warehouse employment to the west.

8.C Coordination Policies

8.C.4 Cooperate with the private sector to achieve economic development in the County.

FINDING

The property owner's provide safety management services directly to public agencies.

8.D Target Industries Policies

8.D.1 Encourage the development of the following target industries in County planning areas:

a. Metals and Machinery Manufacturing
b. Instruments and Electrical Equipment Manufacturing
c. Wholesale Trade, Distribution Centers, Warehousing
d. Business Centers
e. Destination Retail
f. Class "A" Offices
g. Destination Restaurants Clackamas County Comprehensive Plan [8-7] Last Amended 10/13/14
h. Hotels/Motels/Conference Facilities
i. Tourism/Destination Attractions and Accommodations
j. Agriculture/Horticulture and Specialty Crops

FINDING

The proposed business center will provide for the variety of needs for a regional industrial service business.

Chapter 9 – Open Space, Parks & Historic Sites

The conservation of land, water, and historic resources, and the related provision of recreation opportunities, is one of the most important factors in maintaining the quality of life which has made Clackamas County an attractive place to live. Recently, however, the urban area in particular has experienced a sharp jump in population, with substantial changes in the physical environment. Population growth is inevitable, at least for the foreseeable future, but the degradation of our communities is not.

FINDING

The requested amendment does not affect open space, parks, or historic sites.

Chapter 10 - Community Plans & Design Plans

The following Community Plans and Design Plans are included in Chapter 10:

FINDING

The site is not in an area with a community plan or design plan.

Chapter 11 – The Planning Process

The purpose of Clackamas County's comprehensive planning process is to establish a framework for land use decisions that will meet the needs of County residents; recognize the County's interrelationships with its cities, surrounding counties, the region, and the state; and ensure that changing priorities and circumstances can be met. Coordination with other governmental agencies and refinement of this Plan and County ordinances is essential to achieve this end.

FINDING

The requested amendment is processed through a quasi-judicial land use process that requires public hearings before Clackamas County Planning Commission and Clackamas County Board of County Commissioners. The Board of County Commissioners is empowered to approve or deny the application.

Peter Finley Fry
BrookTraut Properties LLC
16147 SE 135th

June 12, 2020

METRO CHAPTER 3.07 URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN
REGIONAL FUNCTIONAL PLAN REQUIREMENTS

Title 1: Housing Capacity 3.07.110 Purpose and Intent 3.07.120 Housing Capacity

FINDING
The site is too small to have a material affect on the regions' housing capacity.

Title 2: Regional Parking Policy [Repealed Ord. 10-1241B, Sec. 6]
FINDING
Title was repealed.

Title 3: Water Quality and Flood Management
FINDING
All development is required to be reviewed and approved by Clackamas County in a site review process. The site is not in a flood plain nor abutting a water feature.

Title 4: Industrial and Other Employment Areas
FINDING
The site is on the west side of SE 135th Avenue. Clackamas County Industrial area is divided by SE 135th Avenue from the residential neighborhoods to the east.

Title 5: Neighbor Cities and Rural Reserves [Repealed Ord. 10-1238A, Sec. 4]
FINDING
Title was repealed.

Title 6: Centers, Corridors, Station Communities, and Main Streets
FINDING
The site is not in a center, corridor, station community, or main street.

Title 7: Housing Choice 3.07.710
FINDING
The site is to small to have a material affect on the region's housing choice.

Title 8: Compliance Procedures 3.07.810
FINDING
This title is not relevant to a comprehensive plan amendment or zone change.

Title 9: Performance Measures[Repealed Ordinance No. 10-1244B, Sec. 8]
FINDING
Title was repealed.

Title 10: Functional Plan Definitions 3.07.1010 Definitions
FINDING
This title is not relevant to a comprehensive plan amendment or zone change.

Title 11: Planning for New Urban Areas
FINDING
The site is not in a new urban area.

Title 12: Protection of Residential Neighborhoods
FINDING

Title 13: Nature In Neighborhoods
FINDING

Title 14: Urban Growth Boundary
FINDING
The site is not on or near an urban growth boundary. The amendment does not materially affect the twenty-year land supply for either the region's residential or industrial land because of the very small size of the request.

Oregon State Land Use Goals

Goal 1 Citizen Involvement
Goal 2 Land Use Planning
Goal 3 Agricultural Lands
Goal 4 Forest Lands
Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 6 Air, Water and Land Resources Quality
Goal 7 Areas Subject to Natural Hazards
Goal 8 Recreational Needs
Goal 9 Economic Development
Goal 10 Housing
Goal 11 Public Facilities and Services
Goal 12 Transportation
Goal 13 Energy Conservation
Goal 14 Urbanization
Goal 15 Willamette River Greenway
Goal 16 Estuarine Resources
Goal 17 Coastal Shorelands
Goal 18 Beaches and Dunes
Goal 19 Ocean Resources

FINDING
Clackamas County's Comprehensive Plan has been acknowledged by the Department of Land Conservation and Development as in compliance with the state goals. The applicant is requesting an amendment to the plan through the established public quasi-judicial process (Goal 1 and 2). The following goals are not relevant to the proposed amendment: Goal 3 – 5 and Goal 7 and 8. Future development requires a public quasi-judicial site/design review that will address Goal 6, Goals 11 -19.

Goal 9 Economic Development and Goal 10 Housing: The proposal is to change the use of .99 acres. The site is too small to have an affect on the County's twenty year industrial or residential land supply. The change improves the pattern of use. The proposed site is on the south eastern edge of the large Clackamas County Industrial District. The site is abutted by industrial designations (uses) on the south and west. The east frontage is a street. The residential designated properties to the north are both being used for industrial purpose.

The amendment continues to create a clear and smooth edge along SE 135th between the residential subdivisions on the east and the industrial district on the west.

II. Zone Change

1202.03 GENERAL APPROVAL CRITERIA A zone change requires review as a Type III or IV application pursuant to Section 1307, Procedures, and shall be subject to the following standards and criteria:

A. The proposed zone change is consistent with the applicable goals and policies of the Comprehensive Plan.

FINDING

A comprehensive plan amendment to Light Industrial (LI) is requested concurrent with the request for a zone change to LI.

B. If development under the proposed zoning district designation has a need for any of the following public services, the need can be accommodated with the implementation of the applicable service provider's existing capital improvement plan:

Sanitary sewer,

FINDING

SE 135th has a 10-inch sewer line.

Surface water management, and

FINDING

A Phase 1 Environmental Site Assessment (per ASTM E1527-13 & AAI Requirements) (November 11, 2019) reported:

"5.3.1 Soil/Geologic Conditions: According to the Soil Survey of Clackamas County, Oregon printed by the United States Department of Agriculture Soil

Conservation Service, the soils in the area of the subject property are characterized as Salem Silt Loam. This deep, well-drained soil is on stream terraces. It formed in alluvium. Typically, the surface layer is very dark grayish brown silt loam about 8 inches thick. The subsoil is dark brown gravelly silty clay loam and gravelly clay loam about 16 inches thick. The substratum to a depth of 60 inches or more is dark grayish brown very gravelly loamy sand. Permeability of this Salem soil is moderate. Available water capacity is about 4 to 6 inches."

Site/Design review will determine the actual method of storm water disposal based on the proposed development.

Water.

FINDING

The site is served by an existing 18 inch water line in SE 135th constructed in 2001. A map is included in the application. Any development will be reviewed by site/design review. Fire flow and accessibility will be reviewed and developed to adequately serve the proposed development.

C. The transportation system is adequate and will remain adequate with approval of the proposed zone change. For the purpose of this criterion:

1. Adequate means a maximum volume-to-capacity ratio (v/c), or a minimum level of service (LOS), as established by Comprehensive Plan Tables 5-2a, Motor Vehicle Capacity Evaluation Standards for the Urban Area, and 5-2b, Motor Vehicle Capacity Evaluation Standards for the Rural Area.

2. The evaluation of transportation system adequacy shall be conducted pursuant to the Transportation Planning Rule (Oregon Administrative Rules 660-012- 0060).

3. It shall be assumed that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip generation rate.

4. The methods of calculating v/c and LOS are established by the Clackamas County Roadway Standards.

5. The adequacy standards shall apply to all roadways and intersections within the impact area of the proposed zone change. The impact area shall be identified pursuant to the Clackamas County Roadway Standards.

6. A determination regarding whether submittal of a transportation impact study is required shall be made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.

7. Notwithstanding Subsections 1202.03(C)(4) through (6), motor vehicle capacity calculation methodology, impact area identification, and transportation impact study requirements are established by the ODOT Transportation Analysis Procedures Manual for roadways and intersections under the jurisdiction of the State of Oregon.

FINDING

A Traffic Study conducted by a certified Transportation Engineer concluded:

"Based on the analysis materials presented in this TIS for the proposed Comprehensive Plan Map Amendment and concurrent Zone Change, reasonable worst-case development in the proposed LI zone designation generates 3 additional PM peak hour trips over the existing MR-1 zone designation.

Because the trip generation increase is small, and daily traffic fluctuations on the transportation system can be greater than 5%, the proposed rezoning will have de minimus transportation system impacts that cannot be quantified/measured. As such, additional transportation analysis is not necessary to address Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660 012-0060 or Clackamas County Zoning and Development Ordinance (ZDO) criteria
D. Safety of the transportation system is adequate to serve the level of development anticipated by the proposed zone change.

Specific development is required to be reviewed by site/design review. Unique or special circumstances would be identified and mitigated.

CLACKAMAS COUNTY PLANNING AND ZONING DIVISION
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD | OREGON CITY, OR 97045
503-742-4500 | ZONINGINFO@CLACKAMAS.US

PRELIMINARY STATEMENT OF FEASIBILITY

To be completed by the applicant:

Applicant's Name: PETER FRY

Property Legal Description: T 2 S, R 2E, Section 11D, Tax Lot(s) 01601

Site Address: 16147 SE 135th Ave Project Engineer: _____

Project Title/Description of Proposed Development:

ZONE CHANGE

To be completed by the service provider or surface water management authority:

Check all that apply:

- ☑ Sanitary sewer capacity in the wastewater treatment system and the sanitary sewage collection system is available to serve the development or can be made available through improvements completed by the developer or the system owner.
- ☑ Adequate surface water treatment and conveyance is available to serve the development or can be made available through improvements completed by the developer or the system owner.
- ☐ Water service is available in levels appropriate for the development, and adequate water system capacity is available in source, supply, treatment, transmission, storage and distribution or such levels and capacity can be made available through improvements completed by the developer or the system owner. This statement ☐ applies ☐ does not apply to fire flows.*

  **If water service is adequate with the exception of fire flows, the applicant shall submit a statement from the fire district serving the subject property that states that an alternate method of fire protection, such as an on-site water source or a sprinkler system, is acceptable.*

- ☐ This statement is issued subject to conditions of approval set forth in the attached.
- ☐ Adequate ☐ sanitary sewer service, ☐ surface water management, ☐ water service cannot be provided.

Erik Carr Bertram
Signature of Authorized Representative

MAY 12, 2020
Date

DEVELOPMENT REVIEW SPECIALIST
Title

CLACKAMAS WATER ENVIRONMENT SERVICES
Name of Service Provider or Surface Water Management Authority

Completion of this statement does not reserve capacity for the development and does not alter an applicant's obligation to comply with the service provider's or surface water management authority's regulations. Completion of this statement does not obligate the service provider or surface water management authority to finance or construct improvements necessary to provide adequate service for the proposed development. Completion of this statement does not guarantee that land use approval for the proposed development will be granted.

* This property has the potential to be served by a sub-regional stormwater detention pond located at SE 135th Ave and Jennifer. Receipt of the signed Preliminary Statement of Feasibility does not automatically suggest all WES requirements can or have been met. Following Design Review approval, the applicant shall submit final civil engineering plans for review report to WES for review and approval.

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 26 of 49

CLACKAMAS COUNTY PLANNING AND ZONING DIVISION
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD | OREGON CITY, OR 97045
503-742-4500 | ZONINGINFO@CLACKAMAS.US

PRELIMINARY STATEMENT OF FEASIBILITY

To be completed by the applicant:

Applicant's Name: Peter F Fry for Brooktraut Property

Property Legal Description: T 2 S, R 2, Section 11, Tax Lot(s) 1601

Site Address: 16147 SE 135- Project Engineer: _____

Project Title/Description of Proposed Development: Comprehensize Plan and zone change to Light Industrial (LI).

To be completed by the service provider or surface water management authority:

Check all that apply:

- ☐ Sanitary sewer capacity in the wastewater treatment system and the sanitary sewage collection system is available to serve the development or can be made available through improvements completed by the developer or the system owner.
- ☐ Adequate surface water treatment and conveyance is available to serve the development or can be made available through improvements completed by the developer or the system owner.
- ☑ Water service is available in levels appropriate for the development, and adequate water system capacity is available in source, supply, treatment, transmission, storage and distribution or such levels and capacity can be made available through improvements completed by the developer or the system owner. This statement ☐ applies ☑ does not apply to fire flows.*

**If water service is adequate with the exception of fire flows, the applicant shall submit a statement from the fire district serving the subject property that states that an alternate method of fire protection, such as an on-site water source or a sprinkler system, is acceptable.*

- ☑ This statement is issued subject to conditions of approval set forth in the attached.
- ☐ Adequate ☐ sanitary sewer service, ☐ surface water management, ☐ water service cannot be provided.

Betty A Johnson
Signature of Authorized Representative

May 27, 2020
Date

Engineering Associate
Title

Clackamas River Water
Name of Service Provider or Surface Water Management Authority

Completion of this statement does not reserve capacity for the development and does not alter an applicant's obligation to comply with the service provider's or surface water management authority's regulations. Completion of this statement does not obligate the service provider or surface water management authority to finance or construct improvements necessary to provide adequate service for the proposed development. Completion of this statement does not guarantee that land use approval for the proposed development will be granted.

Clackamas River Water

Attachment
County Preliminary Statement of Feasibility

To: Peter Fry for Brooktraut Property

From: Betty Johnson

Date: March 27, 2020

Re: 16147 SE 135th Ave, Clackamas, 97015

• Comments:

A. *"Water service will be provided only from pipes or mains located within public street, alleys or rights-of-way, or within easements furnished to CRW, and to property or premises with frontage to such mains.... Each dwelling or building will be provided with its own water service connection and meter ...No person shall furnish water to other buildings or premises without the written approval of the Board, which may be granted in the sole discretion of the Board, and then only under the specific terms of an agreement approved by CRW"*

B. Fire hydrant number and distribution shall be in accordance with the Oregon Fire Code C105.1

C. Placement of fire hydrant systems shall be in accordance with the Oregon Fire Code 507.5.1

D. Unless Noted on plans or specified otherwise, all construction and backflow devices are to be in accordance with the most recent version of Clackamas River Water standards and the Oregon Administration Rules (OAR), Chapter 333.

E. All water facilities design, construction, testing and maintenance, where applicable, shall conform to the latest adopted revision of the Oregon state Health Division administrative Rules chapter 333 on Public water System except where provisions outlined in the Clackamas River Water rules and regulations.

F. For design of District's water system improvements, hydraulic system must be analyzed using the worst- case scenario envisioned in the district's current Water System Facilities Plan. The water system analysis shall be conducted using a simultaneous demand for the maximum (peak) day demand or peak hour non-fire demand, whichever is greater, and the fire demand.

G. Any substantial deviation from the approved construction plans must have prior approval of the Water District.

H. Easements for water facilities shall be provided along property lines and designated on the final plat, as deemed necessary by the Water District.

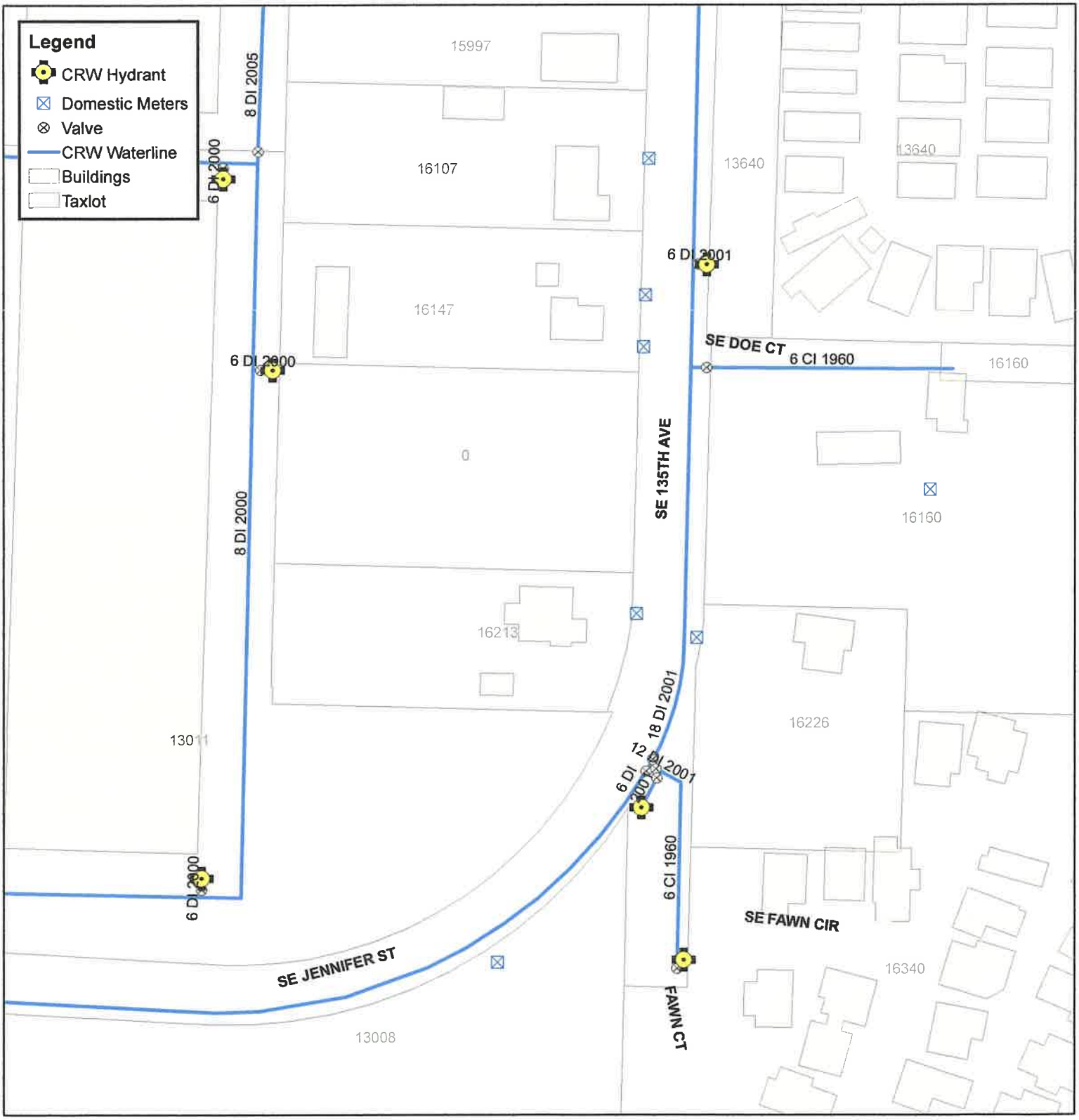
I. Resale of water purchased from the Water District will not be permitted. No user shall resell or permit resale of water directly to any person, or for any use.

J. An approved water system capable of supplying required fire flow for fire protection shall be provided to all premises upon which buildings are to be constructed.

K. If water service is adequate with the exception of fire flows, the applicant shall submit a statement to Clackamas River Water from the fire district serving the subject property that states that if and /or what alternate method of fire protection is acceptable.

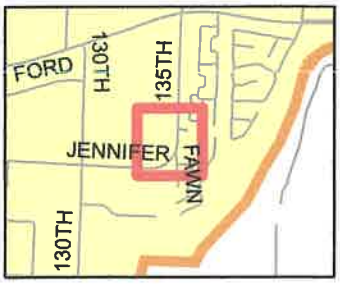
L. Upon plan review there may be additional requirements as set forth by the Water District.

Clackamas River Water - 16147 SE 135th Ave



Date: June 15, 2020
Drawing Name: GIS-Development
Drawing Location: I:\Documentation\Facility Data
Drawing By: B.Johnson

MAP FOR REFERENCE PURPOSES ONLY
The information on this map is derived from Clackamas River Water's digital database. However, there may be map errors or omissions. Please contact Clackamas River Water directly to verify map information. Notification of any errors is appreciated.



0 62.5 125 250
Feet

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 30 of 49

Clackamas River Water
CLACKAMAS RIVER WATER
GEOGRAPHIC INFORMATION SYSTEM
16770 SE 82nd Drive - Clackamas, Oregon
503-722-9220 - www.crwater.com

CLACKAMAS COUNTY PLANNING AND ZONING DIVISION
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD | OREGON CITY, OR 97045
503-742-4500 | ZONINGINFO@CLACKAMAS.US

PRELIMINARY STATEMENT OF FEASIBILITY

To be completed by the applicant:

Applicant's Name: PETER FRY

Property Legal Description: T 2 S, R 2E, Section 11D, Tax Lot(s) 01601

Site Address: 16147 SE 135th Ave Project Engineer: _____

Project Title/Description of Proposed Development:

ZONE CHANGE

To be completed by the service provider or surface water management authority:

Check all that apply:

- ☑ Sanitary sewer capacity in the wastewater treatment system and the sanitary sewage collection system is available to serve the development or can be made available through improvements completed by the developer or the system owner.
- ☑ Adequate surface water treatment and conveyance is available to serve the development or can be made available through improvements completed by the developer or the system owner.
- ☐ Water service is available in levels appropriate for the development, and adequate water system capacity is available in source, supply, treatment, transmission, storage and distribution or such levels and capacity can be made available through improvements completed by the developer or the system owner. This statement ☐ applies ☐ does not apply to fire flows.*

  **If water service is adequate with the exception of fire flows, the applicant shall submit a statement from the fire district serving the subject property that states that an alternate method of fire protection, such as an on-site water source or a sprinkler system, is acceptable.*

- ☐ This statement is issued subject to conditions of approval set forth in the attached.
- ☐ Adequate ☐ sanitary sewer service, ☐ surface water management, ☐ water service cannot be provided.

Erik Carr Bertram
Signature of Authorized Representative

MAY 12, 2020
Date

DEVELOPMENT REVIEW SPECIALIST
Title

CLACKAMAS WATER ENVIRONMENT SERVICES
Name of Service Provider or Surface Water Management Authority

Completion of this statement does not reserve capacity for the development and does not alter an applicant's obligation to comply with the service provider's or surface water management authority's regulations. Completion of this statement does not obligate the service provider or surface water management authority to finance or construct improvements necessary to provide adequate service for the proposed development. Completion of this statement does not guarantee that land use approval for the proposed development will be granted.

* This property has the potential to be served by a sub-regional stormwater detention pond located at SE 135th Ave and Jennifer. Receipt of the signed Preliminary Statement of Feasibility does not automatically suggest all WES requirements can or have been met. Following Design Review approval, the applicant shall submit final civil engineered plans and a final storm report to WES for review and approval.

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 31 of 49

clemow
associates LLC

July 8, 2018

Clackamas County Department of Transportation and Development
Attention: Christian Snuffin and Glen Hamburg
150 Beavercreek Road
Oregon City, Oregon 97045

Re: **Trautman Comprehensive Plan Amendment and Zone Change – Clackamas County, Oregon**

Transportation Impact Study (TIS)

Clackamas County File Number ZPAC0045-20
C&A Project Number 20200501.00

Dear Messrs. Snuffin and Hamburg,

This Transportation Impact Study (TIS) supports the proposed property rezoning contemplated during the April 23, 2020 Clackamas County Pre-Application conference for File Number ZPAC0045-20. The following items are specifically addressed:

1. Property Description and Proposed Land Use Actions
2. Trip Generation
3. Summary

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTIONS

The subject property is located at 16147 SE 135th Avenue and is described as tax lot 1601 on Clackamas County Assessor's Map 22E11D. The property is 0.99 acres in size. The property location is illustrated in the attached Figure 1.

Tax lot 1601 is currently developed with a single-family residence and has direct access to SE 135th Avenue. The proposed land use actions contemplate a Comprehensive Plan Map Amendment from Medium Density Residential (MDR) to Light Industrial (LI), and a concurrent Zone Change from Medium Density Residential (MR-1) to Light Industrial (LI).

Based on April 23, 2020 Clackamas County pre-application conference notes, a transportation impact study (TIS) is necessary to address Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660 012-0060 in addition to Clackamas County Zoning and Development Ordinance (ZDO) criteria and Oregon Department of Transportation (ODOT) criteria, as applicable.

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 32 of 49

2. TRIP GENERATION

Transportation Planning Rule Analysis

The Comprehensive Plan Amendment and Zone Change land use actions require a TIS to address TPR requirements, including a comparison of reasonable worst-case development scenarios in both the current and proposed zone designations. Scenario assumptions are as follows:

TABLE 1 – REASONABLE WORST-CASE DEVELOPMENT ASSUMPTIONS

Zone Designation	Property Size	Reasonable Worst-Case Development	
		Assumption	Size
Current			
Clackamas County Medium-Density Residential (MR-1)	0.99 Acres 43,124 SF	Based on Clackamas County ZDO Section 315, Table 315-4 Dimensional Standards, the site is allowed a minimum of 10 and a maximum of 12 attached housing units. Assume 12 attached housing units.	12 DU
Proposed			
Clackamas County Light Industrial (LI)	0.99 Acres 43,124 SF	Per Clackamas County ZDO Section 602, the LI zone allows numerous light industrial uses. Assume 40% Floor Area Ratio and a manufacturing use.[1]	17,250 SF

[1] Refer to the attached spreadsheet for a trip generation comparison of allowed LI zone land uses.

Trip generation estimates for the reasonable worst-case development scenarios in the current and proposed zone designations are estimated using data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, and are summarized in the following table.

TABLE 2 – REASONABLE WORST- CASE DEVELOPMENT TRIP GENERATION

Land Use	ITE Code	Size	PM Peak Hour Trip Generation[1]		
			Enter	Exit	Total
Current MR-1 Zone Designation					
Multifamily Housing (Low-Rise)	220	12 DU	6	3	9
Proposed LI Zone Designation					
Manufacturing	140	17,250 SF	4	8	12
Change in Trip Generation with Zone Change			**(2)**	**5**	**3**

[1] Trip generation estimated using the *Fitted Curve* for ITE Code 220 and the *Average Rate* for ITE Code 140 per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

As identified in the table above, reasonable worst-case development in the proposed LI zone designation generates 3 additional PM peak hour trips over the existing MR-1 zone designation.

Because the trip generation increase is small, and daily traffic fluctuations on the transportation system can be greater than 5%, the proposed rezoning will have *de minimus* transportation system impacts that cannot be quantified/measured. As such, additional intersection analysis is not necessary for TPR evaluation purposes.

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 33 of 49

3. SUMMARY

Based on the analysis materials presented in this TIS for the proposed Comprehensive Plan Map Amendment and concurrent Zone Change, reasonable worst-case development in the proposed LI zone designation generates 3 additional PM peak hour trips over the existing MR-1 zone designation.

Because the trip generation increase is small, and daily traffic fluctuations on the transportation system can be greater than 5%, the proposed rezoning will have de minimus transportation system impacts that cannot be quantified/measured. As such, additional transportation analysis is not necessary to address Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660 012-0060 or Clackamas County Zoning and Development Ordinance (ZDO) criteria.

Sincerely,

Christopher M. Clemow, PE, PTOE
Transportation Engineer

Attachments: Figure 1 – Site Location
Land Use Trip Generation Comparison

c: Peter Finley Fry

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 34 of 49

Functional Roadway Classifications

LEGEND

- Principal Arterial
- Minor Arterial
- Collector
- Local

clemow associates LLC
1582 Fetters Loop
Eugene, Oregon 97402
541-579-8315
cclemow@clemow-associates.com

SITE LOCATION

Brooktraut Properties - Cackamas County, Oregon

C&A Project No. 20200501.00

FIGURE 1

Trautman Zone Change

Proposed LI Zone Trip Generation

Existing MR-1 Trip Generation

Description	Acres	Square Feet
Gross Site Area	0.99	43,124
Industrial Floor Area Ratio (FAR)	40%	
Net Building Size		17,250
Minimum Single-Family Residential-Attached Lot Size		1,630
Net Single-Family Residential Dwelling Units		12

Data Entry Cells

Notes

Spreadsheet updated to ITE TGM 10th Edition Data

PM Peak Hour

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Clackamas County ZDO Land Use Description	Comparable ITE **Land Use Description**	**ITE Land Use Code**	**PM Peak Trip Generation Rate or Equation**	**ADT**	**Parking Provided (spaces/KSF)**		Assumed Building Size (SF)	# of Stories	Building Ground Floor Area (SF) (H/I)	Site Area Encumbered by Non-Building Use (Estimated SF)	Parking Spaces (H/F)	Parking Area (FT) (L*SCS4)	Total Developed Site Area (SF) (J+K+M)		PM Peak Trip Generation				
															Enter		Exit		Total
															(%) (User)	(#) (T*P)	(%) (1-P)	(#) (T-Q)	(#) (H/1000*O)
Potential LI Zone Uses (Select list of higher trip generating uses)																			
															Industrial Development Area				
Research Facilities and Laboratories	Research and Development Center	760	0.49	11.26			17,250								15%	1	85%	7	8
Manufacturing	Manufacturing	140	0.67	3.93			17,250								31%	4	69%	8	12
Offices	Corporate Headquarters Building	714	0.6	7.95			17,250								3%	-	97%	10	10
Repair and Servicing Uses	General Light Industrial	110	0.63	4.96			17,250								13%	1	87%	10	11

Planning and Zoning
Department of Transportation and Development
Development Services Building
150 Beavercreek Road | Oregon City, OR 97045
503-742-4500 | zoninginfo@clackamas.us
www.clackamas.us/planning

PRE-APPICATION CONFERENCE NOTES
ZPAC0045-20

Date: April 23, 2020

Subject Property: 16147 SE 135th Ave (Tax Lot 22E11D-01601, approximately 0.98 acres)

Prospective Proposal: Comprehensive Plan Map amendment from Medium Density Residential (MDR) to Light Industrial (LI), and concurrent zone change from Medium Density Residential (MR-1) to Light Industrial (LI)

A. Address the following in a narrative, maps, and other documentation, as appropriate:

1. All applicable Statewide Planning Goals and implementing OARs, including provisions of:

   Goal 9, *Economic Development*;

   Goal 10, *Housing*;

   Goal 11, *Public Facilities and Services*; and

   Goal 12, *Transportation.*

2. All applicable policies ("titles") of the Metro Urban Growth Functional Plan, including provisions of:

   Title 1, *Housing Capacity* (3.07.110 – 3.07.120);

   Title 4, *Industrial and Other Employment Areas* (3.07.410 – 3.07.440); and

   Title 7, *Housing Choice* (3.07.710 – 3.07.730).

3. All applicable Clackamas County Comprehensive Plan policies, including:

   Chapter 4, Policies 4.L, *Industrial Area Policies*;

   Chapter 4, Policies 4.FF, *Light Industrial Policies*;

   Chapter 6, Policies 6.A, *Housing Choice Policies*;

   Chapter 6, Policies 6.B, *Affordable Housing Policies*;

Chapter 6, Policies 6.C, *Neighborhood Policies*;

Chapter 6, Policies 6.D, *Urban Infill Policies*;

Chapter 6, Policies 6.E, *Multifamily Residential Policies*;

Chapter 8, Policies 8.A, *Existing Industry and Business Policies*;

Chapter 8, Policies 8.B, *New Industry and Business Policies*;

Chapter 8, Policy 8.C.4, related to cooperation with the private sector; and

Chapter 8, Policies 8.D, *Target Industries Policies*.

4. All applicable provisions of Clackamas County Zoning and Development Ordinance (ZDO) Section 1202, *Zone Changes*, including:

   Subsection 1202.02, *Submittal Requirements*;

   Subsection 1202.03, *General Approval Criteria*; and

   Subsection 1202.05, *Alternate Zoning District Designation*.

B. Planning & Zoning guidance, per Glen Hamburg, Senior Planner (ghamburg@clackamas.us):

1. Complete and submit the General Land Use Application Form and the Supplemental Application for Zone Change (linked-to below), together with the required **$6,510** land use application fee. The application fee can be paid by debit/credit card using the prescribed authorization form and with an additional 2.55% fee. All owners of the subject property must sign the application; if the property owner is a corporation or other similar entity, include documentation showing who has authority to sign on the entity's behalf.

2. Include the following with the application:

   a. An accurate, to-scale site plan of the subject property on paper measuring no larger than 11 inches x 17 inches and showing:

      - Lot lines, lot/parcel numbers, and acreage/square footage of lots;
      - Contiguous properties under the same ownership;
      - All existing and proposed structures, fences, roads, driveways, parking areas, and easements, each with identifying labels and dimensions;
      - Setbacks of all structures from lot lines and easements;
      - Significant natural features (rivers, streams, wetlands, slopes of 20% or greater, geologic hazards, mature trees or forested areas, drainage areas, etc.); and
      - Location of utilities, wells, septic drain fields, and replacement drain field areas.

b. A vicinity map of the area around the property, drawn to scale, that shows:

- The uses and location of improvements on adjacent properties and properties across any road; and
- The relationship of the subject property to the surrounding area.

c. A description of the current conditions and existing uses of the subject property and of adjacent and nearby properties;

d. A description of the anticipated post-rezoning development and use(s), and how they can comply with the standards of the LI District in ZDO Section 602;

e. Completed Preliminary Statements of Feasibility from sanitary sewer, surface water management, and water service providers acknowledging that they can serve the type and intensity of development anticipated under the proposed new zoning (sanitary sewer and surface water management service are provided by WES/CCSD #1; water service is provided by Clackamas River Water);

f. A transportation impact study addressing the comments and guidance of the County's Transportation Engineering Division as described below and ODOT;

g. A review of national, state, regional, county, and local economic trends that support designating the property for light industrial use;

h. A computation of the maximum number of dwelling units that could be developed under the property's current MR-1 zoning, according to applicable dimensional standards;

i. A description of any historical commitment the property and the surrounding area has to an industrial use, with supporting documentation (e.g., Tax Assessor records, signed affidavits, dated photographs); and

j. An acknowledgement that any development in the LI District requires (separate) design review approval.

3. Be sure application also includes a narrative, maps, and other documentation that explain all of the following:

a. How the proposal is consistent with, and necessary to implement, the County's adopted economic development policies;

b. How the proposal will impact the numbers of needed housing units in the County and the Metropolitan Portland urban growth boundary (UGB), the efficient use of land for housing within the County and UGB, and the ability to provide certainty in the development process so as to reduce housing costs;

c. How any reduction in the County's minimum zoned capacity for housing could be considered to have a negligible effect on the County's *overall* minimum zoned residential capacity, consistent with LUBA's ruling in *Housing Land Advocates vs. City of Happy Valley*;

d. How the amount of any net loss of needed housing capacity can be and/or is being provided elsewhere, perhaps with housing developments in the County's commercial areas that are not included in recent housing studies;

e. Whether adjacent and nearby existing and planned industrial and commercial development could have negative impacts on the subject property's ability or likelihood to be developed with residential uses under the current zoning;

f. Whether the property's size could mean that its proposed rezoning would affect the County's Comprehensive Plan and ZDO from complying with Statewide Planning Goal 10;

g. How public facilities and services can/will be provided at levels necessary and suitable for prospective uses, and how sanitary sewer, surface water management, and water services for potential use(s) of the subject property under the proposed zoning can be accommodated with the implementation of the applicable service provider's existing capital improvement plan;

h. How the County's existing and planned transportation system is adequate and will remain adequate with approval of the proposed zone change to serve statewide, regional, and local transportation needs and the mobility needs of the transportation disadvantaged;

i. How the proposal would or would not significantly affect existing and planned transportation facilities, as defined in OAR 660-012-0060 and, if there would be a significant affect, how those affects would be remedied as required by that rule;

j. Whether the subject property has access to a street of at least minor arterial classification;

k. The ability of development under the proposed zoning to access the regional transportation network;

l. Whether and how the proposal would provide an area large enough for several industries to cooperatively design an industrial park;

m. How the property would allow development of the property that can include: entrances and exits that facilitate efficient movement of traffic; landscaping; storm drainage; underground utilities; pedestrian and bicycle access to adjacent transit corridors and nearby residential areas;

n. How the timing of the proposal is in accord with the orderly development of the County; and

o. How the proposal relates, if at all, to the plans described in Z0033-02-CP (the 2002 Comprehensive Plan Map amendment and zone change of Tax Lots 1400 and 1500 of Tax Map 22E11D).

4. The North Clackamas School District, Clackamas Rural Fire Protection District #1, PGE, North Clackamas Parks and Recreation District, and Waste Management of Oregon, Inc. will be notified of any formal application. Consider contacting them beforehand and seeking their input on your proposal prior to submitting an application.

5. Regarding the review process and timeline, the application will be processed according to the Type III procedures outlined in ZDO Section 1307 (linked-to below). The process includes at least two public hearings: one before the County's Planning Commission and another before the Board of County Commissioners (BCC).

   Prior to the public hearings, staff will review the application and prepare a report and recommendation to the County's Planning Commission. The Planning Commission will then hold a public hearing to consider the recommendation, the testimony of the applicant, and the testimony of any interested party

before making a recommendation to the BCC. Staff will present the Planning Commission's recommendation to the BCC at their public hearing, after which the BCC may rule on the application.

Comprehensive Plan Map amendments are *not* subject to the "120-day/150-day rule" for decisions on certain other land use applications, but the County will make every effort to process the application as quickly as possible and as reviewing bodies' schedules for public hearings allow.

C. Address these comments and guidance from Transportation Engineering, per Christian Snuffin, Senior Transportation Engineer (csnuffin@clackamas.us)

1. Prepare weekday mid-day and PM peak hour analyses of traffic operations for the following scenarios: Existing conditions; 2035 background (no-build); and 2035 total (build).
2. Develop trip generation based on the reasonable highest use case for existing zoning and proposed zoning for background analysis and total analysis, respectively.
3. Traffic operations during the mid-day and PM peak hour should be evaluated at the following intersections: site access to SE 135th Ave and SE 130th Ave & Jennifer St.
4. Transportation Engineering expects that ODOT will also require analysis at the intersection of SE 135th and OR 212/224. The applicant should contact ODOT directly for scoping guidance.
5. Provide an analysis of traffic safety by looking at historical crash data in the study area to determine whether any safety mitigations are warranted.
6. Traffic operations analyses should compensate for reduced traffic volumes caused by the COVID-19 shutdown, either by: using historical count data that has been adjusted to reflect current (non-COVID-19) traffic volumes; or by applying appropriate adjustment factors to any field-collected data.

D. List of Links:

- General Land Use Application Form and Supplement Application for Zone Change
- Land Use Application Fee Schedule
- Credit/Debit Card Authorization Form
- Comprehensive Plan Map 4-6: *North Urban Area Land Use Plan*
- Zoning Map *(North Urban Area Zoning)*
- Comprehensive Plan Map 4-08: *Urban Growth Concept*
- Comprehensive Plan Map 5-03: *Essential Pedestrian Network*
- Comprehensive Plan Map 5-04a: *Road Functional Classification (Urban)*
- Comprehensive Plan Map 5-05: *Metro Regional Street Design Classifications*
- Comprehensive Plan Map 5-08a: *Transit (Urban)*
- Comprehensive Plan Map 5-09a: *Freight Routes (Urban)*
- Comprehensive Plan Map 5-09c: *Over-Dimensional Freight Routes (Urban)*
- Comprehensive Plan Map 5-11a: Capital Improvement Plan (Greater Clackamas Regional Center / Industrial Area)
- Comprehensive Plan Table 4-1: *Land Use Plan Designations and Implementing Zoning Districts*
- Comprehensive Plan Table 5-3b: *Preferred Projects*
- ZDO Section 202, *Definitions*
- ZDO Section 602, *Business Park (BP), Light Industrial (LI), and General Industrial (GI) Zoning Districts*
- ZDO Section 1202, *Zone Changes*
- ZDO Section 1307, *Procedures*

E. List of Attachments:

1. Subject Property in Tax Map 22E11D
2. 2018 Aerial Images

July 21, 2020

Clackamas County

Clackamas County Planning Department

To Whom it may Concern,

Please let this be an acknowledgement that Morrie Trautman is the Managing Partner of Brooktraut Properties LLC, a Washington Corporation. Morrie Trautman has complete authority and authorization to act as the agent and conduct business on behalf of, and for, Brooktraut Properties LLC.

Thank you for your acceptance of this acknowledgment.

Sincerely,

Morrie A Trautman

Managing Partner

Brooktraut Properties LLC

CATHRYN CARPENTER
Notary Public
State of Washington
License Number 171343
My Commission Expires
February 02, 2022

Z0299-20-CP
Z0300-20-ZAP

Peter Finley Fry AICP Ph.D. **(503) 703-8033**

July 26, 2020

Clackamas County Planning and Zoning Division
ATTN: Glen Hamburg
150 Beavercreek Road
Oregon City, OR 97045

RE: Z0299-20-CP & Z0300-20-ZAP

Thank you for your letter of July 15, 2020.

We provide the following information.

A site plan, a Vicinity Land Use description, and a diagram of how the two properties under our ownership could be developed consistent with the surrounding land use.

We propose no development in this land use application.

Please deem our application complete as of this date.

Sincerely,

Peter Finley Fry

303 NW Uptown Terrace #1B
Portland, Oregon USA 97210
peter@finleyfry.com

NOTICE

Your application will be considered Void if, on the 181st day after the date the application was first submitted, you have been mailed this notice and have not provided the information requested in Options 1 – 3 on the previous page. In this case, no further action will be taken on your application.

Applicant or authorized representative, please check one of the following and return this notice to: Clackamas County Planning Division; 150 Beavercreek Road, Oregon City, Oregon, 97045

☒ I am submitting the required information (attached); or.

☐ I am submitting some of the information requested (attached) and no other information will be submitted; or

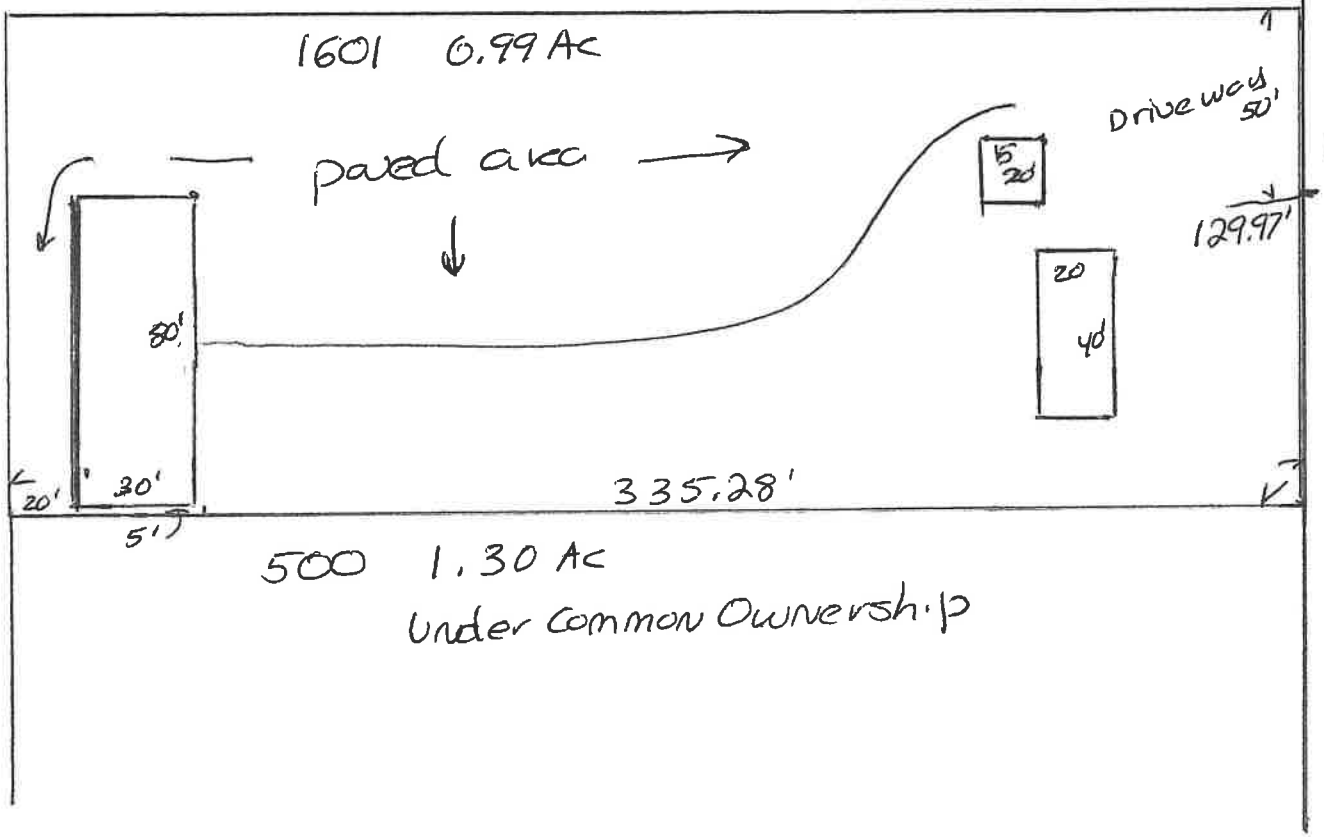
☐ I will not be submitting the requested information. Please accept the application as submitted for review and decision.

Signed

7/26/20
Date

Peter F Fry
Print Name

7/26/20


1601 0.99 Ac
paved area
Driveway 50'
135'
Avenue
129.97'
5
20
20
40
80'
63'
20'
30'
5'
335.28'
500 1.30 Ac
Under Common Ownership
N
1"=50'

VICINITY LAND USE

AREA LAND USE CHARACTERISTIC
The site is located between an older stable residential neighborhood to the east and a large industrial area to the west. The Clackamas River provides a boundary to the east and south. Steep hills rise to the north. The area flows down the river value into the urban area and the Interstate freeway system.

Industrial Area
The industrial uses to the west are predominantly large warehouses with freight moving east/west down the Sunrise Corridor to the region and into the interstate transportation systems. Large manufacturing and industrial services and government utility service facilities occupy large properties. Sites are typically over an acre in size with many two or three acres. The medium and heavy industrial uses have typical heavy industrial impacts that are mitigated within the industrial area.

Residential Area
An older stable residential neighborhood exists directly to the east. The site is separated from the houses by a long and mature hedge with no access. The residential uses are predominantly single-family detached houses on 5,000 to 10,000 square foot lots.

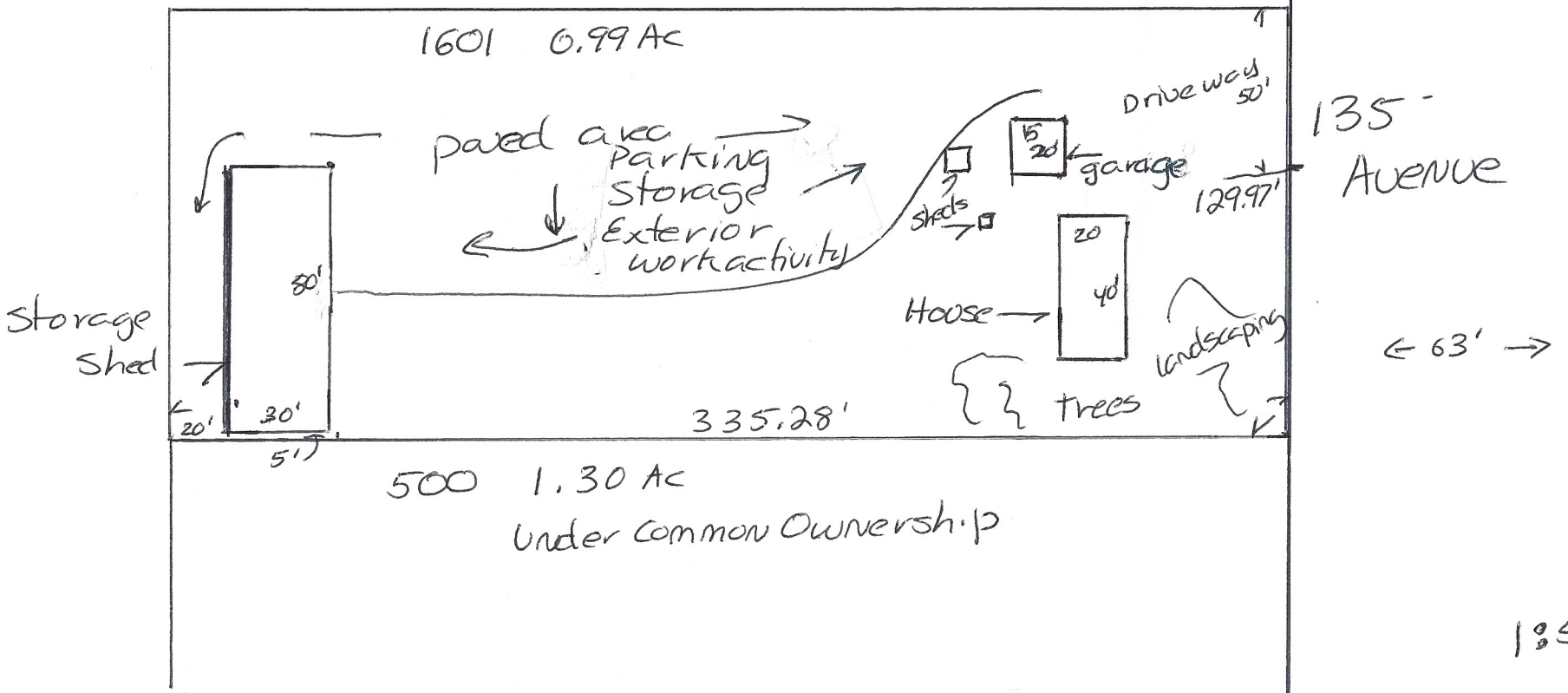
Neighbor Uses
A large distribution warehouse abuts the site to the west. The property to the south is under the same ownership and is uses for an industrial services use. The property to the north is zoned residential but appears to be used by industrial purposes. The property to the east is residential and separated from the site by a large mature hedge with no access.

16213 SE 135th Ave. Clackamas, Oregon
Site Area 3.36 Acres - 146,362 SF
Building 200 x 230 = 46,000 SF
Coverage 31.4%
12/13/19

perlo
CONSTRUCTION

EXHIBIT 1
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

7/26/20

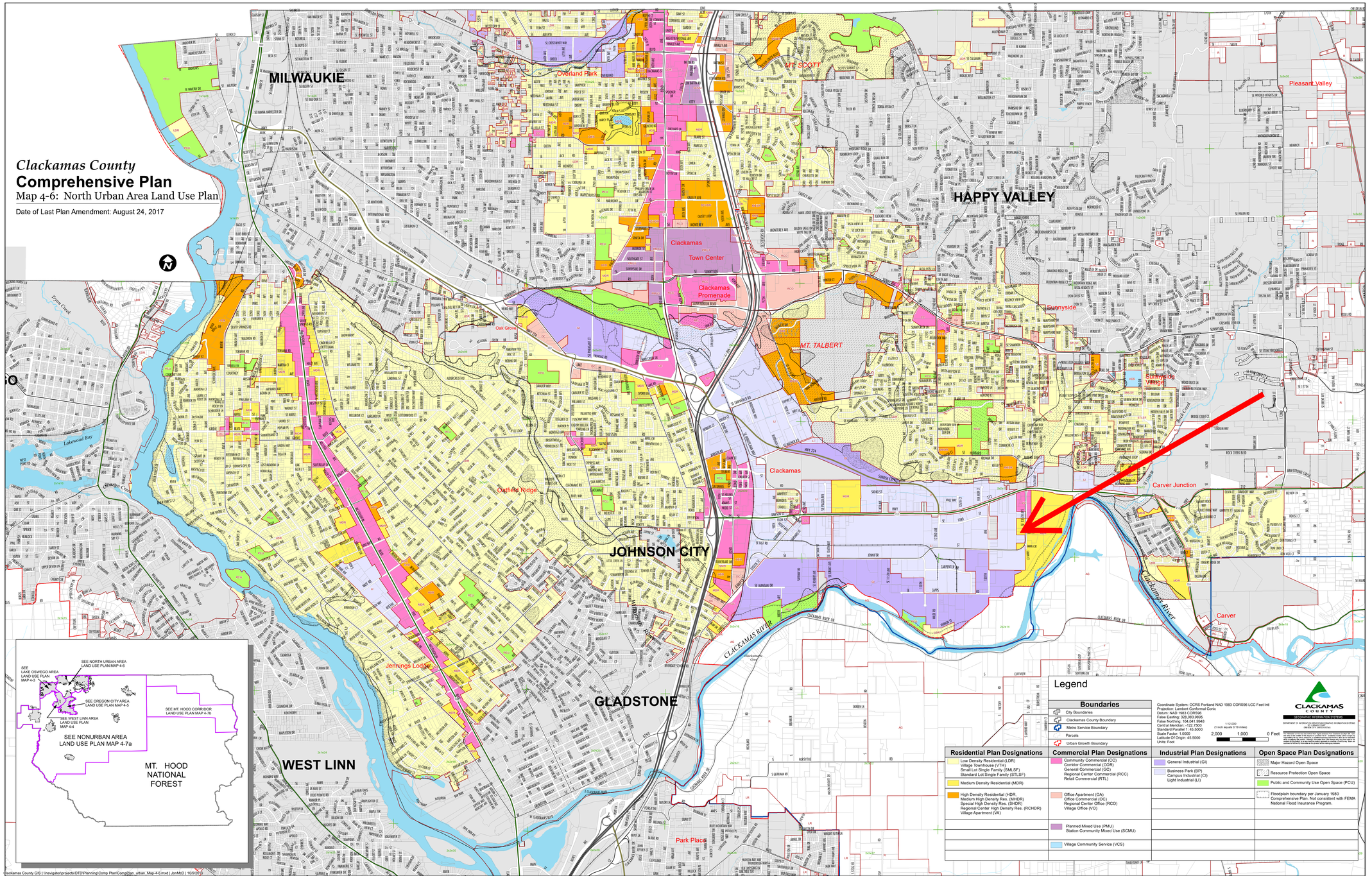

1601 0.99 Ac
paved area
parking
storage
Exterior
work activity
Driveway
50'
135'
Avenue
15
20
garage
129.97'
sheds
20
40
House
landscaping
trees
80'
storage
Shed
20'
30'
5'
335.28'
500 1.30 Ac
Under Common Ownership
63'
1:50

Clackamas County

Comprehensive Plan

Map 4-6: North Urban Area Land Use Plan

Date of Last Plan Amendment: August 24, 2017



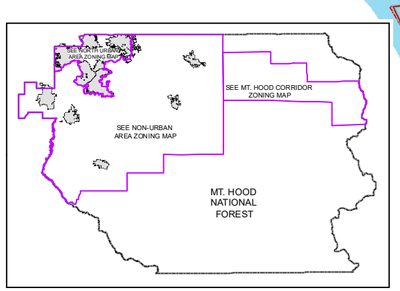
Clackamas County GIS | \\navigator\projects\DTD\Planning\Comp Plan\CompPlan_urban_Map-4-6.mxd | JonMcD | 10/9/2017

EXHIBIT 2
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 1 of 1

Clackamas County

North Urban Area Zoning

Date of Last Zone Change: September 5, 2019



PORTLAND
MILWAUKIE
HAPPY VALLEY
LAKE OSWEGO
JOHNSON CITY
GLADSTONE
WEST LINN
RIVERGROVE
TUALATIN
OREGON CITY
Oswego Lake
Tualatin River
Willamette River
Clackamas River
Clackamas Town Center
Clackamas Promenade
Oak Grove
Oatfield
Jennings Lodge
Park Place
Carver Junction
Carver
Pleasant Valley
Sunnyside
Rivergrove
Wankers Corner
Willamette Falls
Woodburn Park
Forest Highlands
Lake Forest
Lake Grove
Glen Oak
Hazelwood
Gladstone Park
Meldrum Bar Park
Mountain View Cemetery
Mt. View Cemetery
Gladstone Cemetery
Willamette Cemetery
Mountain View Memorial Park
Mt. Hood Community College
Clackamas Community College
Clackamas Fairgrounds
Rose Biggi Avenue
Boones Ferry Road
Stafford Road
Borland Road
Johnson Creek
Tryon Creek
Trillium Creek
Sucker Creek
Wilsons Creek
Bernert Creek
Baker Creek
Newell Creek
Hidden Springs Road
Lower Boones Ferry Road
Childs Road
Kruse Way
Lake Road
Mapleton Drive
Meadow Road
Hood View Park
Lake Oswego Golf Course
Lake Oswego Tennis Center
Lake Oswego Swim Center
Lake Oswego Public Library
Lake Oswego Municipal Golf Course
Lake Oswego Corporate Center
Lake Oswego Junior High School
Lake Oswego High School
Lake Oswego Fire Department
Lake Oswego Police Department
Lake Oswego City Hall
Lake Oswego Public Works
Lake Oswego Transit Center
Lake Oswego Recreation & Aquatic Center
Lake Oswego Adult Community Center
Lake Oswego Boat Ramp
Lake Oswego Boat Dock
Lake Oswego Boat Launch
Lake Oswego Boat Rental
Lake Oswego Boat Storage
Lake Oswego Boat Repair
Lake Oswego Boat Sales
Lake Oswego Boat Service
Lake Oswego Boat Parts
Lake Oswego Boat Supplies
Lake Oswego Boat Insurance
Lake Oswego Boat Registration
Lake Oswego Boat Licensing
Lake Oswego Boat Safety
Lake Oswego Boat Education
Lake Oswego Boat Training
Lake Oswego Boat Certification
Lake Oswego Boat Testing
Lake Oswego Boat Inspection
Lake Oswego Boat Maintenance
Lake Oswego Boat Repair
Lake Oswego Boat Sales
Lake Oswego Boat Service
Lake Oswego Boat Parts
Lake Oswego Boat Supplies
Lake Oswego Boat Insurance
Lake Oswego Boat Registration
Lake Oswego Boat Licensing
Lake Oswego Boat Safety
Lake Oswego Boat Education
Lake Oswego Boat Training
Lake Oswego Boat Certification
Lake Oswego Boat Testing
Lake Oswego Boat Inspection
Lake Oswego Boat Maintenance

Legend

Commercial Zoning Districts	Residential Zoning Districts
Neighborhood Commercial (NC) Community Commercial (C-2)	Future Urban, 10-Acre (FU-10)
Office Apartment (OA) Office Commercial (OC) Regional Center Office (RCO) Village Office (VO)	Urban Low Density Residential (R-2.5, R-5, R-7, R-8.5,R-10, R-15, R-20, R-30) Village Small Lot Residential (VR-4/5) Village Standard Lot Residential (VR-5/7)
Corridor Commercial (CC) General Commercial (C-3) Regional Center Commercial (RCC) Retail Commercial (RTL)	Medium Density Residential (MR-1) Medium High Density Residential (MR-2) Planned Medium Density Residential (PMD) Village Townhouse (VTH)
Village Community Service (VCS)	High Density Residential (HDR) Special High Density Residential (SHD) Regional Center High Density Residential (RCHDR) Village Apartment (VA)
Planned Mixed Use (PMU-1, PMU-2, PMU-3, PMU-6) Station Community Mixed Use (SCMU)	**Special Zoning Districts**
Industrial Zoning Districts	Limited Use Zone (LUZ)
Business Park (BP) Campus Industrial (CI) Light Industrial (LI)	Historic District (HD) Overlay Historic Landmark (HL) Overlay
General Industrial (GI)	Open Space Management (OSM)
Boundaries	
Clackamas County	
Urban Growth Boundary	
City Boundaries	

Coordinate System: OCRS Portland NAD 1983 2011 LCC Feet Intl
Projection: Lambert Conformal Conic
Datum: NAD 1983 2011
False Easting: 328,083.9895
False Northing: 164,041.9948
Central Meridian: -122.7500
Standard Parallel 1: 45.5000
Scale Factor: 1.0000
Latitude Of Origin: 45.5000
Units: Foot

SCALE = 1:15,840
0 750 1,500 3,000 4,500 6,000 Feet

0 0.25 0.5 1 1.5 2 Miles

See Inset Map for County Zoning south of Oregon City

EXHIBIT 3
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 1 of 1

Title 4, Industrial and Other Employment Areas

October 2014

0 1 2 4 miles

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Proposed main roadway routes
- Proposed road connectors
- Mainline freight
- Branch line freight
- Rail yards
- County boundaries
- Urban growth boundaries
- Neighbor cities

Metro

Making a great place

EXHIBIT 4
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 1 of 1

150 Beavercreek Rd
Oregon City, OR 97045
503-655-8671

Property Account Summary

9/2/2020

Account Number	00481295	Property Address	16147 SE 135TH AVE , CLACKAMAS, OR 97015

General Information

Alternate Property #	22E11D 01601
Property Description	Section 11 Township 2S Range 2E Quarter D TAX LOT 01601
Property Category	Land &/or Buildings
Status	Active, Host Other Property, Locally Assessed
Tax Code Area	012-051
Remarks	

Property Characteristics

Neighborhood	15431: Clackamas/Carver 100, 101
Land Class Category	101: Residential land improved
Building Class Category	13: Single family res, class 3
Year Built	1946
Acreage	0.99
Change property ratio	1XX

Property Details

Living Area Sq Ft	Manf Struct Size	Year Built	Improvement Grade	Stories	Bedrooms	Full Baths	Half Baths
1542	0 X 0	1946	35	1.0	2	2	0

Property Values

Value Type	Tax Year 2019	Tax Year 2018	Tax Year 2017	Tax Year 2016	Tax Year 2015
AVR Total	[redacted]				
Exempt					
TVR Total					
Real Mkt Land					

EXHIBIT 5
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 1 of 3

Real Mkt Bldg	[redacted]
Real Mkt Total	
M5 Mkt Land	
M5 Mkt Bldg	
M5 SAV	
SAVL (MAV Use Portion)	
MAV (Market Portion)	
Mkt Exception	
AV Exception	

Tax Rate

Description	Rate
Total Rate	18.3261

Tax Balance

Related Properties

P2184062 is Located On this property starting 01/01/1980 until 01/01/2002

01229824 is Located On this property starting 01/01/1980 until 01/01/1999

Active Exemptions

No Exemptions Found

Events

Effective Date	Entry Date-Time	Type	Remarks
01/22/2020	02/10/2020 12:38:00	Taxpayer Changed	Property Transfer Filing No.: 365710 01/22/2020 by SHAMMOND
01/22/2020	02/10/2020 12:38:00	Recording Processed	Property Transfer Filing No.: 365710, Warranty Deed, Recording No.: 2020-005093 01/22/2020 by SHAMMOND
09/29/2014	09/30/2014 16:27:00	Taxpayer Changed	Property Transfer Filing No.: 268429 09/29/2014 by AMANDAOLS
09/29/2014	09/30/2014 16:27:00	Recording Processed	Property Transfer Filing No.: 268429, Bargain & Sale, Recording No.: 2014-049542 09/29/2014 by AMANDAOLS
06/05/2006	06/05/2006 14:59:00	Annexation Completed For Property	Term Industrial Plan Area for 2006-07 pt 1-annexed by 012-051 for 2006-Revise TCA Membership by JENMAYO
06/06/2003	06/06/2003 09:24:00	Seg/Merge Completed	Parent in Seg/Merge SM030685, Effective: 01/02/2002 by LAURIEB
06/06/2003	06/06/2003 09:23:00	Seg/Merge Initiated	SM030685 EFFECTIVE 2003-04: -0.01 AC TO ROAD BY 2002-081970; BEFORE 01/01/2003 by LAURIEB
05/07/2002	05/07/2002 16:45:00	Annexation Completed For Property	Clack Ind Area UR Cleanup-annexed by UR CLACKAMAS COUNTY IA for 2002-Revise District Membership by JENMAYO

05/23/2001	05/31/2001 12:56:00	Recording Processed	Property Transfer Filing No.: 32886, Warranty Deed, Recording No.: 2001-038128 05/23/2001 by LYNNENEW
05/23/2001	05/31/2001 12:56:00	Taxpayer Changed	Property Transfer Filing No.: 32886 05/23/2001 by LYNNENEW
07/01/1999	07/01/1999 12:00:00	Ownership at Conversion	Bargain and Sale: 97-12309, 10/1/96, [redacted]

Receipts

Date	Receipt No.	Amount Applied	Amount Due	Tendered	Change
11/15/2019 00:00:00	4704166	[redacted]			
11/13/2018 00:00:00	4506397				
11/15/2017 00:00:00	4328879				
11/15/2016 00:00:00	4140504				
11/13/2015 00:00:00	3942131				

Sales History

Sale Date	Entry Date	Recording Date	Recording Number	Sale Amount	Excise Number	Deed Type	Grantee(Buyer)	Other Parcels
01/22/2020	02/10/2020	01/22/2020	2020-005093	[redacted]			BROOKTRAUT PROPERTIES LLC	No
09/29/2014	09/30/2014	09/29/2014	2014-049542				LANDCO DEVELOPMENT CORP	No
05/23/2001	05/31/2001	05/23/2001	2001-038128				LANDRETH RODNEY	No

EXHIBIT 5
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 3 of 3

LAND USE FILES

FILE # Z0033-02CP

LEGAL DESCRIPTION:

2 S 2 E SECTION: 11D

TAX LOT(S) 1400, 1500

Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2524
Phone: (503) 373-0050
First Floor/Costal Fax: (503) 378-6033
Second Floor/Director's Office: (503) 378-5518
Web Address: http://www.oregon.gov/LCD

NOV - 9 2005

NOTICE OF ADOPTED AMENDMENT

November 8, 2005

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: Clackamas County Plan Amendment
DLCD File Number 003-02

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office. This amendment was submitted without a signed ordinance.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: November 23, 2005

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

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

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

Cc: Doug White, DLCD Community Services Specialist
Gary Fish, DLCD Regional Representative
Mike McCallister, Clackamas County

<paa> ya/

11997

FORM 2

DEPT OF

NOV 02 2005

LAND CONSERVATION AND DEVELOPMENT

D L C D NOTICE OF ADOPTION

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

(See reverse side for submittal requirements)

Jurisdiction: Clackamas Local File No.: 2033-02-CP 2034-02-Z
(If no number, use none)

Date of Adoption: April 24, 2002 (Must be filled in) Date Mailed: ~~April 26, 2002~~ 10/31/05 (Date mailed or sent to DLCD) ~~Feb. 20,~~

Date the Notice of Proposed Amendment was mailed to DLCD: Feb. 20, 2002

___ Comprehensive Plan Text Amendment
___ Land Use Regulation Amendment
___ New Land Use Regulation
✓ Comprehensive Plan Map Amendment
✓ Zoning Map Amendment
___ Other: _____ (Please Specify Type of Action)

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

Medium density Residential to Light Industrial w/a corresponding zone change from MR 1 - I-2.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

Plan Map Changed from: Med. density Res. to Light Industrial

Zone Map Changed from: MR-1 to I-2

Location: West side of 135th 1/4 mile S. of State Hwy. 212/224 Acres Involved: .97

Specify Density: Previous: _____ New: _____

Applicable Statewide Planning Goals: 9, 10, 11, 12

Was an Exception Adopted? Yes: ✓ No: ____

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 3 of 200

DLCD File No.: 003-02 (11997)

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment **FORTY FIVE (45) days prior to the first evidentiary hearing**. Yes: ✓ No: ___

If no, do the Statewide Planning Goals apply. Yes: ✓ No: ___

If no, did The Emergency Circumstances Require immediate adoption. Yes: ___ No: ___

Affected State or Federal Agencies, Local Governments or Special Districts: ___

Local Contact: Mike McCallister Area Code + Phone Number: 503 353-4522

Address: 9101 SE Sunnybrook Blvd.

City: Clackamas Zip Code+4: 97045

ADOPTION SUBMITTAL REQUIREMENTS

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

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

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

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.

3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.

4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.

6. In addition to sending the "Notice of Adoption" to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only ; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to Larry.French@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of a Comprehensive Plan and Zone Change for Brooktraut Properties LLC.

File No.: Z0033-02-CP / Z0034-02-Z

ORDER NO. 2002-80
(page 1 of 2)

This matter coming regularly before the Board of County Commissioners, and it appearing that Brooktraut Properties made application for a Comprehensive Plan amendment and zone change on property described as T2S, R2E, Section 11D, Tax Lots 1400 and 1500 W.M., located on the west side of 135th Avenue, approximately a quarter of a mile south of the intersection with State Highway 212 / 224; and

It further appearing that planning staff, by its report dated April 1, 2002, recommended denial, but later changed that recommendation to approval of the application; and

It further appearing that the Planning Commission at its April 8, 2002 meeting has recommended approval of the application; and

It further appearing that after appropriate notice a public hearing was held before the Board of County Commissioners in the County Courthouse Annex at 906 Main Street, Oregon City, OR, on April 24, 2002, in which testimony and evidence were presented, and that a preliminary decision was made by the Board on April 24, 2002.

Based upon the evidence and testimony presented, this Board makes the following findings:

1. The applicant requests approval of a Comprehensive Plan map amendment from Medium Density Residential to Light Industrial, and corresponding zone change from MR-1 to I-2.

2. This request complies with the applicable Statewide Goals and administrative rules, Comprehensive Plan provisions and Zoning and Development Ordinance criteria for the reasons stated in the Planning Staff Report/Recommendation,

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of a Comprehensive Plan and Zone Change for Brooktraut Properties LLC.

ORDER NO. ~~2002-~~80
(page 2 of 2)

File No.: Z0033-02-CP / Z0034-02-Z

which is hereby adopted as the findings and conclusions of this Board, with the exception of the transportation system issue. The Board finds that this request complies with the relevant transportation criteria, based on the information provided by ODOT.

NOW, THEREFORE, IT IS HEREBY ORDERED that the requested Comprehensive Plan amendment and zone change are granted.

DATED this 25th day of April, 2002.

BOARD OF COUNTY COMMISSIONERS

Larry Sowa, Chair

Millicent Morrison, Recording Secretary

FORM 2

D L C D NOTICE OF ADOPTION

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

(See reverse side for submittal requirements)

Jurisdiction: Clackamas Local File No.: 2033-02-CP 2034-02-Z
(If no number, use none)

Date of Adoption: April 24, 2002 (Must be filled in) Date Mailed: ~~April 26, 2002~~ Feb. 20, 2002 10/31/05
(Date mailed or sent to DLCD)

Date the Notice of Proposed Amendment was mailed to DLCD: FEB. 20, 2002

___ Comprehensive Plan Text Amendment
✓ Comprehensive Plan Map Amendment
___ Land Use Regulation Amendment
✓ Zoning Map Amendment
___ New Land Use Regulation
___ Other: _____
(Please Specify Type of Action)

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."
Medium density Residential to Light Industrial w/a corresponding zone change from MR 1 - I-2.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

Plan Map Changed from: Med. density Res. to Light Industrial
Zone Map Changed from: MR-1 to I-2
Location: West side of 135th ¼ mile S. of State Hwy. 212/224 Acres Involved: .97
Specify Density: Previous: _____ New: _____
Applicable Statewide Planning Goals: 9, 10, 11, 12
Was an Exception Adopted? Yes: ✓ No: ___

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
~~(Brooktraut Properties LLC)~~

DLCD File No.: _____

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment **FORTY FIVE (45) days prior to the first evidentiary hearing**. Yes: ✓ No: ___

If no, do the Statewide Planning Goals apply. Yes: ✓ No: ___

If no, did The Emergency Circumstances Require immediate adoption. Yes: ___ No: ___

Affected State or Federal Agencies, Local Governments or Special Districts: _____

Local Contact: Mike McCallister Area Code + Phone Number: 503 353-4522

Address: 9101 SE Sunnybrook Blvd.

City: Clackamas Zip Code+4: 97045

ADOPTION SUBMITTAL REQUIREMENTS

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

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

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

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.

3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.

4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.

6. In addition to sending the "Notice of Adoption" to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only ; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to Larry.French@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

PLANNING COMMISSION MINUTES
April 8, 2002

MEMBERS PRESENT: Len Waldemar, Ron Johnson, Terry Hauck, Barbara Coles, Norm Andreen, Sara Hicks, Jo Shapland, Steve Kennett

STAFF PRESENT: Erlien Kittelson, Gary Hewitt, Dan Johnson

AUDIENCE: 7

Barbara Coles called the meeting to order at 6:37 pm. Statements of Economic Interest are due April 15. Planning Commission has been invited to dinner by staff April 22, 5 pm upstairs in the breakroom. Everyone can attend. Comm. Johnson gave a report on John Potts case, which was affirmed by LUBA (denied). Castle Restaurant was also affirmed by LUBA (approved) even though ODOT had recommended denial because of their 20 year plan.

Chair Coles read the rules to the audience.

Z0033-02-CP/Z0034-02-Z; Brooktraut Properties

Dan Johnson presented Z0033-02-CP/Z0034-02-Z to the Planning Commission. The applicant, Brooktraut Properties, is proposing a Comprehensive Plan amendment from Medium Density Residential to Light Industrial with a corresponding zone change from MR-1 to I-2. Staff recommendation was for denial based on a lack of information from the Oregon Department of Transportation (ODOT) regarding adequate transportation facilities. Comments were received from ODOT (Exhibit 12) after the date of the staff recommendation and were distributed to the Planning Commission. These comments affirmed the transportation system was adequate and ODOT had no objections to the proposal outlined in the application.

Mr. Johnson explained from an aerial photograph, where the property is located. It is surrounded by a regional industrial facility to the west, multi-family (mostly manufactured home parks) to the east, community commercial and further industrial facilities to the north. Access to the site is via SE 135th which will is planned to connect to SE Jennifer and currently intersects with State Highway 212/224, which is an ODOT facility. Plans for the area propose a sub-regional detention facility in the near future. Chair Coles asked about sight distance concerns in the area, which were raised by comments from the Construction and Development Division. According to staff the Design Review process will address these issues. In addition this proposal is not subject to the new Concurrency element of the Zoning and Development Ordinance; however, subsequent development applications will be applicable to those provisions.

Staff informed the PC that this was the first amendment the Planning Commission and Board of County Commissioners would have reviewed under the revised provisions of OAR 660, Division 009 (Industrial and Commercial Lands). The OAR provision was modified in October of 2001 and is now applicable to all amendments involving commercial and industrial plans on properties of two acres or larger. Staff briefly reviewed the finds in the staff report.

Comm. Kennett inquired on staff's findings of the OAR provisions, as Mike McCallister of the Planning Staff informed him that significant studies would be required by the applicant to address these provisions. Staff stated that the amount of data required and size of the report was directly related to the amount of available data. The County has significant information concerning the industrial land deficit in the County. Comm. Kennett inquired as to the source of the Industrial Lands Data provided in the application. Staff informed the PC that the source of the data was from a study preformed by OTAK in 2000. Comm. Kennett said he would appreciate if Mr. Johnson had references the OTAK Industrial Lands Study in his staff report. Mr. Johnson affirmed Comm. Kennett and will include those sources in the future.

As this is the first such staff report under the new OAR 666 rules the PC would be provided copies of the OTAK study and any subsequent data on commercial properties to assist in future commercial and industrial amendments.

Based on the additional information provided by ODOT (Exhibit 12), verifying the adequacy of the transportation facilities, staff altered the recommendation to approval. Included in the recommendation was a request for the PC to recommend that the BCC direct the Planning Director to modify the Comprehensive Plan North Urban Area Land Use M and Official Zoning Map 2-5 to reflect the approval of this application.

Comm. Hauck asked to explain the connections of Jennifer and 135th as it relates to concurrency and the adequacy of the transportation facility. Staff suggested the Transportation consultants for the applicant, whom was present in the audience, speak to the effects of the connection. However, Concurrency will be applicable to any subsequent development and a addendum to the applicant's transportation analysis may be necessary depending on the proposed use.

APPLICANT'S REPORT

Peter Frye 2153 SW Main Room 105, Portland OR 97215. Two issues will be addressed. First of all they support the staff recommendation, including the review of the newly applicable OAR provisions requiring any amendment over two acres needs to be analyzed. The property is just over two acres in size and as such is applicable to these provisions. Clackamas County's Comprehensive Plan is sophisticated compared to other jurisdictions statewide and addresses the majority of the provisions of OAR 660 Division 009. Unfortunately there are not many larger sites left with the majority of industrial lands consisting of smaller sites, which are scattered or near other types of uses. This fact could be detrimental to a site our size; however a variety of issues tend to enhance to the proposed amendment. The Jennifer extension to SE 135th will provide an excellent circulation to the site. While the subject property is not overly large the applicant has estimated a 70,000 sq. ft. building could be built on the site. A facility of this size would allow for business park.

Chair Coles asked if the applicant has decided on final design plans for the site, because if it is being used for multiple companies, they may want to do a further traffic study. Applicant said a business park is the intent and a facility of this character would have multiple tenants. As this use relates to the traffic study Mr. Fry would like the applicant's traffic analyst to address those issues.

John Ringert, Kittelson and Assoc. 610 SW Alder Suite 700, PO 97205. They did the traffic analysis for the site. Comm. Johnson expanded Comm. Coles inquiry on the traffic analysis, asking about error margins in the v/c (volume to capacity) ratios since the levels were very close to the maximum allowed. Mr. Ringert explained that the traffic study analyzed the existing circulation pattern not including the connection to Jennifer, which will improve the situation even further. In regards to the use of the site, the ten (10) car difference between uses will not even be noticeable. ODOT sets the standards for what they have to meet in regards to the V/C ratios and theoretically the error percentages are built into the standards.

Commissioner Andreen asked for clarification of daily trips of apartment versus warehouse in Table C of the submitted Traffic analysis. What was hypothesis on traffic levels tied to a 60,000 square foot building and its effect on transportation system. Mr. Ringert explained standards address fluctuation of various uses and set levels of service on surrounding transportation systems. Comm. Andreen clarified concerns stating that multi-use facilities tend to attract on various uses with different traffic levels and what was the applicant's position on the effects of these variations on the submitted traffic study. According to Mr. Ringert this fluctuation will be address by staff via the newly adopted concurrency ordinance and may require an addendum to the completed traffic study. Mr. Andreen's feelings are that every available use should be addressed within study.

TESTIMONY

None

PUBLIC HEARING CLOSED

DELIBERATION

Comm. Kennett asked if we were in concurrency where would we be with this application. Mr. Johnson thinks it would still be okay. Comm. Hauck said the concurrency has exceptions. He used Eagle Landing as an example of concurrency and its exceptions would work.

Motion to approve the application requests submitted by Brooktraut Properties as submitted. PC adopts the report as amended by Exhibit #12

which resolves all transportation issues. Seconded Hauck. VOTE: Unanimous (7 Aye – 0 Nay)

ZDO-186 Ag/Forest Amendments Hearing Continued

Gary Hewitt went through the amendment revisions and went over just the suggested changes by the Commission since their last meeting of March 25, 2002. Section 401, EFU section was discussed. "Irrigated" language in Clackamas County is not a factor. Only Eastern Oregon is affected by this State law. Item "I", a farm stand is a sub one use in state law and staff has been counseled to keep the language the same as it is found in state law. No grammatical changes should be made. The reason is that if a decision were to be appealed, staff would be required to revert back to the original state law language. Commissioner Hicks wanted to know if some changes to the paragraph could be made? It was one long run on sentence. Mr. Hewitt explained that, yes, we could change it to read grammatically correct but if we did, the county is obligated, if challenged, to use the state language. So changing it really does no good.

Section 401.04(C) shows the Planning Commission suggested changes were made. Commissioner Johnson asked to check "customarily". He remembered that maybe this should be "customary" but was not absolutely sure and requested Mr. Hewitt to check out the reading in the law. Mr. Hewitt further took out the word *(three)*, and left the number 3 in, removing the parenthesis in 401.05(B). In 401.06(B) the reflected change is *"listed in"* is now struck out because it did not read correctly as was found by the Commission. 401.06(B)(1) was left as "operation" because it is a sub one use and should read as found in state law. 401.06(B)(3), parking of *seven or fewer log trucks* was inserted for clarity, suggested by Commissioner Johnson. 401.07(C)(1) took out the word *"on"*.

401.08(E). – Mr. Hewitt explained that he found that because of the new state law concerning multi-dwelling land divisions, it became clear that if the county does not make an exception to subdivisions, the ordinance would prohibited the new use except for three dwellings. If a person had 6 dwellings, they would be prohibited from dividing more than 3 by ordinance language. The criteria in the multi-dwelling land division gives a person a one time shot in dividing the property. Once they have taken advantage of the division they are not allowed to divide their property any further, by restrictive deed requirements. This led staff to review of the potential

Principle Use Lot division language and prohibitions. Mr. Hewitt explained that if a person were to have, for example 400 acres, they would be limited to a 3 lot partition, once per year. Though this is not prohibited into the future such as the Forest multi-dwelling land division, he felt the language should reflect the exception from EFU to TBR and to AG/F for continuity.

401.09(D)(5) Was changed to read – *Tract are required to be consolidated.* Mr. Hewitt noted this suggestion was from Chair Cole to read clearer.

401.09(F)(1)(a) – Comm. Waldemar had a correction. Also on (E)(1). Mr. Hewitt stated that he was just about to go there but first wanted to discuss the 1994 dollar figure found in state law. This was a suggestion from Chair Coles about putting actual dollar figures in the ordinance for the year 2000, to lessen the shock value of such high dollar amounts. He had calculated new figures from the 2000 numbers forward and found, for some reason, they do not calculate out the same from 1994. Since he felt he was not a mathematician, he did not understand why but sufficed to say, that is the way the program on the Oregon Labor Market worked it out. (He handed out a copy of the Supplemental application for a Farm Dwelling on High Value Farm Land) He had the Commission refer to page 2 of the application, pointing out that the application has each years figure amount starting from 2001 and back. Chair Coles asked if this application was updated regularly. He stated that the applications are updated every year, but the Ordinance is not, so it should remain with the 1994 calculations, instead of exact figures. State law uses the 1994 figures as a base. Commissioner Hauck ask if this application was a correct version, with the Not on High Value verbiage. Mr. Hewitt stated the application will be changed after ZDO-186 has a signed Board Order. Commissioner Waldemar said he would like to keep with the state law, the 1994 language and use the application to inform the applicant. He felt that if the numbers changed by using the 2000 dollar amount, we should stay with the present 1994 dollar amount.

401.09(E)(4) Change *grossed* from *generated* as was suggested by the Commission.

Page 19 401.09(H) – As per requested by Commissioner Waldemar, a dash was placed between DWELLING and RELATIVE. Commissioner Waldemar suggested at the first meeting that a dash be placed between the heading words DWELLING and RELATIVE to read as the remainder of the ordinance.

Mr. Hewitt said before he moved on he wanted to pass out another update due to state law. He had not understood his read on the addition of approval periods and extensions for approvals. He thought it read that the time frames had changed but in fact, they changed only for a "residential dwelling". The 2 year time frame for approvals are still in state law for those uses that are not "residential dwellings". This would be for such applications as a Processing Facility and the like. The handout shows that the language remains for a two year permit approval, 1 year extension and the new language, 4 year approval and 2 year extension as found in state law. He pointed out that the suggested language change by the Commission was corrected to read, ... *after the date of mailing of the final decision.* This was also included in Subsection (C), the new language in bold and underlined. The Commission generally agreed to change it to read as suggested.

Timber District 406.05(B) page 5 – 7. – As suggested by the Commission, Mr. Hewitt checked the state law language and found that instead of hanging the words, "excluding Forest Service and BLM roads" in mid sentence, the language in state law places it at the end of the paragraph.

Chair Coles asked how it is determined if land is capable of producing 5,000 cubic feet of timber production per year per acre. Mr. Hewitt said the County staff determines this, and actually he does. Mr. Hewitt explained that he uses the Soils Science books to determine the soils types. Chair Coles said, what if a person goes out and salts their land so no further production could be made on the property. Mr. Hewitt explained that he is only required to find the type of soils as found in the Soils Survey book that indicate what the property is capable of growing. If a person chose to ruin their property by salting it or even logging it and not replanting it, these would not be immediately obvious in the county's review.

Page 15 – 406.08(D) - ..... "except as provided in subsection 406.10"...was also added here as was explained earlier about the one time shot at dividing their Forest property. So now the exception in TBR is for Principle Use Lot Divisions and Multi-Dwelling Land Divisions.

Page 23 – 406.12, This was the same changes for extensions, etc. as previously discussed on the handout for the time periods of approvals and "residential dwellings" now going to 4 years with a 2 year extension.

407.04(D)(5) – *the dwelling to be replaced*....This was an addition of a "d" at the end of replace, to make it read correctly as pointed out by the Commission at its first review.

407.04(O). – Same sub one use. The language is to remain the same because of the Brentmar decision.

407.05(B)(7). – *and shall not be BLM or forest service roads* at the end of the paragraph instead of floating out in mid sentence.

407.05(G)(8) Mr. Hewitt pointed out that 8 was at the first reading 7, and thus needed to be changed to 8, 8 to 9, 9 to 10. The numbers were corrected.

407.05(G)(9) – *farm help* was removed and also left in with more informational language. The language decision was being left up for the Commission to chose which they would prefer. A discussion followed on the merits of keeping the more informational language. Commissioner Shapland liked the more explanative language, giving the applicant more information. The Commission agreed, it will be left and changed where necessary.

407.05(G)(9) Mr. Hewitt had the Commission refer to section 401.09(H)(6) He explained about revoking permits for accessory farm dwellings. The language, *They will be reviewed every two years* has been removed from the language if agreed upon by the Planning Commission. There is already a mechanism in place to take care of those property owners that are out of compliance with the conditions of approval. Due to budgetary concerns and those staff retiring and not being replaced, it has been determined the review every two years is no long feasible. The work of those planners no longer here is being passed on to other planners. This review thus become burdensome and without a funding source, not viable. With a mechanism in place, the conditions of approval, planning has the ability to contact a property owner if the use ceases. The way in which the staff become aware is when an adjacent owner lets staff know. Mr. Hewitt has contact 4 such violations within the last 4 months. Anytime it is not used for the intent it can be revoked. They have 90 days to come into compliance. Commissioner Waldemar felt the 90 day limitation for removal was pretty blunt and wondered about how staff handles this. Mr. Hewitt explained that staff tries to work with the property owner to come to resolution. He has given those owners in violation approximately 3 options, finding it is less

expensive to work with the owners rather that just take them forward to an expensive Hearings Officer process. In this way, the county is supporting the farming community and helping to keep the cost of compliance down. Additionally, Code Enforcement is unable to move on such a violation until the revocation process has been completed as per the condition of approval. Staff works hard at gaining compliance without Code Compliance and the revocation of a permit. Commissioner Waldemar was satisfied that the county was helping the property owner and felt the language could remain. Mr. Hewitt said the language is good, because if it must go to a Hearings Officer it is very clear the person is in violation and must remove according to state law, within 90 days. The problem staff has is finding all those permits that are in violation. Commissioner Shapland stated that one way is to have those neighbors that do not like what is going on to step up to the plate and make a complaint.

Planning Commission said to leave the word *maintained* in the report for clarity. Commissioner Shapland liked the more explanative language.

Discussion followed discussing code enforcement and how it works. Mr. Hewitt clearly explained to the Planning Commission the entire revocation process. He explained what happened based on a real case for clarification. The Planning Commission thought there were many more violations out there that are not brought to the county's attention. Mr. Hewitt interjected that that holds true for Health Hardships and Home Occupation permits as well. He received agreement from the Commission. Commissioner Waldemar asked if the CPO received a copy of the violation letters? Mr. Hewitt said he had not thought of this but will implement the suggestion on future violations. The Commission agreed that if it did not work out we could always revisit this issue.

TESTIMONY – OTHER

Jaqueline Tommas, 19288 S. Matoon, Estacada 97222. Ms. Tommas has a problem with accessory dwellings not being reviewed every two years. They wanted a dwelling for their child who does not work on the farm. There are problems with people ratting on their neighbor, also. Suggested charging a fee for the renewals. Chair Coles asked her if she had any verbage changes for tonight. She said no. She said there is a violation that Code Enforcement said they wouldn't enforce. A property owner placed a double wide mobile home on EFU property without a permit, no land use, no

nothing and Code Enforcement sent a letter to her that nothing would be done about it. It has never had an inspection. It was built in 1997. How do you revoke that?

Comm. Andreen concurred with the citizens frustration that enforcement is not being done, but he feels this is a step in the right direction. He stated, as citizens, we have to come up with ways to enforce these things. The citizens need to get ready to step up to the plate and find ways of financing this. Ms. Tommas said the Hearings Officer also gets upset with Code Enforcement not having the resources to enforce.

CLOSE PUBLIC PORTION

DELIBERATION

COMM. Hauck recommended ZDO-186 be approved as set forth in the draft from tonight. Second Comm. Johnson. VOTE: 7 yes. 1 abstentions.

Planning Commission told Gary they appreciated all the hard work they have done. And they appreciate him going out in the field to view possible violations.

MINUTES

March 11, 2002. Motion to approve as submitted by Comm. Johnson. Please take off Sara Hicks name from the lists. Seconded by Hauck. VOTE: Unanimous, one abstention (Hicks)

March 25, 2002. Motion to approve as submitted by Comm. Hauck. Seconded by Andreen. VOTE: 3 abstentions, 5 yes.

Meeting adjourned, 9:10 pm.

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

RECEIVED
FEB 8 2002
ENGINEERING

February 6, 2002

FILE CODE:
PLA9-2B -171
ODOT Case No: 1342

Kittelson & Associates, Inc.
610 SW Alder, Suite 700
Portland, OR. 97205

Attn: Scott Beaird, Transportation Analyst

Subject: Highway 212-224/SE 135th Avenue Rezone
Clackamas Highway and SE 135th Av

Dear Mr. Beaird,

Upon review of the TIA for the proposed rezone on SE 135th Avenue near Highway 212-224, I have the following comments.

The proposed zone change is in the vicinity of state highway OR 212-224. According to the Oregon Highway Plan (1999) this is a Statewide facility in the affected section. We have an interest in ensuring that proposed land uses do not negatively impact the safe and efficient operation of this facility.

The property in question is located on SE 135th Avenue near the future intersection with Jennifer Street. The 2.27-acre property will be rezoned from Medium Density Residential (MR-1) to Light Industrial (I-2). When this property develops, the site traffic will access Highway 212-224 via SE 135th Avenue.

The TIA identified warehousing (ITE Land Use 150) as the worst case development under the proposed I-2 zoning. According to the Clackamas County Zoning Ordinance, Section 602.03(A), "Business Park Uses which satisfy the requirements of the Business Park district under Section 606.03" would be allowed. A preliminary trip generation analysis of a business use of the subject property shows that the trip generation is substantially higher for a general office building than a warehousing facility.

The total traffic conditions for the year 2005 for the warehousing land use produced a v/c ratio of 0.96 in the AM peak hour and 0.94 in the PM peak hour. This does not exceed ODOT's mobility standard, which is 0.99 for Highway 212-

224 in this vicinity. ODOT has concerns, however, that an office use on the subject property may generate high enough volumes to cause that intersection to exceed the mobility standard and create failing conditions.

The Statewide Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations on state highways based on accident data over a three-year period and is comprised of three components: accident frequency, accident rate and accident severity. Highway 212-224 in the vicinity of SE 135th Avenue has been identified as a top 5% SPIS site in both 1999 and 2000, which is the highest priority ranking. This indicates that there are existing operational and safety concerns. Any development that may add a significant amount of traffic to the intersection should be carefully analyzed.

Therefore, ODOT is requesting that the TIA be amended to provide accurate analysis for the worst-case land use under the proposed I-2 zoning, which is probably an office use. The only information that needs to be amended is as follows:

- Trip generation & distribution for the worst-case scenario under the proposed I-2 zoning,
- 2002 Total traffic conditions for the proposed I-2 zoning (worst-case),
- and 2005 Total traffic conditions for the proposed I-2 zoning (worst-case).

This will give a more accurate account of the potential impacts to Highway 212-224 at SE 135th Avenue. Clackamas County staff should determine the most appropriate ITE Land Use as well as an appropriate building size in order to analyze the traffic impacts of this proposal.

If you have any questions regarding this case, I can be reached at (503) 731-8220.

Sincerely,

Kathleen M. Freitag

Kathleen Freitag
ODOT Region 1 Traffic Analyst

cc: Sonya Kazen, ODOT Development Review Coordinator
Joe Marek, Clackamas County
Chris Christofferson, Clackamas County

BCC SUMMARY

FROM: Dan Johnson

FILE NUMBER: Z0033-02-CP / Z0034-02-Z

APPLICANT: Brooktraut Properties LLC

PC HEARING DATE: April 8, 2002

BCC HEARING DATE: April 24, 2002

PROPOSAL: Comprehensive Plan map change from Medium Density Residential (MDR) to Light Industrial (LI). Corresponding zoning map change from Medium Density Residential (MR-1) to Light Industrial (I-2).

STAFF RECOMMENDATION: *Denial.* This recommendation was based on a lack of information from the Oregon Department of Transportation (ODOT) verifying the surrounding transportation system is adequate.

On April 5, 2002 comments were received from ODOT verifying the proposal addresses the requirements of the State Transportation Planning Rule and ODOT had no objections, from a transportation standpoint, to approve the proposed plan amendment. These comments are dated April 5, 2002 and identified as Exhibit #12.

CPO RECOMMENDATION: No written comments or verbal testimony were received from the CPO.

SIGNIFICANT ISSUES:

Oregon Administrative Rules (Chapter 660, Division 009). On October 2, 2001 the Land Conservation and Development Commission adopted new and amended language to Oregon Administrative Rules within Chapter 660, Division 9 (Industrial and Commercial Development), which assist in implementing Goal 9 (Economic Development). Pursuant to OAR 660-009-0010(4) post acknowledgement plan amendments on *lands in excess of two (2) acres* must address Division 9, in addition to applicable provisions of the county's acknowledged comprehensive plan. Staff has addressed these criteria in the staff report as well as attached a copy of this OAR for review by the board.

PLANNING COMMISSION ACTION: Based on the information provided by ODOT in Exhibit 12 the PC passed motions to approve the proposed changes to Light Industrial/I-2 on a vote of 7(aye) - 0 (nay).

PLANNING STAFF: Dan Johnson, 503-353-4514

4-24-02 BCC Approved PC Recommendation. Vote of 2-0 (Jordan, Kennemer)

NAME: Brooktraut Properties LLC
FILE NO: Z0033-02-CP / Z0034-02-Z
REPORT AUTHOR: Dan Johnson
BCC HEARING DATE: April 24, 2002
PC HEARING DATE: April 8, 2002
REPORT DATE: April 1, 2002

PLANNING STAFF REPORT/RECOMMENDATION TO THE PLANNING COMMISSION

FACTS

GENERAL INFORMATION

Applicant: Brooktraut Properties LLC

Owner: Same

Proposal: Comprehensive Plan map amendment from Medium Density Residential to Light Industrial. Zone change from MR-1 (Medium Density Residential) to I-2 (Light Industrial).

Location: West side of 135th Avenue, approximately a quarter of a mile south of the intersection with State Highway 212 / 224.

Legal Description: T2S, R2E, Section 11D, Tax Lots 1400 and 1500 W.M.

Comprehensive Plan Designation: Medium Density Residential

Zone: MR-1, Medium Density Residential.

RECOMMENDATION

Denial. This recommendation is based on a lack of information from the Oregon Department of Transportation (ODOT) verifying the surrounding transportation system is adequate. If comments were submitted by ODOT verifying these facilities were adequate staff would alter this recommendation to approval.

CONCLUSIONS

The first section of this report and recommendation will discuss applicable Statewide Planning Goals and the Metro Functional Plan, include a discussion of the Oregon Administrative Rules (Chapter 660, Division 009) and general County Comprehensive Plan (Plan) policies that apply to all Plan amendment applications. That will be followed by a discussion of the Plan policies specific to this application and

9101 SE Sunnybrook Blvd. ▪ Clackamas, OR 97015 ▪ Phone (503) 353-4400 ▪ FAX (503) 353-4273
Printed on 50% recycled with 30% post-consumer waste

discussion of the adequacy of public facilities, services and transportation networks, as required by Section 1202 of the Clackamas County Zoning and Development Ordinance (ZDO).

1. The procedure for review of Plan amendments is set forth in Chapter 11 of the Plan (Amendments and Implementation). Staff has reviewed this section of the Plan and finds the following policy to be applicable to this application:

   A. Policy 1.0: "Assure that the Comprehensive Plan and County ordinances meet the goals of LCDC, the Region 2040 Urban Growth Management Functional Plan and the Metro Framework Plan."

      Staff finds that LCDC (State of Oregon, Land Conservation and Development Commission) Statewide Goals and Guidelines 9, 10, 11 and 12 are applicable to this application. In addition, recent modifications to OAR 660-009 will be discussed as they relate to the implementation of Goal 9.

      While the Metro Framework Plan offers little in the way of specific guidance, the 2040 Urban Growth Management Functional Plan includes policies (Titles) that must be addressed. Staff finds it necessary to address Titles 1, 6, 7 and 10 of the Functional Plan. Staff addresses the LCDC Goals and Guidelines and the Metro Functional Plan as follows:

      I. LCDC 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."

         The portion of Goal 9 that is applicable to consider in reviewing a proposed change is Guideline (A)(1), which states, "A principal determinant in planning for major industrial and commercial developments should be the comparative advantage of the region within which the developments would be located. Comparative advantage industries are those economic activities which represent the most efficient uses of resources, relative to other geographic areas." This guideline is certainly applicable if a change was being proposed to accommodate a major regional facility. However, the subject property is less than three (3) acres in size, certainly not large enough to be considered a major industrial development, or one which would have any substantial impacts on the regional economic activities. *Staff finds this guideline is not applicable.*

         On October 2, 2001 the Land Conservation and Development Commission adopted new and amended language to Oregon Administrative Rules within Chapter 660, Division 9 (Industrial and Commercial Development), which assist in implementing Goal 9. Pursuant to OAR 660-009-0010(4) post acknowledgement plan amendments on *lands in excess of two (2) acres* must address Division 9, in addition to applicable provisions of the county's acknowledged comprehensive plan. As this site is slightly greater than two acres in size, staff has reviewed application for consistency with this rule.

         The rule changes adopted in October respond to legislative direction to assure that comprehensive plans and land use regulations are updated to provide opportunities for a variety of economic activities and to assure that plans are based on available information about state and national economic trends. The applicant has addressed the applicable provisions of the division in a supplemental response dated March 25, 2002 and listed as Exhibit 11. As this is the Planning Commissions first review of these provisions, staff has

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 23 of 200

chosen to separate the discussion into the following areas which correspond to the sub-policies within the division: Economic Opportunities Analysis, Industrial and Commercial Development Policies and Designation of Lands for industrial and Commercial Uses.

a. Economic Opportunities Analysis – Pursuant to OAR 660-009-0015, Clackamas County's Comprehensive Plan ("the plan") and proposed amendments for commercial and industrial designations shall be review for consistency with national, state and local economic trends; stipulate site requirements and inventory as well as assess development potential for these areas.

   The applicant has referenced the March 2002 draft "Economic Report to Metro Council: 2000-2030 Regional Forecast for Portland-Vancouver Metropolitan Area" to highlight economic trends. While nationwide experts expect the nation to slowly move out of the recent recession, the Portland region's greater dependence on manufacturing firms has turned into a significant recession with retail and service industries following in the decline. Trends suggest a regional resurgence in the high-tech, transportation, communication and utilities sector. Industries of this nature tend to require sites with access to regional transit facilities, which is inherent to industrial uses. Site requirements of this nature are accomplished via the comprehensive policies resulting in a grouping of these facilities. Furthermore the county has completed and published an Industrial Lands Supply Update, dated April 4, 2000. This study identifies a deficit of 1,732 acres of industrial land needed to satisfy Metro's 20-year job growth forecasts. Of the 1,328 total buildable acres, 158 acres or 12 percent are considered vacant and ready for development. Trends appear to be focused on industrial growth; however, evidence suggest the county lacks sufficient lands to address these needs.

b. Industrial and Commercial Development Policies- Pursuant to OAR 660-009-0020, the plan and proposed amendments for commercial and industrial designations shall be reviewed for consistency with policies adopted to address the economic development objectives for the county, community development objectives and a commitment to provide adequate sites and facilities.

   Applicable plan policies, which address the county's development objective, are addressed in the following sections of this report. While the county desires to provide adequate sites for such development the preceding finding identifies a lack of industrial lands as proposed in this application.

c. Designation of Lands for Industrial and Commercial Uses - Pursuant to OAR 660-009-0025, the County shall adopt broad site categories or plan and zoning designations to provide for the needed levels of commercial and industrial development. In addition; long-term land supply, short-term serviceable land supply as well as special sitting requirements shall be outlined by the County to address the needs of commercial and industrial uses.

   Clackamas County has adopted measures within the plan and Clackamas County Zoning and Development Ordinance (ZDO) to form site categories or zoning districts with outline special siting requirements in the dimensional standards of these districts. These steps have assisted the county in combining compatible uses with similar site requirements and satisfying this portion of the rule. In regards to the long-term and short-term land supplies, as previously discussed current levels of industrial lands do not satisfy

Metro's 20-year job growth forecasts and state a clear need for additional industrial lands to reduce the deficit. While staff would surmise a lack of short-term industrial lands also exists the sub-policy states amendments to the comprehensive plan which change the supply of serviceable industrial lands are not subject the requirements of the short-term analysis. Approval of this application would result in the designation of additional industrial lands reducing the current deficits previously discussed.

Staff finds this application does not conflict with Statewide Planning Goal 9 or implementing OAR 660-009.

2. Goal 10; Housing: "To provide for the housing needs of citizens of the state."

This goal basically requires local jurisdictions to prepare inventories of buildable residential lands. The goal does not provide any policies or standards for evaluating applications converting residential land to industrial uses; however, the following paragraphs summarize staffs position on this criterion. As previously stated, the subject property is approximately 2.27 acres in size. The limited size of the site supports a conclusion that the property could be redesignated for industrial use without affecting comprehensive plan and zoning ordinance compliance with Goal 10. Exhibit # 6, an aerial mosaic of 2000 photographs, displays a considerable amount of MR-1 designated property in the area to provide for housing needs in the vicinity, and the deletion of 2.27 acres from that inventory will have a negligible effect.

The location of this property for residential purposes is also significant, since adjacent uses and existing development patterns could have a negative effect on its ability to be developed for residential purposes. The subject property is directly east of the Jennifer distribution center, a regional industrial enterprise, directly north of an existing detention facility for the aforementioned distribution center. North on SE 135th Avenue are a tire store, a McDonald's restaurant, service station and other industrial uses. All of these uses are of the type that can generate noise and traffic and can generally be incompatible with residential uses. The extension of Jennifer Street from the industrial area to 135th could further exacerbate the unsuitability of this parcel for residential purposes because of the increased traffic, including truck traffic, which could result from the extension. Staff feels these factors limit the value of the subject property in the housing inventory.

Titles 1 and 7 of the Metro Functional Plan contains regional policies related to housing. Within this Title there are provisions for requiring residential development to occur 80% or more of the maximum allowable density; encouraging the use of manufactured homes, and improving the availability of affordable housing. Since no residential development is proposed through this application, and since there are no provisions that prevent the conversion of residential land to other uses, staff finds Titles 1 and 7 are not applicable.

Staff finds this application does not conflict with Statewide Planning Goal 10, and that the provisions of the Metro Functional Plan are not applicable to this proposal.

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

The applicable part of this Goal is under Guideline (A)(3) which requires adequate public

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 25 of 200

facilities and services such as sewer, water, solid waste, storm drainage, etc. to be provided at levels necessary and suitable for urban uses. The adequacy of public facilities and services and the transportation network will be discussed later in this report. (Plan provisions).

Staff finds this application does not conflict with Statewide Planning Goal 11.

4. Goal 12; Transportation; "To provide and encourage a safe, convenient and economic transportation system."

   This Goal does not contain provisions for evaluating proposals such as the one proposed through this application. Goal 12 and OAR 660-12 (the Transportation Planning Rule) combine to form standards in the rule that involve performance on the part of the local jurisdiction. The County has adopted the requirements of the Goal and Rule into the goals and policies of the Plan, as well as the ZDO. The consistency of this application with those provisions will be discussed later in this report.

   Title 6 of the Metro Functional Plan contains traffic/transportation standards that apply to areas designated Central City, Regional Centers, Town Centers, Main Streets and Station Communities, as shown on the 2040 Growth Concept map. The subject property is not located in or identified as one of these designations.

   Staff finds this proposal does not conflict with Goal 12, and that the provisions of the Metro Functional Plan are not applicable.

2. The following general Plan sections may apply to this application:

   A. Staff will find there are no provisions of the Transportation Chapter (Chapter 5) of the Plan that are applicable to this proposal:

      The proposal does not conflict with the Transportation chapter of the Plan.

   B. The following section of the Housing chapter (Chapter 6) of the Comprehensive Plan are applicable to this application.

      1. The goal of the Housing element of the Plan is, "Provide opportunities for a variety of housing choices, including low and moderate income housing, to meet the needs, desires, and financial capabilities of all Clackamas County residents to the year 2010."

         This goal is mentioned because some land designated for residential use will be lost if the application is approved. Based on allowable densities in the current MR-1 zone, 27 units will be lost if this application is approved. While a change in the zoning will not be in conflict with this goal, it may result in an impact on the County's ability to meet the goal by reducing the pool of land available.

      The proposal does not conflict with the Housing chapter of the Plan.

   C. Staff will find that this proposal does not conflict with the goals and policies of the Public Facilities and Services chapter (Chapter 7) of the Plan.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 26 of 200

This proposal does not conflict with the Public Facilities and Services chapter of the Plan.

D. The Economics chapter of the Plan (Chapter 8) encourages new industrial and commercial development. The goal of the Economics element of the Plan is to "Establish a broad-based, stable and growing economy to provide employment opportunities to meet the needs of the County residents."

This proposal will allow for a limited amount of new industrial development.

This proposal does not conflict with the Economics chapter of the Plan.

E. Staff will find that the Natural Resources and Energy, Open Space and Parks, and Community Plan and Design Plan chapters (Chapters 3, 9 and 10) of the Plan are not applicable to this application.

The Natural Resources and Energy, Open Space and Parks, and Community Plan and Design Plan chapters of the Plan are not applicable to this application.

F. Staff will find that the County, through notices to the Citizen's Planning Organization, notices to property owners within 300-feet of the subject property, and public notices in the newspaper, has made a good faith effort to involve the citizens of the County in the land use and decision making process.

As of the date of this report no comments have been received from the local Citizen Planning Organization's or surrounding property owners.

Staff will find that the above demonstrates that this application has been processed in a manner consisted with Comprehensive Plan Chapter 2; Citizen's Involvement.

3. The following specific Plan policies are applicable to this application:

A. The subject property is located within the Industrial Area Design Type designation as described on Map IV-8 of the Clackamas County Comprehensive Plan. Sub-policy 7.1, which prohibits retail uses larger than 60,000 square feet of leasable area per building or business, is the sole policy which apply to these industrial areas. As stated by the applicant the requested zoning district is for Light Industrial, which prohibits retail commercial uses, and the site is of a size that a 60,000 square foot building with parking and landscaping would not fit.

The requested Light Industrial Plan designation satisfies this policy.

B. The Medium Density Residential and Light Industrial policies in the Land Use element of the Plan are applicable to this proposal. It is feasible for a particular property to meet the standards and criteria for more than one Plan designation. In order to determine the most appropriate Plan designation, staff believes it is necessary to evaluate both the polices for the Plan designation being requested as well as those for the Plan that currently applies to the property. The results of this review can help in determining what the most appropriate Plan designation for the property. Staff makes the following findings regarding the Medium Density Residential and Light Industrial Plan policies:

I. Medium Density Residential:

a. Policy 21.0 of the Residential section of the Land Use Chapter of the Plan identifies the standards that must be satisfied in order for the Medium Density Residential designation to be applied to an area. The Medium Density Residential designation may be applied if at least two of the following criteria are met:

(1) Areas where a need for this type of housing exists.

The subject property is located within a large area of Medium Density Residential surrounded by lands zoned Light Industrial zoning on the west and by lands zoned Community Commercial on the north. The general character of the MR-1 district consists of manufactured home parks. This area does provide housing in close proximity to a large industrial area and small employment center. Regionally, there is a demonstrated need for housing in close proximity to employment centers, and vice versa.

A Medium Density Residential zoning designation is appropriate for the subject property based on this factor.

(2) Areas with access to a major or minor arterial or collector. Siting should not result in significant traffic increase on local streets serving low density residential areas.

The subject property fronts on SE 135th Avenue, a minor arterial per the functional classification map within the Comprehensive Plan. Development of the property would have direct access to State Highway 212/224 and as such would not effect any traffic levels within a low density residential areas or local streets.

The Medium Density Residential zoning designation is appropriate for the subject property based on this factor.

(3) Areas located near or adjacent to commercial areas, employment concentrations or transit stops.

The subject property is located directly south of an existing commercial area, which would be construed as a small employment center. State Highway 212 / 224, a transit route with a stop at the intersection with 135th Avenue, is approximately 750 feet north of the subject property.

The Medium Density Residential zoning designation is appropriate for the property based on this factor.

(4) Areas of deteriorating dwellings or structures in neighborhoods to stimulate private investment, infilling and redevelopment, as long as one or more of the preceding criteria applies.

Residential development consists of a manufacture home park to the east and existing single family residences to the north. To the west is existing industrial development consistent with the current I-2 (Light Industrial) Zoning District. Directly north is an existing single family residence. Staff would not describe this area as containing deteriorating dwellings or structures.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 28 of 200

This factor is not applicable to the subject property.

Based on the above findings, the subject property meets Policies 1, 2 and 3, therefore the existing Medium Density Residential designation could be found appropriate on the property.

II. Light Industrial:

a. Policy ~~14.0~~ 13 of the Light Industrial section of the Land Use Chapter of the Plan identifies four (4) standards for designating land Community Commercial. The Community Commercial designation may be applied when either the first or all of the remaining criteria are met.

(1) Areas having an historical commitment to industrial uses.

The term "area" has two distinct meanings. Staff has reviewed county records and verified the subject property is developed with a single-family residence constructed in 1955. Staff has no information that would demonstrate this structure has been utilized for anything other than residential purposes. Based on this evaluation staff would find that the area, as it relates to the limits of the subject property, does not have a historical commitment to industrial uses.

While the subject property has no historical commitment of industrial uses, the surrounding area has steadily moved to a light industrial/community commercial pattern of development. This has created a island of undeveloped or underdeveloped residential lands encompassed by industrial to the west, commercial to the north, the Clackamas River to the south and an existing manufactured home park to the east. Based on the sites segregated nature to the existing residential developments to the east and the ever expanding industrial influences the west staff would find that the area, as it relates to surrounding development, would have an historical commitment to commercial uses.

Prior actions by the Planning Commission have clearly stated a desire to maintain consistency with the definition of "area", as the limits of the subject property. Based on this philosophy staff finds the "area" does not have an historical commitment to industrial uses.

This criterion is not satisfied.

(2) Areas with excellent access to the regional transportation network.

The subject property and surrounding area has access to the regional transportation network (State Highway 212-224 and Interstate 205) via either 135th or SE Jennifer, once the planned connection is completed.

This criterion is satisfied for application of the Light Industrial plan designation.

(3) Areas having direct access to a street of at least a minor arterial classification.

Access to the subject property is off of SE 135th Road, which is designated as a minor arterial. SE 135th provided access to State Highway 212 / 224 to the north and a future extension to SE Jennifer Street, which is also a minor arterial, to the South. Given the very close proximity of the subject property to State Hwy. 212/224 and future extension to SE Jennifer Street, the property has very good access to arterial street.

This criterion is satisfied for application of the Light Industrial plan designation.

(4) Areas with sites large enough for several industries to cooperatively design an industrial park.

While the term 'industrial park' is not specifically defined in the Comprehensive Plan or ZDO, staff is assuming from the wording of the policy the ability to provide a multi-tenant facility is desired. Based on very rough estimates staff has calculated that the applicant could locate an industrial facility of approximately 45,000 square feet on the subject property. Estimates from the Clackamas County's Development Agency, via a commercial real estate agent, estimate the approximate lease area for a Light Industrial use range from 7,000 sq. ft. to 15,000 sq. ft. in size. Based on these calculation staff could assume that a facility could be constructed which could house from three (3) to six (6) tenants and be defined as an industrial park

This criterion is satisfied for the Light Industrial designation.

Staff finds the subject property does satisfy the criteria for application of the Light Industrial Plan designation.

Land Use Element Plan Conclusions: Based on surrounding development and a identified lack of industrial lands staff finds that the Light Industrial plan designation is as or more appropriate on the property than the current Medium Density Residential designation.

4. The final criteria that must be satisfied in order to approve the requested Plan amendment and zone change is the zone change criteria in Section 1202 of the ZDO. Staff has reviewed Section 1202 and makes the following findings:

A. Approval of the request must be found to be consistent with the Comprehensive Plan.

Comprehensive Plan goals and policies have been previously discussed in this report. Staff has found the request to be consistent with the identified Plan language.

This application is consistent with the Comprehensive Plan.

B. The second criterion requires the property and affected area to be presently provided with adequate public facilities, services, and transportation networks to support the use, or such facilities, services, and transportation networks are planned to be provided concurrent with the development of the property. Staff makes the following findings regarding these factors:

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 30 of 200

I. Sewer and Storm Water. Water Environment Services (WES)/Clackamas County Service District #1 (CCSD1) provided comments dated March 8, 2002 and listed as exhibit #9. WES staff has stated the application is timely for sanitary sewer connections based on the availability of service from an existing line within SE 135th. However the property is currently not served by storm sewer. While improvement plans are underway to construct a storm sewer line with the connection of Jennifer Street to SE 135th; other properties in the vicinity have successfully accomplished onsite retention or participated in regional detention projects in the area.

II. Water. Clackamas River Water District provided comments dated March 12, 2002 and listed as exhibit #8. According to the district the new 18'' water line exists that should adequately address any service issues to the site.

III. Fire. The property is located within Clackamas County Fire District #1. The fire district was notified and provided comments dated March 8, 2002 and listed as exhibit #7. These comments outlined standards from the district code, which would be necessary to provide an adequate level of service. There are no comments referencing a lack of availability and conditions of approval on subsequent development approval can ensure the service requirements outlined in these comments.

IV. Transportation. The applicant has submitted a traffic study, identified at Exhibit # 3, analyzing the surround traffic system. According to comments received March 25, 2002 from DTD, Traffic Engineering (Exhibit 10) the traffic impact area, as defined by Clackamas County Staff, includes the intersection of SE 135th and State Hwy 212 / 224 which is under the Oregon Department of Transportation's (ODOT) jurisdiction. As of the date of this report the only comments submitted to the County were directed to the DTD, Traffic Engineering Division addressing ODOT's position that the aforementioned traffic study failed to address the "worst-case scenario" or in this case a business park facility, which is allowed within the Light Industrial zoning district. The DTD, Traffic division has reviewed the traffic study and found that the site satisfies ODOT's criteria or an intersection operating at a volume to capacity (v/c) ratio of .99 or less. According to the analysis the intersection will operate at a v/c ratio of .96 or less. *However this intersection is an ODOT facility and staff cannot recommend approval without sufficient supporting comments from that agency, especially if ODOT's position is that the traffic analysis is inadequate.* DTD, Traffic staff did raise concerns relative to site distance; however, these issues will be reviewed when development is proposed.

Based on a lack of information the surrounding traffic system can not be found adequate to support the proposed zone change.

Zone Change Conclusions: The proposed zone change does not satisfy each of the criteria identified in Section 1202.

Conditions of Approval:

In the event the Planning Commission makes a recommendation that this application be approved, staff will recommend that there be no recommended conditions of approval. However, staff would recommend that the Planning Commission recommend that the Board of County Commissioner direct the Planning

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 31 of 200

Director to modify the Comprehensive Plan North Urban Area Land Use Plan Map and Official Zoning Map 2-5 to reflect this the approval of this application.

FINDINGS

ZONING ORDINANCE CONSIDERATIONS

This application is subject to the criteria set forth in ZDO Section 1202.

PLAN CONSIDERATIONS

Applicable portions of the Comprehensive Plan have been discussed in the text of this report

SITE DESCRIPTION

The subject property is approximately 2.27 acres in size. It is developed with a single-family dwelling. Access to the property is via a driveway on SE 135th Avenue. The property is basically level.

SURROUNDING CONDITIONS

The area to the north is zoned C-2 and developed with a variety of community commercial uses. The southern edge of the site is bordered by a detention facility for the regional distribution facility located to the west of the subject property. East, and across SE 135th Ave. is an existing manufactured home park, which provides the majority of residential opportunities in the area.

SERVICE CONSIDERATIONS

Water is provided by Clackamas River Water District #2. Sewer and storm water is provided by Clackamas Service District #1. Fire Protection is provided by Clackamas County Fire District #1.

RESPONSES REQUESTED

1. North Clackamas School District No. 12
2. Clackamas County Service District #1
3. Clackamas River Water District
4. Clackamas County Fire District #1
5. North Clackamas CPO
6. Carver CPO
7. North Clackamas Parks and Recreation District
8. Oregon Department of Transportation
9. DTD, Community Environment

10. DTD, Traffic and Construction and Development Division

EXHIBITS

See attached Exhibit List.

Peter Finley Fry AICP Ph.D. (503) 274-2744

2153 SW Main Street, #104, Portland, Oregon USA 97205 • Fax (503) 274-1415 • pfinleyfry@aol.com

K&D Services, Inc.
COMPREHENSIVE PLAN AMENDMENT AND ZONE CHANGE

January 8, 2002

GENERAL INFORMATION

Applicants:

Brooks Walton
K&D Services
P.O. Box 12040
Everett, WA 98206
Phone: 425-252-0906
FAX: 425-303-8709

Morrie Trautman
Yukon Trading Company
P.O. Box 1447
Everett, WA 98206
Phone: 425-303-3444

Planning Consultant:
Peter Finley Fry AICP
2153 SW Main Street #104
Portland, Oregon 97205
Phone: 503-274-2744
FAX: 503-274-1415

Property Owners:

Brooktraut Property LLC
Morrie Trautman
Brooks Walton
P.O. Box 1447
Everett, WA 98206
Phone: 425-303-3444

Location: 16213 SE 135th
Clackamas, Oregon

SID: 22E11D 01400 & 01500

Comprehensive Plan Designation:
Current: Urban Residential
Proposed: Light Industry

Zoning: **Current:** R1-4.
Proposed: I-2

Case Type: Comprehensive Plan Amendment Type III
Zone Change Type III

PROPOSAL

With over 300 employees, K&D Services is the largest Traffic Control Company in the Northwest.

Since 1986, K&D Services, Inc. has been providing innovative traffic control solutions throughout Washington, Oregon, and Northern California. K&D Services is proud to include Verizon, Qwest, Northwest Natural Gas, Puget Sound Energy, and the Seattle Mariners among the many Northwest firms that utilize our services. Our services include supplying Certified Flaggers, Traffic Control Supervisors, Traffic Control Plans, Equipment, and Signs.

This site is proposed to be our headquarters to serve this region. The office will operate from 6:00 am to 6:00 pm Monday through Friday. The site is used occasionally on Saturdays and Sundays. We project five initial employees with growth to 10 employees at the site. We employee over 100 employees in the area. Most are dispatched directly form their homes to the job site. Four to five field employees come to the site every day. We expect to operate 10 trucks with four to five trucks at the site. We conduct light manufacturing and assembling of signs, traffic control equipment and other tools at the site.

The future phase two area is proposed for light industrial buildings to house similar contractors and light manufacturing and distribution businesses.

Applicable Approval Criteria, Goals/Policies and Adopted Plans

Comprehensive Plan Amendment criteria

1. The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance has been found to be equally or more supportive of the Comprehensive Plan as a whole than the old designation.

2. The proposed change is consistent with:
    1. Metro's Urban Growth Management Functional Plan.
    2. Statewide Land Use Goals.

Zone Map Amendment Criteria

A. Compliance with Comprehensive Plan Map. The zone change is to a corresponding zone of the Comprehensive Plan Map.

B. Adequate public services. Public services for water supply, transportation system structure and capacity, and police and fire protection are capable of supporting the uses allowed by the zone or will be capable by the time development is complete, and proposed sanitary waste disposal and stormwater disposal systems are or will be made acceptable to the Clackamas County Water Environmental Services.

Comprehensive Plan Amendment Criteria

1. **The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance has been found to be equally or more supportive of the Comprehensive Plan as a whole than the old designation.**

   Finding: The proposal is more supportive of the Comprehensive Plan as described by the following findings then the existing designation.

I. CITIZEN INVOLVEMENT

Citizen involvement is essential in the governmental process to promote the general health and welfare of the total community. New approaches must be developed by local government to effectively involve citizens in the planning and decision-making process. Positive accomplishments can be achieved when citizens become involved in planning programs.

GOALS

1. Promote public participation in formulation of the long-range goals, objectives, scope, and focus of the planning programs.
2. Encourage broadly based public participation representing all concerned geographical areas and diverse interests.
3. Provide an opportunity for every interested citizen to participate in the formative stages and throughout the planning process.
4. Insure successful citizen participation through ongoing education in the planning process.
5. Insure regular communication between citizens and County officials (governing body, Planning Commission, and Planning staff).
6. Insure a continuing citizen participation effort in the planning process and periodic reevaluation.

Finding: The request is processed through a Type III quasi-judicial procedure with sufficient notice to involve all interested parties who will have opportunities to comment in writing and at one of two public hearings; one before the Clackamas County Planning Commission and one before the Clackamas Board of County Commissioners.

II. NATURAL RESOURCES AND ENERGY

Citizen involvement is essential in the governmental process to promote the general health and welfare of the total community. New approaches must be developed by local government to effectively involve citizens in the planning and decision-making process. Positive accomplishments can be achieved.

The resources and natural systems of Clackamas County are the most enduring and tangible assets for its communities and their economies and environment.

River corridors, farm fields, marshes, scenic outlooks, wildflowers, spawning beds for salmon, deer and elk wintering areas, gravel quarries, magnificent stands of trees along Oatfield Ridge, or reservoirs of hot water beneath the slopes of Mt. Hood are all part of the wealth of Clackamas County's environment.

Natural resources and processes are interdependent, supplying benefits to the system of which they are a part. Plants are used by animals. Floodplains accommodate floods. Geologic processes produce areas of spectacular scenery. Skiers use the snow-covered slopes of Multorpor Mountain. Favorable soils and slopes result in savings for construction. Energy flows into the region from the sun, wind, and rain.

Clackamas County is an area of rapid growth, urbanization pressures, and diverse rural activities. As man exerts a greater influence on the environment, planning for future use of Clackamas County's land, water, and energy resources becomes increasingly important. The concern becomes one of insuring long-range values and a high quality of life. This can be accomplished by insuring that our resources are wisely managed, that different uses of land do not conflict, that energy for productivity is available in the quantities needed, and that there is a sufficient amount of high-quality water for the needs of the population as well as natural systems.

WATER RESOURCES

The value of Clackamas County's water resources is immeasurable. Rivers, lakes, farm ponds, marshes, streams, and groundwater provide for domestic supply, recreation, wildlife habitat, drainage control, and many aesthetic benefits. To protect our water resources, the following goals and policies address rivers and stream corridors in general, five individual river corridors, wetlands, and groundwater.

GOALS

1. Maintain an adequate amount of surface water and maintain and improve water quality to insure its continued use for domestic water supply, aquatic habitat, and recreation.
2. Minimize erosion and hazards to life or private and public property.
3. Maintain or improve the quality and quantity of groundwater.
4. Maintain or improve the quality of rivers and streams.
5. Protect and enhance wetlands as a valuable source of groundwater recharge, wildlife habitat, and stormwater drainage control.

Finding: The site is not on or near a river corridor or water feature. The site is flat and surrounded by industrial development on the west and subdivisions to the east. All development on the site will be approved by a site development review process that will address stormwater drainage control and erosion.

AGRICULTURE

Preliminary estimates of the County's farm income show that it added over five hundred million dollars to the State's economy in 1987. The County ranked second among Oregon counties for total farm income according to the Oregon State University Extension Service. Production of nursery stock, Christmas trees, poultry, and vegetables have increased in recent years, along with traditional County crops of berries, tree fruits, field crops, and livestock.

In addition to its economic importance, farm land is valuable open space and provides urban buffers, visual resources, and wildlife habitats.

For additional consideration of agricultural lands, see the Land Use Chapter.

GOALS

1. Preserve agricultural lands.
2. Maintain the agricultural economic base in Clackamas County and the State of Oregon.
3. Increase agricultural markets, income and employment by creating conditions that further the growth and expansion of agriculture and attract agriculturally related industries.
4. Maintain and improve the quality of air, water, and land resources.
5. Conserve scenic areas, open space and wildlife habitats.

Finding: The site is not located in or near agricultural uses or zoned property.

FORESTS
The forest resources of Clackamas County, primarily Douglas Fir, Western Hemlock and other coniferous trees, have provided thousands of jobs for many decades both in Clackamas County and the surrounding region. Timber volume is temporarily declining in the County as the old growth stands are replaced by younger forests. Sound management practices and coordination are needed by all forest owners.

Increased demand for outdoor recreation from a growing County and regional population places renewed emphasis on the need for balanced use and management of forest resources.

For additional consideration of forest lands, see the Land Use Chapter.
GOALS
1. Conserve and protect forest lands.
2. Provide continued employment in the forest products industry.
3. Protect, maintain, and conserve open space, environmentally sensitive areas, wildlife habitat, scenic corridors, recreational uses, and urban buffers.
4. Maintain and improve the quality of air, water and land resources.
5. Create conditions that will maintain or further the growth of the wood products industry.
6. Support principles and implementation of the Oregon Forest Practices Act.

Finding: The site is not located in or near forest uses or zoned property.

MINERAL AND AGGREGATE RESOURCES
Clackamas County is rich in mineral and aggregate resources, the conservation of which is an economic necessity to our society. Haul distances and development, however, have limited many options for use of these resources. To maintain the availability of these valuable resources, areas containing significant resources must be protected from the potential limitations on their use caused by encroachment of conflicting uses.

Mining and processing these resources generates noise, truck traffic, dust and other impacts that can be a problem where there are conflicting uses like nearby houses or a school. Conflicting uses can reduce the economic viability of the resource site. Regulating some conflicting uses is necessary to allow the use of significant mineral and aggregate resources to some desired extent. Development standards are required of mining and processing to reduce the adverse effects these activities may have on surrounding land uses. The county requires reclamation of the mined land for use consistent with the comprehensive plan.
GOALS
1. Protect and ensure the appropriate use of mineral and aggregate resources while minimizing adverse effects of mining and processing on surrounding land uses.

Finding: The site is not located in or near mineral or aggregate resources.

WILDLIFE HABITATS AND DISTINCTIVE RESOURCE AREAS
Fish and wildlife species provide an essential "background" to our daily lives and must have the environments necessary to provide food, cover, and water in order to survive.

Clackamas County's well-known distinctive resources include mountains, rivers and lakes, forest lands, agricultural lands, unique natural vegetation, geological formations, and other natural features.

The popularity of such places as the Mt. Hood Highway Corridor, the Clackamas River Corridor, and the Willamette River is testimony to the quality of scenic resources available to the Portland metropolitan area and Clackamas County.

Visual corridors along scenic roadways, rivers, and major arterials, the prominent slopes in the urban areas, and other distinctive areas are landscapes highly sensitive to alteration and development.
GOALS

1. Maintain and improve fisheries and wildlife habitat to enhance opportunities for consumptive and nonconsumptive uses.
2. Retain and enhance wetlands and riparian habitat to provide areas for fisheries and wildlife and to promote species diversity, bank stabilization, and stormwater runoff control.
3. Protect the scenic landscapes and natural beauty of Clackamas County.
4. Provide an urban environment where trees and landscape plantings abound and where significant features of the natural landscape are retained.
5. Preserve and protect areas of unique and distinctive wildlife habitats, native vegetation, and geologic formations.

Finding: The site is not located in or near a wildlife habitat, scenic roadway, river, or major arterial. The site is located on a flat plain and not visible, except from the adjacent street. All future development will be approved through a site development permit that will ensure appropriate landscaping and maintain existing vegetation.

NATURAL HAZARDS
Policies for natural hazards protect County residents and prevent development in those areas with a potential for structural damage or destruction.
GOALS

1. Protect life, property, private and public investments from natural or man-induced geologic and/or hydrologic hazards.
2. Incorporated hazardous areas within open space networks encouraging these areas to remain natural.

Finding: The site is flat. The site is located on a flat plain.

ENERGY SOURCES AND CONSERVATION
Virtually all energy used in Clackamas County is imported in one form or another from other counties, states, or in the case of petroleum and natural gas, foreign countries. There is very little the County can do to affect the supply or cost of imported energy; however, it is possible to develop supplemental energy sources, such as geothermal, solar and waste by products, and to use energy efficiently once it enters Clackamas County.

The importance of energy conservation cannot be overemphasized. Conscientious application of a broad energy conservation program to all sectors of the energy market -- homes, businesses, industry and transportation -- could significantly cut the historical energy growth rate and reduce long-term energy price increases. Programs such as home weatherization produce immediate benefits due to reduced energy expenditures by the homeowner or renter, and the creation of new jobs.
GOAL

1. Conserve energy and promote energy efficiency through source development, recycling, land use and circulation patterning, site planning, building design and public education.

Finding: All development will be permitted through a site development process and building permit review and will meet or exceed current energy conservation standards.

NOISE AND AIR QUALITY

Noise and air quality affect our health, our economic interests, and our quality of life. High noise levels affect a person's mental and physical well being and ability to work. Poor air quality can be a health hazard, impair views of scenic vistas, and erode and degrade structures. Air quality management is a regional responsibility, while noise control is more local.

GOALS

1. Maintain an environment not disturbed by excessive levels of noise.
2. Promote maintenance of an airshed in Clackamas County free from adverse effects on public health and welfare.

Finding: The site is adjacent to an industrial area with high levels of noise that is not supportive of residential uses. The proposal is for a light industrial transitional area that is not adversely affected by the noise to the west and will help reduce noise impacts on residential uses to the east by creating a physical buffer.

III. LAND USE

When the pioneers settled Clackamas County, the land resource appeared infinite. They cleared forest, carved towns from the wilderness, and used waterways as the arterials of commerce. Some lands were valued for certain uses. The alluvial valley of the Willamette River was among the first areas to be cleared for agriculture. The falls at Oregon City was one of the first industrial sites. From the earliest days, the value of strategic location for various uses of the land was recognized and exploited for man's benefit. The best sites were usually used first.

Now we realize that not only is land finite, but also that sites with desirable characteristics for certain types of development are scarce. A growing population is increasing demand for land of all types. It is increasingly important to evaluate characteristics of remaining sites to determine their optimum use.

The Oregon Legislature has provided for land use to be determined at the local level through a rational process of balancing state and local goals, human needs, and the site characteristics of land. Generally, the factors for designating land use categories in this plan include the following:

1. Physical site conditions such as soils, slope, and drainage
2. Present and projected needs of the people
3. Character of existing development
4. Financial impacts on the County and its residents
5. Community livability
6. Capacities of streets, sewers, water systems, and other facilities
7. Estimated market demand
8. Parcel sizes
9. Availability of transit
10. Proximity to jobs, shopping and cultural activities
11. Providing an adequate balance between various uses

The above factors alone are insufficient for planning a community. A planning process reflecting community values is needed to weigh various factors. This systematic approach involves identifying issues, developing alternative ways of dealing with the issues and choosing the most desirable alternative.

URBANIZATION
The goals and policies in the following section address the designation of lands for urban uses, conversion of lands from Urban Reserve to Future Urban plan designations, and County actions regarding Future Urban Study areas and Urban Reserve areas.
GOALS
1. Clearly distinguish Urban and Urban Reserve areas from non-urban areas.
2. Encourage development in areas where adequate public services and facilities can be provided in an orderly and economic way.
3. Insure an adequate supply of land to meet immediate and future urban needs.
4. Provide for an orderly and efficient transition to urban land use.
5. Distinguish lands immediately available for urban uses from Future Urban areas within Urban Growth Boundaries.

Finding: The site is located in a fully served industrial area within the urban area. The surrounding infrastructure is sized and designed to support industrial uses and the movement of trucks. The planned extension of Jennifer to 135th will enable existing truck traffic to continue through, as opposed to making difficult U-turns on 135th and will further increase truck traffic. This will interfere in the development of this site for residential uses, while supporting light industrial on this site.

URBAN GROWTH CONCEPT
This section of the Land Use Chapter addresses the implementation of the Region 2040 Growth Concept as it applies to Clackamas County. It provides for design type areas that are consistent with the general locations shown on the Region 2040 Growth Concept Map.

Clackamas County, with approximately 67% of its population inside the Portland Metropolitan Urban Growth Boundary, is a partner in the region's efforts to efficiently utilize the land inside the boundary. This will minimize the need to expand the boundary and protect the land available for agricultural, forest and rural uses. The intent of the Urban Growth Concept is to focus increased development in appropriate locations, such as existing commercial centers and along transportation corridors with existing or planned high quality transit service. It also encourages increased employment densities in industrial and employment areas.

The provisions of the Urban Growth Concept apply in addition to other requirements identified in the Clackamas County Comprehensive Plan. The Urban Growth Concept is designed to provide guidance for Comprehensive Plan and Zoning Development Ordinance changes, as well as to identify specific development review requirements. All provisions except Green Corridors apply to lands inside the Portland Metropolitan Urban Growth Boundary. Green Corridors apply to rural, agricultural and forest areas. Future Urban Study Areas are areas in transition. When concept planning is completed for these areas, growth concept design types will be adopted as appropriate.
GOALS
1. Provide for a compact urban form, integrating the built environment, transportation network, and open space, that:
   a. Minimizes the amount of Urban Growth Boundary expansion required to accommodate expected population and employment growth in the next 20 years.
   b. Efficiently uses public services including transportation, transit, parks, schools, sewer and water.
   c. Distinguishes areas for intensive development from areas appropriate for less intensive development.

d. Preserves existing stable and distinct neighborhoods by focusing commercial and residential growth in mixed use centers and corridors.
e. Develops mixed use centers and corridors at a pedestrian scale and with design features and public facilities that support pedestrian, bicycle and transit trips.

2. Maintain the rural character of the landscape between the Urban Growth Boundary and neighboring cities.

Finding: The site would provide employment in an area with infrastructure sized and designed for industrial uses within the Urban Growth Boundary.

POLICIES
Industrial Areas

7.0 The Industrial Area Design Type designation is applied as shown on Map IV-8. Policies that apply to the Industrial Areas include:

Finding: The site is within the area where the Industrial Area Design Type designation is applied as shown on Map IV-8. The site is located adjacent a developed industrial area to the west. The properties to the north are used for light industrial and commercial purposes, despite medium density residential zoning. 135th is a natural barrier between industrial uses to the west and residential uses to the east. The residential uses to the east have internal circulation with two alternative access to Highway 212 and would not interfere with the primary freight use of 135th and Jennifer Street.

7.1 Retail uses larger than 60,000 square feet of gross leasable area per building or business are prohibited.

Finding: The proposal is for Light Industrial zoning. A 60,000 square foot use with parking and landscaping would not fit on the site.

RESIDENTIAL

This section of the Land Use Chapter addresses primarily the location and density of housing. The Housing Chapter establishes policies for other aspects of housing such as structure type, affordability and design.

Low Density Residential areas are those planned for an average up to six units per gross acre, exclusive of density bonuses and Conditional Uses, with a range of lot sizes from 2,500 square feet for townhouse units to 30,000 square feet for sites with environmental constraints.

Medium Density Residential areas are those planned for up to 12 units per gross acre (exclusive of density bonuses and Conditional Uses).

Medium High Density Residential areas are those planned for up to 18 units per gross acre (exclusive of density bonuses and Conditional Uses).

High Density Residential areas are those planned for up to 25 units per gross acre (exclusively of density bonuses and Conditional Uses).

Special High Density Residential areas are planned for high rise multifamily housing up to 60 units per gross acre.

GOALS

1. Protect the character of existing low density neighborhoods.
2. Provide a variety of living environments.
3. Provide for development within the carrying capacity of hillsides and environmentally sensitive areas.
4. Provide opportunities for those who want alternatives to the single family house and yard.
5. Provide for lower cost, energy efficient housing.
6. Provide for efficient use of land and public facilities, including greater use of public transit.

Finding: The development of 12 units per acre on this site (or twenty-seven units in this case) would create residential uses far from services on a street that is increasingly dominated by industrial activities. The units would be isolated with industrial uses encroaching around the residential site. The twenty-seven unit potential lost due to a change to light industrial would not be consequential given the rapid developing and numerous opportunities for residential uses in the North Clackamas county.

POLICIES

Medium Density Residential

21.0 The following areas may be designated Medium Density Residential when at least the first two criteria are met:

1. Areas where a need for this type of housing exists.
2. Areas with access to a major or minor arterial or collector. Siting should not result in significant traffic increase on local streets serving low density residential areas.
3. Areas located near or adjacent to commercial areas, employment concentrations or transit stops.
4. Areas of deteriorating dwellings or structures in neighborhoods to stimulate private investment, infilling and redevelopment, as long as one or more of the preceding criteria apply.

Finding: The site is not located in an area with services or amenities that would cause medium density residential to be attractive or demand in this area. The specific environment surrounding the site, specifically the dominance of industrial activity on surrounding land and the road would preclude demand for housing here. The street is being used for freight traffic which would increase when the street is directly connected to the industrial area to the west. This traffic is not compatible with medium density residential traffic. The site is located to closely to employment areas creating conflict between industrial and residential uses. The site is not located near or adjacent to commercial areas or transit stops.

22.0 Determine the density of development through zoning. Zoning of Immediate Urban Medium Density Residential areas shall be consistent with this Plan and the stated purpose of compatible zoning districts. Timing of zoning district application shall be in accord with the orderly development of the County. The Planned Medium Density (PMD) zoning district shall be limited to areas currently zoned PMD.

Finding: The surrounding area is moving to a light industrial and business commercial pattern of development making timing worse for medium residential uses as time moves forward.

23.0 Medium Density Residential zoning districts shall provide for reduced density on hazardous land or steep slopes as stipulated in Policy 5.3.

Finding: The site is not located on hazardous land or steep slopes.

24.0 Through zoning, Neighborhood Commercial uses may be allowed in the Medium Density Residential Plan-designated areas according to the criteria in the Commercial Section of this chapter.

Finding: The proposal is for Light Industrial zoning.

25.0 Encourage variations in density on different parts of a large site and promote a variety in housing type, ownership and design.

Finding: The site is not large enough to promote a variety in housing type, ownership, and design.

26.0 Require in all Medium Density Residential developments a minimum of 25 percent of the total gross areas to be landscaped, natural and/or recreational areas. This landscaping requirement may be reduced during the design review process when pedestrian amenities or amenities that provide opportunities for passive or active recreation within the development are substituted for gross land area.

Finding: The requirement of 25% landscaping on this 2.27 acre site requires a quarter of the site (24,720 square feet) to be landscaped. This requirement with the need for internal circulation and parking will force units to be vertically stacked resulting in fewer units or cost per unit that can not be supported by rents in this market and most particularly in this specific area. No pedestrian amenities or amenities that provide opportunities for passive or active recreation exist on the site or in the area.

26.1 The County shall require dedication of designated open space areas where appropriate for purposes of developing the urban park or trails program.

Finding: The site is not in or near an urban park or trail.

27.0 Require all Medium Density Residential developments to be subject to design review.

Finding: The proposal is for a Light Industrial zone.

28.0 When necessary, require improvements to existing streets and/or development of new streets to County standards prior to or concurrent with Medium Density Residential development.

Finding: The proposal is for a Light Industrial zone.

29.0 Require pedestrian access to nearby schools, transit stations, commercial, recreational and employment areas to be convenient and improved to standards determined through design review.

Finding: The site is not in or near a school, transit station, or recreational area. Access to commercial and employment areas is via existing public right-of-ways.

30.0 Develop all Medium Density Residential areas with public sewer, public water, curbs, drainage controls, pedestrian/bikeway facilities, underground utilities and street lighting.

Finding: The proposal is for a light industrial use.

31.0 Existing mobile home parks which are designated Medium Density Residential shall not have the designation changed unless a plan for relocation of the existing tenants is submitted and approved. This plan shall demonstrate that existing tenants will be relocated prior to redevelopment of the property.

Finding: The proposal is for a Light Industrial zone. The site is not used as a mobile home park.

32.0 Establish a minimum density to help meet regional and local housing needs.

Finding: The proposal is for a Light Industrial zone.

INDUSTRIAL

This section of the Land Use Chapter addresses the location of industrial land and the physical development of industrial districts. Other aspects of industry such as industrial growth, diversity and employment are addressed in the Economics Chapter.

The Campus Industrial designation shall be limited to areas currently designated as Campus Industrial.

Business Park areas are designated to accommodate and encourage high technology and other clean, light industry, research facilities, and offices satisfying high aesthetic standards. These uses generate minimal large truck traffic and noise, and no outdoor storage. Design and development standards, including site planning, building type, truck and traffic circulation, and landscaping shall be satisfied to ensure compatibility with, and an attractive appearance from, adjacent land uses.

Light Industrial areas are designated for clean industries which are generally compatible with commercial activities. Light industry usually generates minimal truck traffic, noise, or pollution. Sites are often grouped into industrial parks with common circulation, open space, and design standards.

General Industrial areas are designated for manufacturing, assembling, fabrication and processing, bulk handling, storage, warehousing and trucking. Many general industrial uses are incompatible with residential and commercial uses.

GOALS

1. Provide attractive areas for mixed uses including clean, employment intensive industrial and office uses integrated with housing.
2. Provide areas for general industry that meet the location requirements of prospective industries and protect designated industrial areas from encroachment of incompatible uses.
3. Protect Industrial areas from the transportation impacts of residential and commercial development.
4. Protect areas adjacent to industrial areas from potential blighting effects of noise, dust, odor or high truck traffic volumes.
5. Conserve the supply of industrial land.

Finding: The site, developed as a collection of Light Industrial uses, will provide an attractive and clean appearance to 135th. The site is located adjacent to a major industrial area to the west. The site reinforces 135th as a clear demarcation between the industrial uses to the west and residential uses to the east. Jennifer Road is proposed to be extended into 135th creating a direct connection between the site and the industrial area to the west. The proposed use of the site creates light industrial traffic that is most compatible with the existing and future industrial traffic on 135th. The proposal is for a Light Industrial zone and light industrial use that provides an effective transition between the medium and heavy industrial uses to the west and th residential uses to the east. The site provides a good location for a light industrial use that needs an industrial site, yet is more office-like in its impact and characteristics.

POLICIES
Light Industrial

13.0 The following areas may be designated Light Industrial when either the first or all of the other criteria are met:

1. Areas having an historical commitment to industrial uses.
2. Areas with excellent access to the regional transportation network.
3. Areas with access to a street of at least a minor arterial classification.
4. Areas with sites large enough for several industries to cooperatively design an industrial park.

Finding: The term 'area' can have two distinct meanings. Findings have been made against each meaning.

Area - the site.

The area has excellent access to the regional transportation network via either 135th or Jennifer to State Highway 212/224 to Interstate 205. The attached traffic study discusses this further. 135th is a minor arterial. The long term development plan for this 2.27 acre site is to create a cluster of light industrial buildings that can provide flex space to similar contracting and industrial businesses in a small industrial park.

Area - the impacted area between 135th/224/Jennifer/130th.

The area has excellent access to the regional transportation network via either 135th, 130th, or Jennifer to State Highway 212/224 to Interstate 205. The attached traffic study discusses this further. 135th is a minor arterial. The area is Clackamas County's premier and regionally important industrial park composed on many small and large regional, national, and international industrial businesses.

14.0 Determine permitted uses through zoning. Zoning of Light Industrial areas shall be consistent with this Plan and the stated purpose of compatible zoning districts. Timing of zoning district application shall be in accord with the orderly development of the County.

Finding: The proposed uses shall be approved through a site design review. The area to the west is developed as industrial. Jennifer Road is proposed to be extended in the next year. The extension will provide full industrial access to and through the industrial area and allow the properties on 135th to transition to fuller utilization.

15.0 Discourage land uses other than industrial or industrially related uses.

Finding: The site is proposed for light industrial uses.

16.0 Clearly identify entrances and exits to facilitate efficient traffic movement. The internal circulation system should have broad lanes and turnarounds large enough to accommodate truck traffic. Access streets should include curbs and gutters.

Finding: The site currently has three access points which are proposed to become two full access ways from the site to 135th. These two access ways will provide a circular loop with parking at the center and building on each side. This will be proposed for approval through a site design review process.

17.0 Require in all light industrial development and redevelopment a minimum of 20 percent of the total gross area to be in landscaping.

Finding: The site design review process will ensure that at least 20 percent of the site remains in landscaping.

18.0 Require landscaping and limit outdoor storage and display to enhance the appearance on site and from off site.

Finding: No outdoor display is proposed. Outdoor storage will not be visible from 135th.

19.0 Provide for pedestrian and bicycle access to adjacent transit corridors and, where applicable, to nearby residential areas. Require sidewalks when appropriate.

Finding: The site is adjacent to a collector street providing appropriate access for pedestrians and bicycles.

20.0 Require storm drainage control measures as an integral part of all industrial area development to compensate for large roofs and paved parking areas within industrial areas.

Finding: Development will be proposed though site design review. Storm drainage control measures shall comply with Clackamas County's code. The site is large enough to provide for all storm drainage control measures on the site.

21.0 Require underground utilities and street lighting.

Finding: All utilities and street lighting will comply to Clackamas County code as the property is redeveloped for industrial purposes through the site design review process.

22.0 Require all Light Industrial developments to be subject to the design review process.

Finding: Development on this site shall be subject to the design review process.

23.0 Encourage coordinated utility and traffic improvements in industrial land divisions.

Finding: The site is not proposed to be divided.

OPEN SPACE AND FLOODPLAINS
The protection of open space resources is an important objective, but the designation of an area as Open Space does not mean development is prohibited. Development can occur within the framework of preservation of essential open space elements, and the functioning of natural systems. Open space preservation also need not mean public ownership or public access. Many alternatives and methods of open space protection are available. An open space network must be established through early acquisition, where appropriate, or the imposition of clear, consistent controls on land containing significant natural resources or hazards.

Open space often coincides with areas subject to natural hazards, including the undeveloped 100-year floodplain. Floodplains consist of areas which are periodically inundated from stream flows, causing damage to property and threatening the lives of residents. The 100-year floodplain has an average flood frequency of at least once every 100 years, or a one (1) percent probability of flooding in any particular year. A distinct set of policies has been formulated to deal with the special problems associated with flood hazard areas.
GOALS
1. Protect the significant natural features and systems of the County for the enjoyment of all residents and visitors.
2. Protect a network of open space to balance development within the urban area and provide needed contrast in the urban landscape.
3. Provide opportunities for needed recreation facilities.
4. Protect the lives and property of County residents from natural hazards.

Finding: The site is not in or near open space or a flood plain.

RURAL COMMUNITIES
Rural Communities are villages located outside Urban Growth Boundaries in which concentrated residential development is combined with limited commercial and industrial development and with limited public facilities and services.

Finding: The site is not in or near a rural community.

RURAL
Rural lands are those which are outside the Urban Growth Boundaries and are suitable for sparse settlement, small farms or acreage homesite with no or hardly any public services and which are not suitable, necessary or intended for urban, agriculture or forest use.

Finding: The site is not in or near a rural area.

AGRICULTURE
Agricultural lands are those of predominantly Class I-IV soils as identified by the U.S. Conservation Service or as identified in more detailed data; and other lands which are suitable for farm use due to soil fertility, suitability for grazing, climatic conditions, existing or future potential for irrigation, land use patterns, accepted farming practices or are necessary to permit farming practices to be undertaken on adjacent or nearby lands.

Finding: The site is not in or near an agricultural use or an agricultural area.

FOREST
Forest lands are composed of existing and potential commercial forest lands which are suitable for commercial forest uses and other forested lands needed for watershed protection, wildlife and fish habitat, and recreation. Also included are lands where extreme conditions of climate, soil and topography require maintenance of vegetative cover, and forested lands in urban and agricultural areas which provide urban buffers, wind breaks, wildlife habitat, scenic corridors and recreational use.

Finding: The site is not in or near a forest use or a forest area.

IV. TRANSPORTATION

Clackamas County's transportation system is an extensive network of public and private transportation facilities, including roads, railways, airports, waterways and trails. The system is intended to allow people to get where they need to go safely and efficiently, whether they travel by foot or by automobile, bus, train, airplane or bicycle. The system also is intended to provide for the efficient movement of goods, whether by truck, barge, train or pipeline. It is expected to serve a multitude of public needs without sacrificing air and water quality or creating noise pollution.

In recent years, rapid population growth and, ironically, the strong economy, have challenged the ability of the transportation system to balance those goals. Funding levels for roads, the backbone of the transportation system, have not kept pace with the proliferation of motor vehicles, housing and businesses, which increase the demand for road miles. The backlog of needed road maintenance and construction projects has grown larger.

At the same time, factors including the jobs/housing imbalance in the tri-county region have encouraged single occupant vehicle commuting. Given these conditions, relieving traffic congestion and protecting the environment will require strategic low-cost fixes.

This Plan focuses primarily on the County's responsibilities, 1,435 miles of road and 165 bridges. The cities and the State also own and maintain roads and bridges within Clackamas County. All land-based modes of travel, except rail and pipeline, must share the public rights-of-way. This includes autos, trucks, buses, bicycles, and pedestrians. Safety considerations apply to travelers by all modes, and public rights-of-way must be improved and maintained to make travel safe for all. Clackamas County is also challenged by the responsibility to maintain and develop a safe and functional road network in rural areas and the need to expand a formerly rural road network to a full service urban transportation system in urban areas.

Many agencies and public and private providers as well as developers are involved in building and maintaining the County's transportation system. Metro, the region's governing body, coordinates transportation financing for many projects, sets priorities for expenditures, and sets standards for the operation and design of regional elements of the transportation system. The County coordinates with its 16 cities, transit providers and the State of Oregon. One product of that coordination is the County's Capital Improvement Plan (20-year) and a detailed 5-year program for improvement of County-owned roads and bridges.

GENERAL TRANSPORTATION GOALS

1. Create a safe, efficient and effective transportation system -- with multiple modes -- that balances the needs of the economy, protection of the environment, conservation of natural resources, and protection of neighborhoods.

2. Work in partnership with neighboring and affected agencies in transportation planning to ensure effective and efficient results.
3. Prepare a financial plan to fund the projects included in the Capital Improvement Plan (CIP).
4. Use all financial means possible and take the lead in developing new funding sources to construct needed projects.
5. Work to maximize dollar return from state, regional and federal sources for County transportation projects.
6. Schedule transportation system improvements to coincide with the needs of new development.

Finding: The applicant present a transportation analysis that finds the proposal complies with the transportation system, is timely in regard to existing and planned infrastructure improvements, and will not, in a worse case situation, degrade any impacted intersection below a Level of Service 'D'.

ROADWAYS

The County's roadway system, not including State highways and city streets, is an asset that, if built today (1999), would cost in excess of $1 billion. This investment, mostly an endowment from previous generations, permits the movement of goods and people across the landscape, using the mode of our choice. Roadways provide access to virtually all property. They support old communities and serve new development. They connect rural communities and urban neighborhoods. Roadways give structure to our urban form, define our commuting patterns and influence our perceptions of what is far away or close at hand.

GOALS

1. Create and maintain a safe, continuous County-wide road system, that accommodates movement by all travel modes.
2. Meet the future transportation demands of the County.
3. Complement the transportation networks of cities, other counties and the State.
4. Operating Standards

25.0 Evaluate capacity needs for regional roadways within Metro's boundaries using the Regional Motor Vehicle Performance Measures. The use of these measures is limited to network analysis, and priorities for funding through Metro; they are not for designing individual road improvements.

Finding: The applicant present a transportation analysis that finds the proposal complies with the transportation system, is timely in regard to existing and planned infrastructure improvements, and will not, in a worse case situation, degrade any impacted intersection below a Level of Service 'D'.

26.0 All arterials and collectors not in Regional Centers shall be evaluated for performance to Level-of-Service "D" as the acceptable operating standard. All capital construction shall be designed to achieve Level-of-Service "D" or better.

Finding: The applicant present a transportation analysis that finds the proposal complies with the transportation system, is timely in regard to existing and planned infrastructure improvements, and will not, in a worse case situation, degrade any impacted intersection below a Level of Service 'D'.

TRANSPORTATION DEMAND MANAGEMENT

Strategies to achieve efficiency in the transportation system by reducing demand are collectively known as Transportation Demand Management (TDM) techniques. TDM measures can be effective tools in reducing Vehicle Miles Traveled (VMT). Implementation of TDM measures will help meet the County's

Transportation Planning Rule requirement for reduction in VMT per capita over the next 20 years. In the long run these strategies can help keep costs down for new transportation facilities and improve air quality.

GOALS

1. Reduce single occupant vehicle trips on the roadway network during peak travel demand periods.
2. Reduce Vehicle Miles Traveled per Capita by 10% by year 2020 (using year 2000 as a base year).
3. Work with businesses in Clackamas County to support their efforts in reducing single occupant vehicle commuting, which in turn will reduce Vehicle Miles Traveled per Capita.

Finding: This site will operate an extended business covering Oregon, Southern Washington, and Northern California that will dispatch employees directly from their homes to the job site. Materials, such as traffic safety signs, will be manufactured at this site and shipped to appropriate locations. Business will be conducted by mail and electronically.

PARKING

The setting of parking standards is a Transportation System Management (TSM) technique that is consistent with the Region 2040 Growth Concept, meets the objectives of the Transportation Planning Rule (TPR), and complies with DEQ's Air Quality Maintenance Plan.

GOAL

1. Insure that parking is provided in a manner convenient to users of all transportation modes.

Finding: The site design review process shall ensure that sufficient and not excessive off-street parking shall be provided.

TRANSIT

Transit service is essential for the mobility of many County residents, and provides an attractive option for others who prefer to use it. Tri Met, transit districts in Wilsonville, Molalla and Sandy, and each of the school districts operate buses on County roads, State highways, and city streets within the County. While the County provides no transit service directly, it has some influence over the type of service provided and the way new developments interface with transit and provide amenities for transit riders.

GOALS

1. Develop an integrated transit system that complements and supports the road, pedestrian, and bicycle system and encourages the use of alternative transportation modes within, to, and from the County's urban areas.
2. Encourage transit ridership through development of a transit system that is fast and comfortable at low cost.
3. Encourage land use patterns, development designs and street and pedestrian/bikeway improvements that support transit.
4. Provide transit for people who cannot use or do not have adequate private transportation. Provide transit that is accessible to people with disabilities.
5. Develop a transit system that supports residential, commercial and industrial development to help reduce new investment in roadway capacity.
6. Develop a transit system that meets the County's local needs.
7. Develop a system of light rail transit (LRT) routes to serve selected corridors in the north urban area of the County.

Finding: The proposal has no affect on the transit system.

PEDESTRIAN AND BICYCLE FACILITIES

The County completed its Transportation Systems Planning for pedestrian and bicycle modes in 1995, to implement the State's Transportation Planning Rule (TPR). The TPR is grounded by the principles that:

a. Land use and transportation are intimately related.
b. Over reliance should not be placed on any one transportation mode.
c. Walking and bicycling reduce the number of motorized vehicle trips.
d. Compact, mixed use development encourages the use of non-motorized modes.
e. Well planned, properly designed facilities will encourage people to make trips by non-motorized modes.
f. Facilities for these non-motorized modes are essential for people not having access to an automobile, and constitute desirable elements in a well designed community that are enjoyed by people who can drive, but choose to walk or bicycle.

These principles underlie the development of the Clackamas County Pedestrian Master Plan and the Clackamas County Bicycle Master Plan, both of which are adopted by reference as supporting documents. Both master plans were prepared under the guidance of the Clackamas County Bicycle and Pedestrian Citizens' Advisory Committee, which was guided by the following vision:

Create an environment which encourages people to bicycle and walk on networked systems that facilitate and promote the enjoyment of bicycling and walking as safe and convenient transportation modes.

Finding: The proposal has no affect on the pedestrian or bicycle system.

FREIGHT, RAIL, AIR, PIPELINES AND WATER TRANSPORTATION

These modes are acknowledged as making significant contributions to the movement of people and goods that improve our quality of life. Clackamas County has a strong job base in the sectors of transportation and wholesale trade. It is important to maintain the advantages of location and transportation infrastructure that ensure leadership in these sectors.

If the County's role in freight movement is to expand within the region and nation, intermodal facilities will require expansion. National and international markets will become increasingly prominent, but the decision to keep business in the County competitive will require local support.

Finding: The proposal has no affect on the freight, rail, air, pipelines, or water transportation systems.

V. HOUSING

Meeting the future housing needs and desires of residents will require a variety of housing types and densities. For example, the desire for home ownership can be partially met with mobile homes and condominiums in large or small complexes or owner-occupied duplexes. A range of housing prices can be encouraged by providing a greater variety of lot sizes for single family housing. More apartments and other alternative housing forms are needed to house the young, the elderly, and lower income households which are priced out of the single family housing market, or households which may prefer other than single family homes.

GOAL

Provide opportunities for a variety of housing choices, including low and moderate income housing, to meet the needs, desires, and financial capabilities of all Clackamas County residents to the year 2010.

Finding: The site's size and location is not conducive to full development of housing due to the industrial traffic on 13th and the Jennifer road extension, the heavy industrial nature of development

adjacent to the site to the west, and the county's standards that will require construction cost per square foot due to the necessity of vertical construction that exceeds the market at this location. The twenty-seven unit potential lost due to a change to light industrial would not be consequential given the rapid developing and numerous opportunities for residential uses in the North Clackamas county. The housing developments to the east predominantly utilize internal circulation with two accesses directly to Highway 212, not 135th.

VI. PUBLIC FACILITIES AND SERVICES

The provision of public facilities and services is a key ingredient in the development of Clackamas County and the implementation of this Plan. All development requires a certain level of public facilities and services. The objective of this Plan element is to provide the level of public facilities and services to support the land use designations in this Plan, and to provide those facilities and services at the proper time to serve development in the most cost effective way.

This chapter addresses, in part, the requirements of the Land Conservation and Development Commission's (LCDC's) Goal 11, also known as Oregon Administrative Rule 660, Division 11. It requires planning for sanitary sewage treatment, water, storm drainage and transportation. Adequate levels of those public facilities and services must be available before urban levels of development can be built in a manner consistent with the land use designations in this Plan. (Transportation facilities and services are addressed in Chapter 5 of this Comprehensive Plan). Further detail, particularly with regard to necessary facility improvements and their costs, can be found in the County's Public Facilities Plan.

Failure to plan for public facilities properly could result in unnecessary financial costs, if the services are provided in excess of needed levels. Unnecessary environmental degradation and ultimately more financial cost could result if services are not properly designed to accommodate the anticipated level of development.

The public facilities and services policies of this Plan provide a logical framework for the timely, orderly and efficient arrangement of facilities and services required to meet the population and economic needs of this County. The following policies will be used to guide and coordinate the provision of future facilities and services with development activities in Clackamas County. Other policies that may pertain to public facilities and services are included in the Natural Resources, Transportation, and Land Use Chapters of this Plan.

PUBLIC FACILITIES

Sanitary Sewage Treatment

Finding: An 8 inch sanitary sewer line has been extended in 135th adjacent to the site that goes into a 12 inch line. Both lots have 6 inches laterals. Clackamas County Water Environmental Services finds sufficient capacity to accommodate sanitary waste disposal.

Water

Finding: The site is fully served by the Clackamas River Water District #2 who has recently extended an 18 inch water main through the Jennifer Street right-of-way up through 135th to Highway 212. The site accesses current water pressure of 40 to 50 pounds per square inch. Clackamas River Water District #2 finds that adequate water supply exists.

Storm Drainage
Finding: Public storm water facilities are available to the western edge of the site. Clackamas County Water Environmental Services find sufficient capacity to accommodate stormwater.

Solid Waste
Finding: The site is served by John P Lehl Company.

Street Lighting
Finding: The street lights will be approved to the level appropriate for the street.

PUBLIC SERVICES

Fire
Finding: The site is fully served by Clackamas County Fire District #1 who finds that access exists and water pressure is sufficient to address any fire issues on the site.

Law Enforcement
Finding: The site is fully served by the Clackamas County Sheriff.

Education
Finding: The proposal is for a light industrial zone. The site is in the North Clackamas School District #12.

County Government
Finding: The site is fully served by the government of Clackamas County.

VII ECONOMICS

If any community is to thrive and prosper, jobs must be available to provide income for its residents. The type, quality, wage rates, and variety of jobs available in the community determine to a large extent the life-style and well-being of the residents.

The economy of Clackamas County is not separable from that of surrounding urban areas, nor is it uniform throughout. The northwest urban portion of the County clearly is part of the highly diversified urban economy of the Portland metropolitan area, with similar industries, and many retail and service business to serve the large urban population. The rural parts of the County and the cities lying outside the northwest urban area have traditionally been timber or agriculture based economies; however, residents are increasingly commuting to jobs in the Portland urban area.

GOAL

1. Establish a broad-based, stable and growing economy to provide employment opportunities to meet the needs of the County's residents.

POLICIES

Existing Industry and Business

1.0 Encourage retention and expansion of existing industry and business.

Finding: The proposal allows for the development of flex light industrial buildings for small and growing firms. The proposed establishment of KnD Services as the anchor to the light industrial park attracts similar businesses and creates opportunities for business to business exchanges.

1.1 Protect established industrial and commercial areas from encroachment by incompatible land uses.

Finding: The light industrial destination create a strong transition between the general industrial uses to the west and the residential uses to the east. The proposed light industrial traffic is most compatible with the current and future use of 135th.

1.2 Encourage maintenance of sufficient vacant lands to provide room for the future expansion or relocation of the County's industry and business.

Finding: The partially vacant site is fully serviced and prepared for redevelopment to light industrial uses.

1.3 Facilitate the efficient operation of existing firms in the urban area by giving high priority to equality in public services including law enforcement, water service and fire protection, storm drainage, sewer, transit, pedestrian and bike access, road maintenance, and traffic access and circulation.

Finding: The site is fully serviced and prepared for redevelopment to light industrial uses.

1.4 Develop and implement strategies to revitalize and/or maintain established commercial areas considering such things as parking needs, pedestrian/auto conflicts, traffic circulation, historic character, compatibility of activities, potential for new development, compatibility of new development, transit service, pedestrian and bike access, and merchant participation.

Finding: The proposal is for a light industrial zone.

1.5 Encourage natural resource-oriented industries by:

a. Encouraging timberland owners to use sound timber management practices and promote a sustained harvest.
b. Identifying and recruiting firms doing secondary wood processing using wood products now underutilized or considered waste, i.e., hardwoods, slash materials, etc.
c. Encouraging food processing industries and other support services for agriculture in the rural areas.

Finding: The site could be used by small resource-oriented service industries.

1.6 Consider impacts on established commercial areas prior to approving Plan changes for major new commercial areas. High priority should be given to retaining the viability of affected downtowns.

Finding: The proposal is for a light industrial zone.

New Industry and Business

2.0 Encourage new industrial and commercial development which is consistent with environmental quality and community livability, and the needs of County residents.

Finding: This site is proposed to house the regional headquarters of KnD Services. This site will manage jobs through Oregon, Northern California and Southern Washington. The business is in growing demand to provide traffic management and safety to developers of the regions roadways. The business has no adverse environmental impacts.

2.1 Provide sufficient industrial land of four general types:

a. General industrial designations for intensive industrial uses, with sites for a broad range of industry and warehousing.

b. Light Industrial designations for a narrower range of industry and warehousing while allowing office uses outright, and providing stronger noise and aesthetic controls within the development.

c. Campus Industrial designations to provide for a mix of clean, light manufacturing, offices, and high density residential uses in campus-style complexes, where design shall be compatible with adjacent areas. New developments shall be consistent with a design plan to assure an integrated development of the area. (See Land Use Chapter, Campus Industrial policies.)

d. Business Park designations to provide for offices and light industrial uses which project a high image.

Finding: The proposal is for a light industrial zone. The proposed uses are light industrial office uses with specialized manufacturing of signs and sign structures and maintenance of trucks.

2.2 Provide sufficient commercial land of four different types (see Land Use Chapter, Commercial development policies):

a. General Commercial for a broad mix of commercial uses including outdoor storage and display.

b. Retail Commercial for a range of uses including retail, office, services, and multifamily which project a high-quality image.

c. Office Commercial designations to provide for a mix of offices, clean, light manufacturing, and high density residential uses in campus-style complexes, which have less impact on surrounding properties, and project a positive image.

d. Community Commercial for local shopping and services, including large grocery stores and other frequently patronized community services.

Finding: The proposal is for a light industrial zone.

2.3 Allow in residential designations Neighborhood Commercial uses, through zoning, which provide goods or services to the surrounding neighborhood, and which do not attract traffic from other areas. Criteria for sites are listed in the Land Use Chapter, Residential policies.

Finding: The proposal is for a light industrial zone.

2.4 Give high priority to provision of sewer, water and road services to growing industrial areas.

Finding: In the last two years, storm and sanitary sewer and water have been improved to the site. The extension of Jennifer is expected to take place in the next two years. The site is fully served for light industrial purposes.

2.5 Encourage the location of business and industry in areas that minimize the journey to work and/or facilitate mass transit usage for the journey to work.

Finding: The site has excellent access to a diverse choice of housing types in nearby areas.

2.6 Encourage Tri-Met to provide better transit service. Specifically, improve service to commercial centers, small city downtowns, and the Clackamas industrial area.

Finding: The applicant is not Tri-Met.

2.7 Provide for a broad range of types and sizes of industrial and commercial development to provide a broad cross section of employment opportunities for residents.

Finding: The proposed Light Industrial for this site creates an attractive location for a small light industrial flex space park. The light industrial uses proposed creates a good transition between the housing subdivisions to the east and the general industrial area to the west. The site provides an opportunity to create higher waged light industrial jobs. The proposed use (KnD Services) manages a work force in this region of over 100 people who are dispatched from their homes directly to job sites creating the greatest benefit to Clackamas County while minimizing impacts.

2.8 Encourage the retention of vacant industrial and commercial lands in large parcels until committed for development, at which time overall development plans should be prepared for the site.

Finding: The site is not a large vacant industrial or commercial parcel.

2.9 Support the conversion and development of Camp Withycombe as it is designated in the Comprehensive Plan.

Finding: The site is not Camp Withycombe.

2.10 Allow business park uses in general commercial areas, subject to conditional standards, addressing:
- a. Existing buildings
- b. Compatibility with surrounding commercial areas
- c. Minimum external storage, smoke or noise
- d. Continuity of pedestrian flow within and between surrounding uses

Finding: The proposal is for a light industrial zone.

2.11 Facilitate home occupations within the constraints of neighborhood quality, subject to standards, including:
- a. Visual compatibility with neighborhood and appropriate buffering

b. No unsightly or distracting storage, smoke, dust, noise, etc.
c. No excessive increase in traffic, especially truck traffic
d. No excessive parking of vehicles on the property

Finding: The proposal is for a light industrial zone.

2.12 Require design review approval for all industrial and commercial development, addressing:
a. Compatibility with surrounding areas, including buffering, scale and materials of buildings, and scale and type of plants
b. Visual impact of landscaping and lot coverage
c. Energy efficiency in site planning and building design
d. Storm drainage retention and control
e. Access including internal truck and auto circulation in commercial developments
f. Outdoor storage and location of parking and loading
g. Identification and directional signing
h. Noise abatement
i. Pedestrian, bike and carpool facilities
j. Support of transit usage
k. Site security

Finding: All development on the site is required to be approved by design review.

2.13 Gradually modify strip commercial areas into more functional and attractive development with consolidated access to the street where possible. Exempt clearly highway-oriented uses (such as gasoline stations).

Finding: The proposal is for Light Industrial zoning and a light industrial use. The proposal will help ensure that 135th does not become a commercial strip.

2.14 Encourage design and circulation plans to be prepared for major industrial and commercial areas in the County, primarily aimed at providing a cohesive, integrated overall development pattern.

Finding: The extension of Jennifer to 135th creates connectivity to and through the adjacent industrial area providing multiple points of access through industrial and commercial areas for this site. The light industrial traffic generated by the proposed zoning is more compatible with the designed circulation then medium density residential.

VIII. OPEN SPACE, PARKS, AND HISTORIC SITES

The conservation of land, water, and historic resources, and the related provision of recreation opportunities, is one of the most important factors in maintaining the quality of life which has made Clackamas County an attractive place to live. Recently, however, the urban area in particular has experienced a sharp jump in population, with substantial changes in the physical environment. Population growth is inevitable, at least for the foreseeable future, but the degradation of our communities is not.

Numerous natural, historic and recreation resources will continue to be available for everyone's enjoyment if the commitment is made to preserve them. The streams and river corridors, the steep wooded hillsides, marshes and wetlands, the rich farmlands, and the vast, magnificent mountains form a natural network of significant benefit. A distinctive building or section of the Barlow Trail provide us with

an historical context which can be an important part of our identity. They give us a feeling of continuity, a connection with the past and with the future. Recreation resources are also important but, unlike the others, these need to be built up, changed, and improved as the demands of the people who use them change. This must be done within the limits of the natural resource systems. For instance, the natural characteristics of a stream must not be sacrificed to satisfy the demands of the people who use it for recreation. Rather, more recreation opportunities must be developed elsewhere to satisfy the demand.

This example illustrates the need for a resource conservation and recreation development strategy for Clackamas County. In the past there was ample open space and a wide selection of recreation activities available to virtually everyone. With little urban development pressure, there was little need to preserve either natural or man-made resources. Now the pressures on these resources are increasing, and will continue to mount in the future. Population density and recreation needs are rising, once cherished local open spaces are disappearing, and more people are demanding more places for a variety of recreation activities. It is increasingly clear that our options and opportunities, especially within the urban area, are becoming fewer every day. The County must take the lead to preserve the resources and develop facilities which will assure that a high quality of life is available to all County residents.

OPEN SPACE
The preservation of open space is a necessity if the quality of life, particularly in the northwest urban area, is to be maintained and enhanced. The following goals and policies supplement those found in the Land Use Chapter.

Finding: The site is not located in or near open space.

PARKS AND RECREATION
Clackamas County, like all rapidly urbanizing areas, needs to set aside land and develop facilities for the recreation and enjoyment of its residents and visitors. Various types of parks, urban recreation trails, and a number of outdoor and indoor recreational facilities will be needed over the next 20 years. Recognizing the limitations of existing facilities, priorities and standards have been set for the acquisition and development of land for recreation purposes, with a strong emphasis on the urban area.

The initial step is a commitment to provide an adequate park and recreation system to meet the needs of the people. This commitment must be met, however, within an overall strategy that considers the other legitimate needs of County residents. Different types of budgetary and funding mechanisms will need to be used and many segments of the community involved, including all governmental jurisdictions and the private sector.

Finding: The site is not located in or near a park or recreational area.

HISTORIC LANDMARKS, DISTRICTS, AND TRANSPORTATION CORRIDORS
Clackamas County has a rich and unique heritage from its founding through its development over time. Historic sites, objects, structures, and transportation corridors still remain which represent prehistory, the era of the Territorial Government, western migration along the Oregon Trail, the existence of the first and longest running electric street car line in the nation, the influence of the railroad on development and our heritage as an agricultural and lumber based economy. We are the stewards of these historic resources and charged through state law to protect and preserve them.

Cultural, economic, and social benefits can come from preservation of the County's historic resources. There is cultural value in establishing firm, visible links with the past. Economic benefits include enhanced property values, savings in structure replacement costs, tourism, and, in commercial areas

strengthened retail sales. Social and community benefits appear in the renewal of older neighborhoods and the increased pride fostered in the residents.

To effectively preserve historical resources, an evaluation must determine which structures and sites are worthy of preservation. A method of regulating the use or demolition of historic resources would then be necessary to protect them. It is essential that the County make a firm commitment to protect its historic resources.

Individual descriptions and maps of Clackamas County Historic Landmarks which are located within the urban area of the County can be found in the Clackamas County Historic Landmarks book, adopted by Clackamas County.

A detailed mapping project of the Barlow Road, the westernmost segment of the Oregon Trail, was undertaken in 1988. This document, entitled Maps of the Barlow Road, Mt. Hood to Oregon City, Clackamas County, prepared by the Planning and Economic Development Division, exhibits maps of the historic road corridor as well as associated historic sites. It also includes recommendations for a more detailed survey to assist in the preservation and management of this historic resource.

Finding: The site is not located in or near a historic landmark, district, or transportation corridor.

CLACKAMAS INDUSTRIAL AREA AND NORTH BANK OF THE CLACKAMAS RIVER DESIGN PLAN

INTRODUCTION
The Clackamas Industrial area is the largest concentration of industrial land in unincorporated Clackamas County and is a critical location for jobs and business opportunities. The north bank of the Clackamas River is impacted by development in the Clackamas Industrial Area and has been targeted for preservation of open spaces to protect water quality and natural resource values.

Finding: The site is located in the area mapped as the Clackamas Industrial area. The site is not located on or near the north bank of the Clackamas River.

IX. THE PLANNING PROCESS
The purpose of Clackamas County's comprehensive planning process is to establish a framework for land use decisions that will meet the needs of Clackamas County residents, recognize the County's interrelationships with its cities, surrounding counties, the region, and the state, and insure that changing priorities and circumstances can be met. Coordination with other governmental agencies and refinement of this Plan and County ordinances is essential to achieve this end.

Finding: The proposed Comprehensive Plan amendment and zone change is being processed as a quasi-judicial action with notice to the public and potentially impacted jurisdictions. The process includes two public hearings; one before Clackamas County's Planning Commission and one before Clackamas County Board of Commissioners.

Metro's Urban Growth Management Functional Plan.

Title 1: Requirements for Housing and Employment Accommodation.

Finding: The proposal is to create a site for small light industrial businesses that will provide employment and employment diversity to the North Clackamas County employment base.

Title 2: Regional Parking Policy.
Finding: The development on the property will conform to the adopted parking ratios that are enacted by Clackamas County. These ratios are in compliance with METRO's goals.

Title 3: Water Quality and Flood Management Conservation.
Finding: The Clackamas County Water Environment Service finds that services exist to address water quality. The site is not located in a flood management area.

Title 4: Retail in Employment and Industrial Areas.
Finding: The proposal is for a Light Industrial designation and I-2 zone.

Title 5: Neighbor Cities and Rural Reserves.
Finding: The site is not located in a neighbor city or rural reserve.

Title 6: Regional Accessibility.
Finding: The site is located near Highway 212 with direct access to Interstate 205.

Title 7: Affordable Housing.
Finding: The site's size and location is not conducive to full development of housing due to the industrial traffic on 135th and the Jennifer road extension, the heavy industrial nature of development adjacent to the site to the west, and the county's standards that will require construction cost per square foot due to the necessity of vertical construction that exceeds the market at this location and would prevent the creation of affordable housing. The current zone does not allow housing. The twenty-seven unit potential lost due to a change to light industrial would not be consequential given the rapid developing and numerous opportunities for residential uses in the North Clackamas County.

Title 8: Compliance Procedures.
Finding: The proposal is being processed through a Type III quasi-judicial land use process.

Title 9: Performance Measures.
Finding: The proposal is being processed through a Type III quasi-judicial land use process.

Statewide Land Use Goals.

Goal 1: Citizen Involvement.
Finding: The request is processed through a Type III land use process that includes public notice and two public hearing.

Goal 2: Land Use Planning.
Finding: The request is processed within the context of Clackamas County's acknowledged amendment process.

Goal 3: Agricultural Lands.
Finding: The site is not on or near agricultural land.

Goal 4: Forest Lands.
Finding: The site is not on or near forest land.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources.
Finding: The site is not on or near Open Spaces, Scenic and Historic Areas, or Natural Resources.

Goal 6: Air, Water and Land Resources Quality.
Finding: The site size and relatively change in intensity from medium residential to light industrial has neutral net impact on air, water, and land resource quality.

Goal 7: Areas Subject to Natural Disasters and Hazards.
Finding: The site is not in an area subject to natural disasters or hazards.

Goal 8: Recreational Needs.
Finding: The site does not impact recreational opportunities.

Goal 9: Economic Development.
Finding: The light industrial designation will provide an opportunity for small light industrial businesses that can affect a transition from the medium and heavy industrial to the west and single family housing development to the east. These small, well situated light industrial sites provide an important to diversify the economic business and increase the amount of small businesses with ownership opportunities and well paying jobs.

Goal 10:Housing.
Finding: The site's size and location is not conducive to full development of housing due to the industrial traffic on 135th and the Jennifer road extension, the heavy industrial nature of development adjacent to the site to the west, and the county's standards that will require construction cost per square foot due to the necessity of vertical construction that exceeds the market at this location. The twenty-seven unit potential lost due to a change to light industrial would not be consequential given the rapid developing and numerous opportunities for residential uses in the North Clackamas county.

Goal 11:Public Facilities and Services.
Finding: All services exist or will be provided, as determined by Clackamas County, at the time of occupancy.

Goal 12:Transportation.
Finding: The applicant has provided a transportation analysis that show that a "worst case" development will not adversely impact the surrounding transportation system.

Goal 13:Energy Conservation.
Finding: Development will include state-the-art energy conservation technology.

Goal 14:Urbanization.
Finding: The site is within the urban growth boundary of Clackamas County.

Goal 15:Willamette River Greenway.
Finding: The site is not on or near the Willamette River Greenway.

Goal 16:Estuarine Resources.
Finding: The site is not on or near an estuary.

Goal 17:Coastal Shore lands.
Finding: The site is not on or near the coastal shore lands.

Goal 18:Beaches and Dunes.
Finding: The site is not on or near the beaches and dunes.

Goal 19:Ocean Resources.
Finding: The site is not on or near the ocean.

ZONING MAP AMENDMENT CRITERIA

A. Compliance with Comprehensive Plan Map. The zone change is to a corresponding zone of the Comprehensive Plan Map.
Finding: The proposed zone of I-2 implements the Light Industrial designation.

B. Adequate public services. Public services for water supply, transportation system structure and capacity, and police and fire protection are capable of supporting the uses allowed by the zone or will be capable by the time development is complete, and proposed sanitary waste disposal and stormwater disposal systems are or will be made acceptable to the Clackamas County Water Environmental Services.
Finding: Public officials and submitted traffic information find that adequate services exist.

Water Supply
Finding: The site is fully served by the Clackamas River Water District #2 who has recently extended an 18 inch water main through the Jennifer Street right-of-way up through 135th to Highway 212. The site accesses current water pressure of 40 to 50 pounds per square inch. The Clackamas River Water District #2 finds that adequate water supply exists.

Transportation System Structure and Capacity
Finding: The enclosed Traffic Study finds the Light Industrial proposed change will not degrade any impacted intersections below Level of Service 'D'.

Police and Fire Protection
Finding: The site is fully served by the Clackamas County Sheriff. The site is fully served by Clackamas County Fire District #1 who finds that access exists and water pressure is sufficient to address any fire issues on the site.

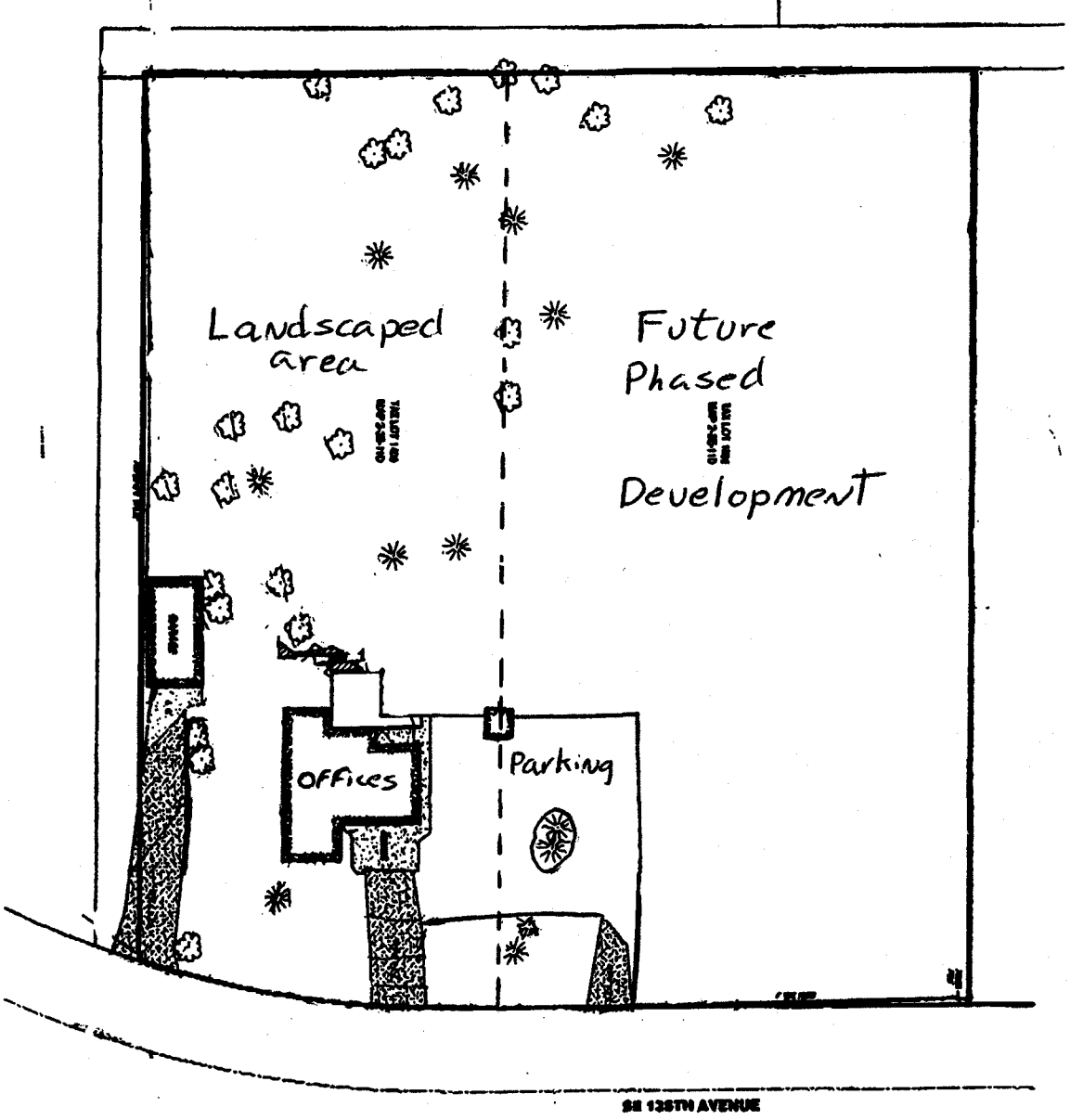
Sanitary Waste Disposal

Finding: An 8 inch sanitary sewer line has been extended in 135th adjacent to the site that goes into a 12 inch line. Both lots have 6 inches laterals. Clackamas County Water Environmental Services finds sufficient capacity to accommodate sanitary waste disposal.

Stormwater Disposal System

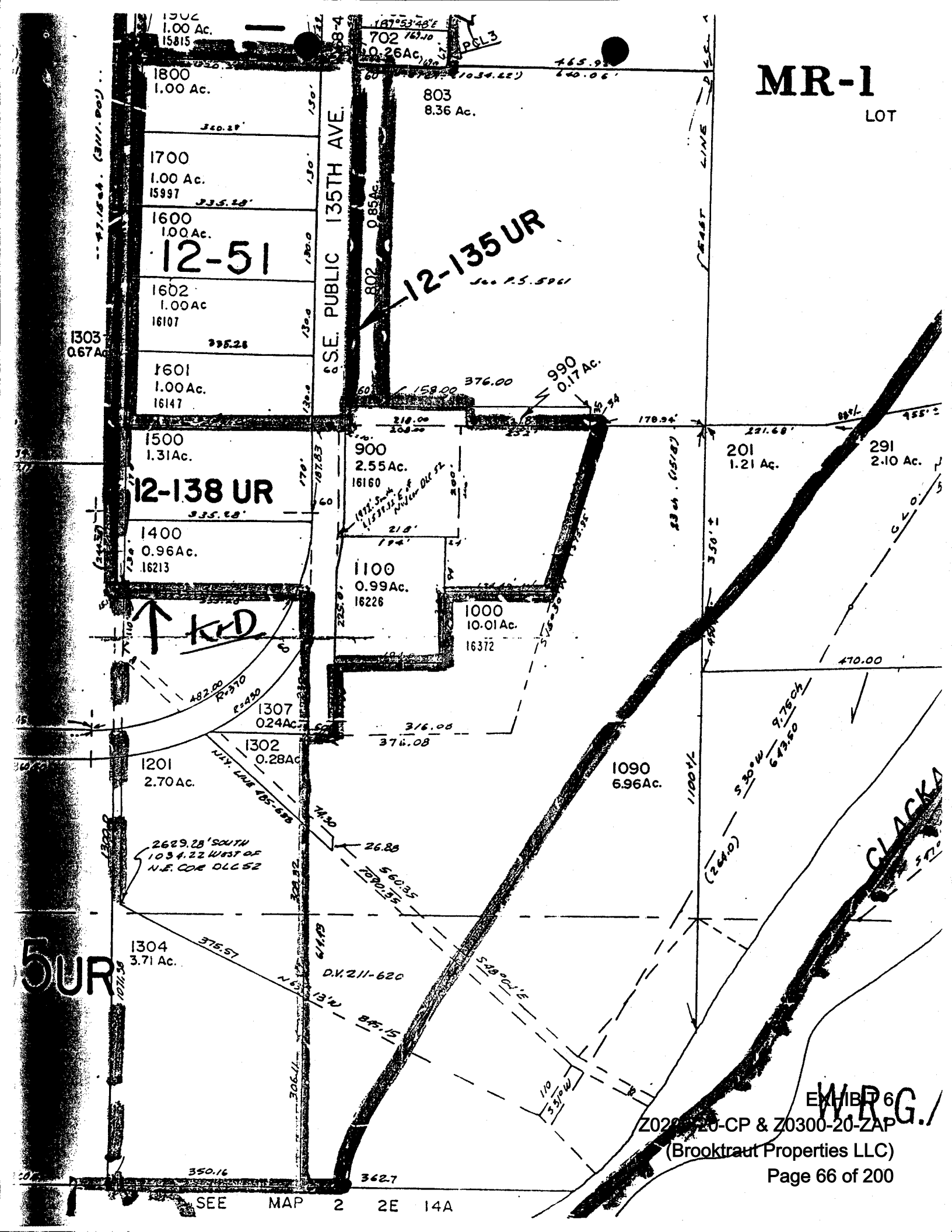
Finding: Public storm water facilities are available to the western edge of the site. Clackamas County Water Environmental Services find sufficient capacity to accommodate stormwater.

***



SITE MAP

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)


MR-1
LOT
1902
1.00 Ac.
15815
1800
1.00 Ac.
1700
1.00 Ac.
15997
1600
1.00 Ac.
12-51
1602
1.00 Ac
16107
1601
1.00 Ac.
16147
1303
0.67 Ac
1500
1.31 Ac.
12-138 UR
1400
0.96 Ac.
16213
702
0.26 Ac.
803
8.36 Ac.
S.E. PUBLIC 135TH AVE.
802
0.85 Ac.
12-135 UR
See P.S. 5961
990
0.17 Ac.
900
2.55 Ac.
16160
1100
0.99 Ac.
16226
1000
10.01 Ac.
16372
201
1.21 Ac.
291
2.10 Ac.
1307
0.24 Ac.
1302
0.28 Ac
1201
2.70 Ac.
1090
6.96 Ac.
1304
3.71 Ac.
D.V. 211-620
2629.28' SOUTH
1034.22 WEST OF
N.E. COR DLC 52
CLACKA
SEE MAP 2 2E 14A
EXHIBIT 6
Z0200-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 66 of 200
W.R.G.

FORM 1

D L C D NOTICE OF PROPOSED AMENDMENT

This form must be received by DLCD at least 45 days prior to the first evidentiary hearing
per ORS 197.610, OAR Chapter 660 - Division 18
and Senate Bill 543 and effective on June 30, 1999.
(See reverse side for submittal requirements)

Jurisdiction: Clackamas County Local File No.: Z0033-02-C/Z0034-02-Z
(If no number, use none)

Date of First Evidentiary Hearing: April 8, 2002 Date of Final Hearing: April 24, 2002
(Must be filled in) (Must be filled in)

Date this proposal was sent or mailed: 2-20-02
(Date mailed or sent to DLCD)

Has this proposal previously been submitted to DLCD? Yes: ___ No: ✓ Date: ___

___ Comprehensive Plan Text Amendment ✓ Comprehensive Plan Map Amendment

___ Land Use Regulation Amendment ✓ Zoning Map Amendment

___ New Land Use Regulation ___ Other: ___
(Please Specify Type of Action)

Briefly summarize the proposal. Do not use technical terms. Do not write "See Attached."

Comprehensive Plan change from Medium Density Residential to Light Industrial with a corresponding zone change from MR-1 to I-2.

Plan Map Changed from: Medium Density Residential to Light Industrial

Zone Map Changed from: MR-1 to I-2

Location: West side of SE 135th Ave, approx. a quarter mile south of Sunnybrook Highway 212/224 Acres Involved: ___

Specified Change in Density: Current: 12 units per acre Proposed: NA - Industrial

Applicable Statewide Planning Goals: 1, 2, 9, 11, 12

Is an Exception Proposed? Yes: ___ No: ✓

Affected State or Federal Agencies, Local Governments or Special Districts: Oregon Department of Transportation, Clackamas County Fire District #1, Clackamas River Water District and Clackamas County Service District #1.

Local Contact: Dan Johnson Area Code + Phone Number: (503) 353-4514

Address: 9101 SE Sunnybrook Blvd

City: Clackamas OR Zip Code + 4: 97015

DLCD No.: ___

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION PLANNING/TRAFFIC ENGINEERING
610 SW ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

January 3, 2002 Project #: 4949

Mr. Brooks Walton, President
K & D Services, Inc.
P.O. Box 12040
Everett, WA 98206

RE: Transportation Impact Analysis for the Proposed Rezone South of Highway 212 on SE 135th Avenue in Clackamas County.

Dear Brooks:

This study evaluates the near and long-term transportation impacts associated with the proposed rezone of 2.27 acres of land located in Clackamas County, Oregon on SE 135th Avenue south of Highway 212-224. The current land use designation for this property is Medium Density Residential (MR-1). Under the proposed zone change, the entire property would be zoned as Light Industrial (I-2).

This study addresses the requirements of Oregon's Transportation Planning Rule (TPR) dealing with plan amendments (OAR 660-012-0060). Specifically, if a land use amendment would "significantly affect" a transportation facility – in this case, by reducing the performance of a transportation facility below the minimum accepted level identified in the transportation system plan – the facility must be improved to support the proposed land use or the proposed land use must be limited or modified to be consistent with the planned facility performance. This letter documents the findings, conclusions, and recommendations for the proposed zone change.

PROJECT DESCRIPTION

The proposed land use action involves 2.27 acres of property located on the west side of SE 135th Avenue and south of Highway 212-224 in Clackamas County. A map of the site vicinity is shown in Figure 1. Currently designated as Medium Density Residential (MR-1) in the Clackamas County Comprehensive Plan, the proposed land use action involves rezoning the entire 2.27 acres to Light Industrial (I-2).

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION PLANNING/TRAFFIC ENGINEERING
610 SW ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

RECEIVED
MAR 0 4 2002
ENGINEERING

TECHNICAL MEMORANDUM

SE 135th Avenue Rezone
Highway 212-224/SE 135th Avenue
Response to ODOT Comments

Date: February 26, 2002 **Project #:** 4949.0

To: Kathleen Freitag, ODOT Region 1 Traffic Analyst
From: Scott Beaird & Peter Koonce, P.E., Kittelson & Associates, Inc.

cc: Sonya Kazen, ODOT Development Review Coordinator
Joe Marek, Clackamas County
Chris Christofferson, Clackamas County

Dear Ms. Freitag,

This memorandum is in response to your comments regarding the SE 135th Avenue Rezone south of Highway 212-224 in Clackamas County. With regard to the worst-case development under the proposed land use, Light Industrial (I-2), your comments refer to the Clackamas County Zoning Ordinance, Section 602.03(A), which allows the following:

> *"Business Park Uses which satisfy the requirements of the Business Park District under Section 606.03"*

Upon review of the requirements under Section 606, Business Park, it is evident that the property proposed for rezone does not meet the site area standards for a Business Park Use. Section 606.07(C) specifies that the minimum site area for a Business Park is three (3) acres. Although a Business Park is an allowed use under the proposed I-2 zoning, it would not be an allowed use on the proposed 2.27-acre site.

Therefore, warehousing remains the worst-case development for this particular piece of property. We have attached a table showing the allowed I-2 uses and associated ITE trip generation rates. Also attached is Section 606, Business Park, of the Clackamas County Zoning Ordinance for reference.

We trust that this memorandum addresses your concerns regarding the submitted traffic impact study. Please feel free to contact us with any questions at (503) 228-5230.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Scott Beaird
Transportation Analyst

Peter Koonce, P.E.
Senior Engineer

Incl: 1) I-2 Allowed Uses and ITE Trip Generation Rates
2) Section 606, Clackamas County Zoning Ordinance

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 70 of 200

Project Name: [redacted]
Project #: [redacted]
Scenario: [redacted]
Analyst: [redacted]
File Name: H:\projfile\4949\Tiacalcs\[Zoning Change.XLS]I-2

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

I-2 Land Uses

Land Use	Size	Units	ITE Code	AM Peak Hour Rate	PM Peak Hour Rate	AM Peak Hour Trips	PM Peak Hour Trips
Allowed Uses							
General Light Industrial	30	ksf	110	0.92	0.98	28	29
General Light Industrial	2.27	acres	110	7.51	7.26	17	16
Industrial Park	30	ksf	130	0.89	0.92	27	28
Industrial Park	2.27	acres	130	10.17	10.47	23	24
Manufacturing	30	ksf	140	0.73	0.74	22	22
Manufacturing	2.27	acres	140	7.44	8.37	17	19
Warehousing	60	ksf	150	0.45	0.51	27	31
Warehousing	2.27	acres	150	10.03	8.86	23	20
Utilities	20	ksf	170		0.49		10
Utilities	2.27	acres	170	2.49		6	

606 BUSINESS PARK (BP) (11/24/99)

606.01	PURPOSE
606.02	AREA OF APPLICATION
606.03	PRIMARY USES
606.04	ACCESSORY USES
606.05	CONDITIONAL USES
606.06	PROHIBITED AND PREEXISTING USES
606.07	DIMENSIONAL STANDARDS
606.08	DEVELOPMENT STANDARDS

606.01 PURPOSE

This section is adopted to implement the policies of the Comprehensive Plan for Business Park districts, providing areas for high technology and other clean, light industry, research facilities, and office uses needing sites with high aesthetic standards. The provisions of this section are intended to:

A. Establish and maintain high aesthetic standards and preserve the natural beauty of the district.
B. Assure that improvements are appropriately related to their sites, and to surrounding developments.
C. Enhance the value of sites and developments located within each Business Park District.
D. Implement the policies and objectives of the County's Economic Development Plan for attracting and retaining businesses which require or desire a high quality aesthetic environment.
E. Encourage originality, flexibility and innovation in site planning and development, including architecture, landscaping and graphic design.

606.02 AREA OF APPLICATION

This district is to be applied to those areas particularly suited for Business Park developments. Property may be designated Business Park when the following criteria, and the criteria under Section 1202, are satisfied:

A. The site has been designated Business Park on the Comprehensive Plan.
B. The property and the affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services, and transportation networks are planned to be provided concurrently with the development of the property.

606.03 PRIMARY USES

A. Uses: The following uses may be established when they satisfy the purposes of this district, and

performance standards under B-H, below:

1. Research: Research offices and laboratories, including testing facilities provided such testing complies with the operational impact standards set forth under 606.03 I, below.
2. Offices: Corporate headquarters, regional headquarters, and administrative offices. Business service offices listed under 606.04C shall be allowed as accessory uses.
3. Manufacturing Uses: Any manufacturing or assembly use, except primary processing of raw materials.
4. Any other use which is compatible with the above uses and satisfies the purposes and performance standards of this district as determined by the Planning Director. In determining the status of a proposed use, the director shall exclude uses which are prohibited under 606.06, and uses allowed only as conditional uses under 606.05, or accessory uses under 606.04. Application under this provision shall include a detailed description of the use and operational requirements of the use, approximate number of employees, estimated volume of truck traffic to be generated, a site plan, building elevations, and preliminary landscaping plans.

B. Site Plan and Design: Structures, circulation, parking, loading and landscaping shall be designed to:
   1. Avoid undue disturbance of significant vegetation, slopes, stream corridors and floodplains;
   2. Incorporate and use significant natural features to enhance the quality of the development and preserve the visual character of the site;
   3. Project a positive image as viewed from both inside and outside the site; and
   4. Minimize the impact of truck loading and maneuvering areas.

C. Building Types and Design: The use shall occupy only the types of buildings described below:
   1. Office Buildings. Architect-designed buildings which have the following characteristics:
      a. Are designed for the specific site to accomplish the objectives under 606.03B, above;
      b. Are generally two or more stories in height;
      c. Provide for natural light penetration into work areas using windows, skylights, atriums, courtyards, etc.;
      d. Have distinctive public entrances into the building;
      e. Use high-image exterior materials and finishes such as masonry, architecturally treated tilt-up concrete, glass, wood, or stucco.
      f. Do not use metal siding material, except as approved by the Design Review Committee for specific high-image materials, for canopies, awnings, screening for roof-mounted fixtures, or other architectural features;
      g. Generally provide limited area (not exceeding 20 percent of the floor area) devoted exclusively to storage.
      Uses exempt from this standard include those providing storage and retrieval of records/information, needing additional storage for materials and finished products produced in the same building, and similar uses.
   2. Multi-Use and Multi-tenant Buildings. Buildings which have the following characteristics:
      a. Are designed for the specific site to accomplish the objectives under 606.03B, above;
      b. Are generally one to three stories in height;
      c. May be designed to facilitate internal alterations to accommodate changes in spacial needs over a period of time ("flex-space" design);
      d. Incorporate architectural features, including distinctive entrances to office or lobby areas of the building;
      e. Provide for natural light penetration into office areas;
      f. Use exterior materials and finishes such as masonry or tilt-up concrete, with materials such as wood, stucco or glass panels used to create texture and visual interest.
      g. Do not use metal siding material, except as approved under design review for specific high-image materials, or for canopies, awnings, doors, screening for roof-mounted

fixtures, and other architectural features;

h. Are designed to accommodate either a number of tenants in one structure, or a single tenant which has various space needs, such as office, research, assembly and storage.

D. Outdoor Storage/Process Areas: No outdoor storage of materials or products is allowed. No outdoor processes shall be employed in the operation of the business. Waste and recycle receptacles shall be maintained within an enclosed structure.

E. Display Areas: All display areas shall be located within an office, multi-use or flex-space building. No outdoor display areas are allowed in this district.

F. Transportation Requirements: The use provides good access to a road of at least a collector classification, and will not draw traffic through a local residential street. In addition, the following specific provisions apply:

1. Parking: The use satisfies the parking requirements under 1007.07, and parking area landscaping requirements under 1009.04. All parking requirements shall be satisfied onsite, except as provided for shared parking. Onstreet parking shall not be allowed in this district.
2. Loading Areas: Loading areas shall be located to the side or rear of buildings unless topography, natural features, rail service, or other requirements of this section dictate front yard loading bays. Loading dock areas shall be recessed, screened, or otherwise designed to buffer this use from adjacent properties and roads.

G. Landscaping: A minimum of twenty (20) percent of the developed "site area", as defined under 606.07B, shall be used for landscaping, satisfying the requirements under Section 1009. Typical landscaping in this district shall: (12-13-89)

1. Include a variety of plant materials;
2. Highlight public access points to buildings;
3. Buffer loading and utility areas;
4. Break up large parking areas;
5. Compliment building design and materials; and
6. Incorporate significant trees and other natural features into the site as much as possible.
7. Include street trees at 30-40 foot intervals along periphery and internal circulation roads except where significant trees already exist.
8. Provide for maintenance of all areas within the site area, including areas for future development.

H. Operation Impacts: (12-13-89)

1. The operation of the use shall not produce noise, odors, fumes, gases, or vibration which exceed the standards of the Department of Environmental Quality (DEQ).
2. No hazardous materials in quantities classified under Group H, Division 1 or Division 2 Occupancies under the Uniform Building Code shall be stored or used on the premises, except as specifically approved as a conditional use under 606.05.

606.04 ACCESSORY USES

The following shall be allowed as accessory uses in the Business Park District:

A. Incidental Uses: Structures and uses customarily accessory and incidental to a primary use, such as:

1. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work;
2. Street furniture and bus shelters, subject to Section 823;
3. Solar collection apparatus, meeting all the dimensional and development standards of this district;
4. Satellite dishes, provided such use is buffered from periphery and internal circulation roads;

5. Utility carrier cabinets, subject to Section 830;
6. Cafeterias, employee lounges and indoor recreation areas and facilities;
7. Outdoor recreational facilities for employees, such as tennis courts, jogging and exercise courses, playfields and similar uses;
8. Signs identifying the developer, contractor, or real estate agency responsible for leasing or selling land or buildings within the project, which signs shall be removed upon sale or lease of the premises advertised.
9. Parking and loading structures and areas provided in conjunction with a primary use, subject to the provisions of subsection 606.03F and Section 1007, and 1009.
10. Indoor areas for display and sale of products manufactured by the same business occupying the premises, provided that the floor area of such display area constitutes no more than ten (10) percent of the floor area of the primary use, or no more than 3000 square feet, whichever is less.
11. The temporary storage within an enclosed structure of source-separated recyclable/reusable materials generated and/or used on site prior to onsite reuse or removal by the generator or licensed or franchised collector to a user or broker. (12-13-89)

B. Warehouse Structures: Within a planned business park site area occupying at least ten (10) acres, separate warehouse or storage structures in conjunction with a primary use may be developed concurrently with or after the primary use, provided that:
   1. The warehouse structure is located on a site with easy access to periphery roads where impacts on other uses may be minimized, and such use satisfies the loading area requirements under 606.03F,3.
   2. Such structures shall be compatible with the primary use structure(s) on the site in the use of materials and design.

C. Business Services: Service uses customarily provided within a business park to serve the needs of other businesses shall be allowed when such accessory uses constitute no more than a total of ten (10) percent of the developed floor area of the development. Such limited uses shall be integrated within structures that also house primary uses. Such uses may include the following:
   1. Employment agencies;
   2. Real estate offices specializing in commercial or industrial properties;
   3. Delicatessens, pastry shops, cafes and takeout food services offering breakfast and/or lunch items; and
   4. Other similar uses as determined by the Planning Director.

606.05 CONDITIONAL USES

A. Criteria: Conditional uses may be established in a Business Park District subject to review and action on the specific proposal, pursuant to Section 1300. Approval shall not be granted unless the proposal satisfies the criteria in Section 1203, the special use requirements under Section 800, and, in addition, the proposed use:
   1. Will have minimal adverse impact on the appropriate development of primary uses on abutting properties and the surrounding area considering location, size, design and operating characteristics of the use.
   2. Will not create offensive odor, dust, smoke, fumes, noise, glare, heat, vibrations, or truck traffic which are incompatible with primary uses allowed in this district.
   3. Will be located on a site occupied by a primary use, and/or in a structure which is compatible with the character and scale of uses allowed within the district.
   4. Will provide vehicular and pedestrian access, circulation, parking and loading areas which are compatible with similar facilities for uses on the same site or adjacent sites.

B. Uses: The following uses are allowed subject to the above conditions:

1. Heliports, subject to the provisions of Section 816.
2. Uses which satisfy the provisions under 606.03A-H, but require the storage or use of potentially hazardous materials in quantities classified under Group H, Division 1 or Division 2 Occupancies under the Uniform Building Code.
3. Day care centers, subject to Section 807.
4. Business or vocational schools and college or university extension facilities and gymnastics schools. (2-5-92)
5. City, county, state, federal, or municipal corporation uses or buildings, telephone exchanges, railroad right-of-way, public utility facilities, fire stations and associated uses, and radio and television transmission and receiving towers and earth stations, provided the base of such a tower is not closer to the property line than a distance equal to the height of the tower.
6. Destination restaurants satisfying the provisions under 1016.05B,4, and providing lunch service.
7. Hotels and associated convention facilities, gift shops and restaurants.
8. Multi-Use Developments, subject to the provisions and procedures under Section 1016.
9. Indoor or outdoor arenas and stadia. (12-13-89)

606.06 PROHIBITED AND PREEXISTING USES

A. Prohibited Uses: The following uses shall be prohibited in a Business Park District:
   1. Uses which do not comply with the physical and operational requirements specified under 606.03 shall be prohibited, except as specifically provided under 606.05.
   2. Separate warehouse and distribution structures and activities, except as allowed as a accessory use under 606.04B;
   3. Motor freight terminal;
   4. Auto or truck storage or repair;
   5. Specific uses first listed as conditional uses in the Light Industrial or General Industrial districts.
   6. Retail and service commercial uses except as provided for accessory uses under 606.04C, or as conditional uses under 606.05B.

B. Preexisting Uses:
   1. Preexisting single family residences may be allowed to remodel or expand without review under Section 1206. In addition, the following provisions shall apply:
      a. Change of Use: Any change in the use of a preexisting dwelling structure shall be subject to all requirements for new developments in this district, except as approved under a temporary permit pursuant to subsection 1204.01.
      b. Lot Divisions, Adjustments and Setbacks:
         1. A new lot created for a preexisting dwelling shall have no minimum lot size.
         2. Preexisting dwellings shall satisfy the R-7 setback requirements as modified under Subsection 301.08C,8.
         3. A property line adjustment may be granted pursuant to the provisions of Section 1020. (2-9-95)
   2. Designated historic landmarks and corridors shall be preserved as provided under Section 707. (12-13-89)
   3. All other preexisting uses and structures not specifically permitted in Section 606 shall be nonconforming uses subject to provisions of Section 1206.

606.07 DIMENSIONAL STANDARDS

A. Purpose: The purpose of these requirements and limitations are to:
   1. Assure that developments have a positive image and attractive appearance from within the site, and from public roads and adjacent properties.
   2. Encourage the retention of large sites, and their development in a coordinated, pleasing and efficient manner.
   3. Ensure that the minimum operational requirements of the development are provided onsite.
   4. Establish the maximum limits of development.

B. Site Area Requirements: A "site area" for purposes of this section shall be the total land area to be developed as a unit, prior to the creation of any new parcels or lots within the land area. A site area may be either of the following:
   1. A single tax lot, or two or more contiguous tax lots, under the same ownership.
   2. Two or more contiguous tax lots under separate ownership, provided that:
      a. All individual property owners are members of a group formed for the purposes of developing the properties as a single planned development, and
      b. All individual tax lot ownerships are converted into development shares, or other satisfactory arrangement, allowing all lots to be combined into one lot prior to any building permit being issued for the project.

C. Site Area Standards: The following standards shall apply to Business Park Districts:
   1. Site area: Developments shall require a minimum site area of three (3) acres. (2-10-94)
   2. Undersized Site Areas: Developments may be established on a site of less than three (3) acres if the site is physically separated from all other undeveloped or underdeveloped properties in this district. (2-10-94)
   3. Site area partitions, property line adjustments, and subdivisions: Design Review approval of the overall development plan for the site area, including circulation, parking, landscaping, and proposed building elevations, shall be required prior to the approval of any partition, property line adjustment, or subdivision of a site area existing at the time of application of this district to the property. (2-9-95)

D. Setback Requirements: For purposes of this section, a "perimeter access road" shall be any state, county or public road which provides access to the site area, and an "internal circulation road" shall be any public or private roadway which provides direct access to more than one use, building or parcel within a site area but not including connecting driveways within or between parking areas.
   1. Rear and Side Perimeter Access Road Setbacks: A minimum thirty (30) foot setback shall be maintained between structures in a development and any perimeter access road, except: (9-8-94)
      a. An additional five (5) feet of setback shall be added for each five (5) foot or portion thereof of building height over thirty-five (35) feet;
      b. No setback shall be required between a structure and any railroad right-of-way.
   2. Maximum Front Yard Setback: Buildings at or near a transit stop along a major transit street shall have a maximum front yard setback of 20 feet. "At or near" means within 250 feet of an intersection along a major transit street where a transit stop is within 250 feet of the intersection. (9-8-94)
   3. The 20 foot maximum setback shall apply in both directions along the major transit street and along the intersecting street to the depth of the Business Park zoning designation. This setback applies to the side of the major transit street having the transit stop, and applies whether the intersecting street is a public street or signalized private road. (Please see the diagram in Section 1005.03E3.) (9-8-94)
   4. Along a signalized private road the maximum setback shall apply only along the first 250 feet from the major transit street. (9-8-94)
   5. Buildings with nonconforming front yard setbacks may have additional height added as an expansion without being brought into conformance with this maximum setback. (9-8-94)

6. This maximum setback requirement from a major transit street or intersecting street does not apply to warehouses or industrial buildings with less than 5,000 square feet of attached offices. (9-8-94)
7. This maximum setback from major transit streets and intersecting streets shall contain no on-site parking, however vehicular circulation lanes are permitted if crossing walkways are designed to ensure safety for pedestrians. (9-8-94)
8. Perimeter Side and Rear Yard Setbacks: A twenty (20) foot setback shall be provided between any structure and a side or rear perimeter line, except when a site area abuts a low density residential zone. A 50 foot setback shall be maintained between structures of any height and the boundary of the residential zone.
9. Internal Site Setbacks: A twenty (20) foot setback shall be provided between buildings within a site area, and between any building and an internal circulation road.
10. Corner Lots: A structure located on the corner of two roads shall observe the minimum setback requirement for both roads, as prescribed in this section.
11. Perimeter Landscaping: Within the perimeter setback, a landscaped strip at least 20 feet wide shall be provided, satisfying the requirements under Section 1009.

E. Minimum Street Frontage: A site area shall have a minimum of one hundred (100) feet of frontage on a state, county or public perimeter access road.
F. Minimum Landscaping: Twenty (20) percent of total site area. (12-13-89)
G. Maximum Building Height: Fifty-five (55) feet, unless this restriction is superseded by specific design plans or development agreements affecting a specific site area.
H. Corner Vision Requirement: No sight-obscuring structures or planting exceeding thirty (30) inches in height shall be located within a twenty (20) foot radius of the lot corner nearest the intersection of two public, county or state roads, or from the intersection of a private driveway or easement and a public, county or state road.
Trees located within a twenty (20) foot radius of such an intersection shall be maintained to allow ten (10) feet of visual clearance below the lowest hanging branches.
I. Exceptions to General Requirements: The requirements of this section are not subject to modification under the provisions of Section 900. However, such requirements may be modified by staff pursuant to the notice procedures of subsection 1305.02 when such modification is consistent with the purposes set forth under Subsection 606.07A, the Comprehensive Plan, and the requirements and provisions of Section 1205. The effect of the proposed modification on the natural features of the site and the use and preservation of solar access shall be considered, when applicable.

606.08 DEVELOPMENT STANDARDS (12-13-89)

All development within the Business Park District is subject to the review procedures and application requirements under Section 1100, and the development standards under Section 606.03 and Section 1000. In addition, the following specific standards, requirements, and objectives shall apply to all development in this district:

A. Master Plan: All developments within the Business Park District shall be reviewed and developed under a master plan which addresses the performance standards of this section and Section 1000.
B. Specific Area Plans or Standards: Development shall comply with the requirements or provisions of any special Design, Circulation, Community Plan, or Standards adopted by the Board of County Commissioners for the area.
C. Fences: Street perimeter fences or walls and guard posts shall meet a minimum setback of thirty (30) feet and shall be of a material, color and design complementary to the development and to adjoining properties and public access roads.

D. Signing: The master plan for the development shall include a signing program. The following sign provisions shall apply:
   1. General Provisions: All signs within the Business Park district shall be subject to the provisions under 1010.
   2. Perimeter Street Signs: One sign oriented toward offsite traffic may be provided at each public access point from a county or state road. Such signs shall comply with the following requirements:
      a. Shall not exceed sixty (60) square feet in area; (11/06/97)
      b. Shall not exceed five (5) feet in height; (11/06/97)
      c. Shall use materials and design elements which are complimentary to those used in the development.

E. Onsite Lighting: All onsite lighting shall be designed, located, shielded or deflected so as not to shine into offsite structures or impair the vision of the driver of any vehicle. A master plan for onsite lighting shall include the design, height and location of all proposed exterior lights, including:
   1. Parking and loading area lighting;
   2. Pedestrian walkway lighting;
   3. Internal access road lighting;
   4. Lighting of public entrances into buildings; and
   5. Flood lights illuminating buildings or significant natural features.

F. Equipment and Utilities: All utility lines shall be placed underground. All roof-mounted fixtures and utility cabinets or similar equipment which must be installed above ground shall be visually screened from public view.

G. Manufactured Dwelling Parks: Existing manufactured dwelling parks shall not be redeveloped with a different use until a plan for relocation of the existing tenants is submitted and approved by the Planning Director or his designate. (11/24/99)

(LAST TEXT REVISION 11/24/99)

FACSIMILE TRANSMISSION COVER SHEET

Complete

DATE: 3-21-02

FAX NO. 503-273-8169

TO/DEPARTMENT: Scott Beaird and Peter Koonce P.E.
c/o Kittelson and Associates, Inc.

FROM: Dan Johnson E
CLACKAMAS COUNTY – DTD
9101 SE SUNNYBROOK BLVD.
CLACKAMAS, OR 97015

FAX NUMBER: (503) 353-4550

PHONE NUMBER: (503) ~~353-4500~~ OR ~~353-4501~~ 353-4514

TOTAL PAGES, including cover sheet: 2

Re: Z0033-02-CP / Z0034-02-Z

9101 SE Sunnybrook Blvd. ▪ Clackamas, OR 97015 ▪ Phone (503) 353-4400 ▪ FAX (503) 353-4273

Printed on 60% recycled with 30% post-consumer waste

Complete

FACSIMILE TRANSMISSION COVER SHEET

DATE: 3-21-02

FAX NO. 503-731-8259

TO/DEPARTMENT: ① Kathy Freitag, ODOT Region 1 Traffic Analyst
② Sonya Kazen, ODOT Development Review Coordinator

FROM: Dan Johnson - Tele (503) 353-4514
CLACKAMAS COUNTY – DTD
9101 SE SUNNYBROOK BLVD.
CLACKAMAS, OR 97015

FAX NUMBER: (503) 353-4550

PHONE NUMBER: ~~(503) 353-4500 OR 353-4501~~

TOTAL PAGES, including cover sheet: 2

Re: Z0033-02-CP / Z0034-02-Z

FACSIMILE TRANSMISSION
COVER SHEET

DATE: 3-25-02

FAX NO. 503-731-8259

TO/DEPARTMENT: Kate Freitag / ODOT Region 1

FROM:

CLACKAMAS COUNTY – DTD
9101 SE SUNNYBROOK BLVD.
CLACKAMAS, OR 97015

FAX NUMBER: (503) 353-4550

PHONE NUMBER: ~~(503) 353-4500 OR 353-4501~~ 503-353-4514

TOTAL PAGES, including cover sheet: 12

Copy of Technical Memo from Kittelson and Assoc, [redacted] regarding 135th and Hwy 212-224 traffic study.

9101 SE Sunnybrook Blvd. ▪ Clackamas, OR 97015 ▪ Phone (503) 353-4400 ▪ FAX (503) 353-4273

Printed on 60% recycled paper with 50% post-consumer waste

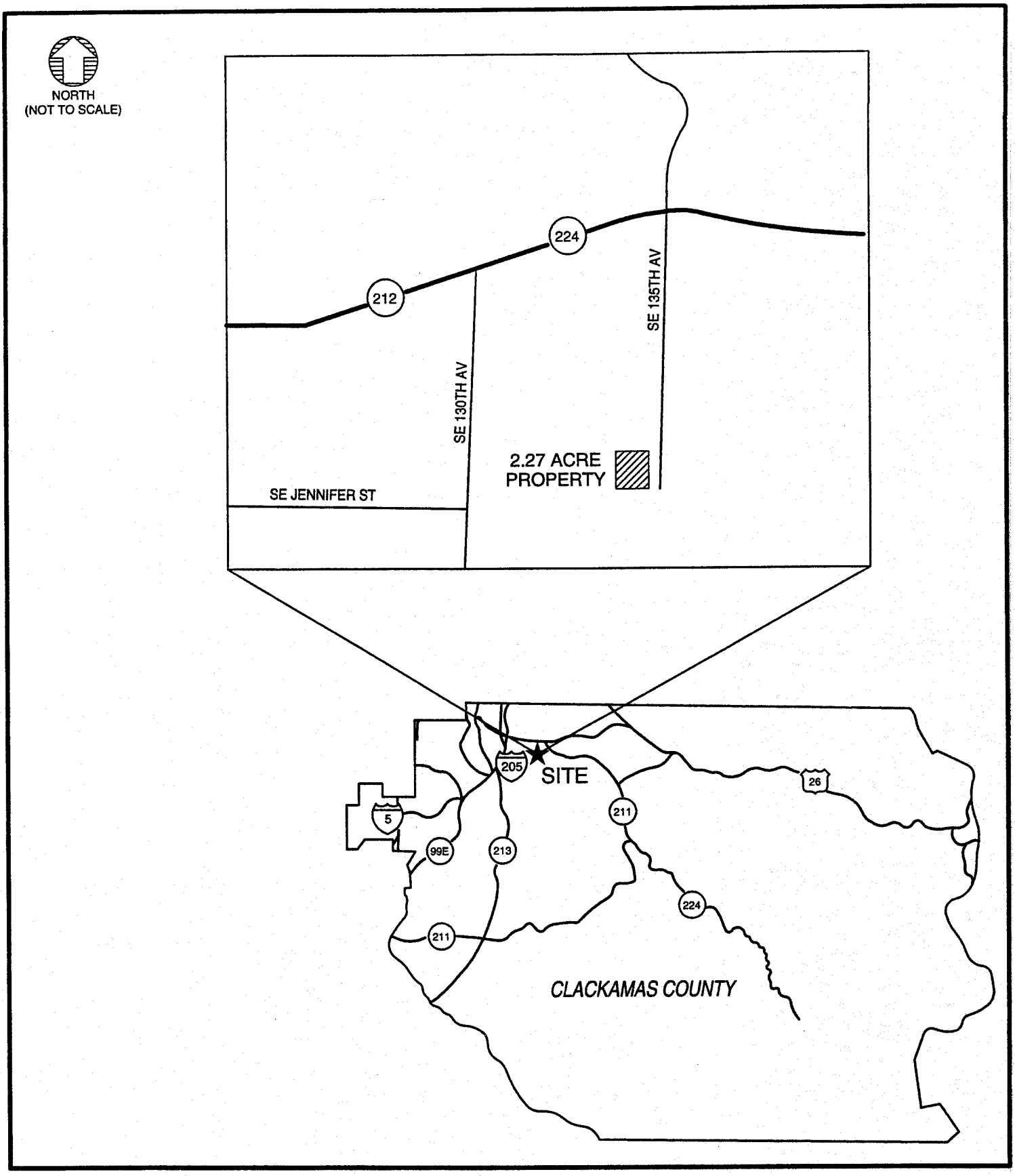


EXHIBIT 6

STUDY AREA MAP

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON
DECEMBER 2001

~~Z0299-20-CP & Z0300-20-ZAP~~
(Brooktraut Properties LLC)
~~Page 83 of 200~~

FIGURE 1

4949F001

SCOPE OF THE REPORT

This analysis determines the traffic-related impacts associated with the proposed zone change. The study was prepared in accordance with the requirements of the Transportation Planning Rule for analyzing the long-term transportation impacts of zone changes (OAR 660-012-0060). The study intersections and overall study area for this project were selected based on direction provided by officials within Clackamas County and ODOT and a review of the existing and future transportation system. Based on these conversations, the Highway 212-224/SE 135th Avenue intersection was the only major intersection required for near and long-term analysis.

This report addresses the following issues:

- 2001 existing land use and transportation system conditions;
- 2001 existing traffic conditions during the weekday a.m. and p.m. peak periods;
- near-term and long-term planned transportation improvements;
- trip generation estimates for the weekday a.m. and p.m. peak periods resulting from reasonable maximum development scenarios for the 2.27 acres under the existing MR-1 designation and the proposed I-2 zoning scenario
- forecast year 2002, expected build-out, total traffic conditions assuming a reasonable maximum build out of the 2.27-acre site under the existing MR-1 zoning designation, proposed I-2 zoning scenario, and other area growth through the year 2002; and
- forecast year 2005 total traffic conditions assuming a reasonable maximum build out of the 2.27-acre site under the existing MR-1 zoning designation, proposed I-2 zoning scenario, and other area growth through the year 2005; and
- conclusions and recommendations.

Based on discussions with ODOT and Clackamas County, a 2015 analysis was not conducted as previous studies have shown that traffic volumes on Highway 212/224 will decrease due to construction of the Sunrise Corridor. Therefore, 2005 was identified as the most critical future period for study.

EXISTING CONDITIONS

The existing conditions analysis identifies the location, function, and performance of transportation facilities currently within the site vicinity. This section sets the stage for a comparison of future conditions. The site was visited and inventoried in December of 2001. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

Site Conditions and Adjacent Land Uses

The 2.27-acre site consists of two separate parcels, which are located on the west side of SE 135th Avenue and south of Highway 212-224. The southernmost parcel has a single-family home situated on the property while the other parcel is vacant. Within the immediate site vicinity, the property is surrounded by a variety of land uses. To the east and southeast of the property lies a large mobile home development. Immediately south of the property is an area that has been designated by the county as a storm water detention basin. North of the site on the west side of SE 135th Avenue has been developed with a mix of commercial and residential uses including a

McDonalds restaurant, a service station, and additional single family homes. Development west of the site consists primarily of industrial type uses.

Roadway Facilities

This study focuses on two major roadways within the site vicinity: SE 135th Avenue and Highway 212-224. Of these roadways, SE 135th Avenue provides direct access to the subject property. According to the Clackamas County Comprehensive Plan, SE 135th Avenue is classified as a Minor Arterial. This two-lane roadway acts as a collector street for the previously identified surrounding land uses and currently provides the only means of access to/from Highway 212-224.

Highway 212-224 is a five-lane east/west highway providing a regional connection from Interstate 205 to the west and rural Clackamas County to the east. Clackamas County identifies Highway 212-224 as a Major Arterial in the Comprehensive Plan. According to the *1999 Oregon Highway Plan* (Reference 1), ODOT classifies this section of Highway 212-224 as a *Statewide Highway* and a *Freight Route*.

Table 1 summarizes the existing transportation facilities in the site vicinity and Figure 2 shows the existing lane configurations and traffic control devices at the study intersections and site access driveways.

Table 1
Existing Transportation Facilities

Roadway	Classification (by jurisdiction)	Posted Speed (mph)	Sidewalks	Bicycle Lanes?	On-Street Parking?
SE 135th Avenue	Minor Arterial – Clackamas County	Not Posted	No	No	Not Posted
Highway 212-224	Major Arterial – Clackamas County Statewide Highway/ Freight Route - ODOT	45	Yes	Yes	No

Existing Traffic Volumes and Peak Hour Operations

Based on available traffic information, the kinds of land uses in the area, and typical commuter patterns, it was determined that the weekday a.m. and weekday p.m. peak time periods represent the most critical period for evaluating intersections within the study area. Therefore, the traffic operations analysis focused on the average weekday a.m. and weekday p.m. peak periods of commuter traffic on the adjacent street system.

To evaluate the current transportation system conditions within the site vicinity, manual traffic counts of the study intersection were obtained from ODOT. These counts were conducted on a weekday in November 2000 and compared to traffic counts collected in December 2000. The time periods counted were 7:00 a.m.-9:00 a.m. and 4:00 p.m.-6:00 p.m. As requested by ODOT the volumes were increased to account for one year of growth. A growth rate of 2.33-percent was used based on historical ADT data obtained from the ODOT website. The existing weekday

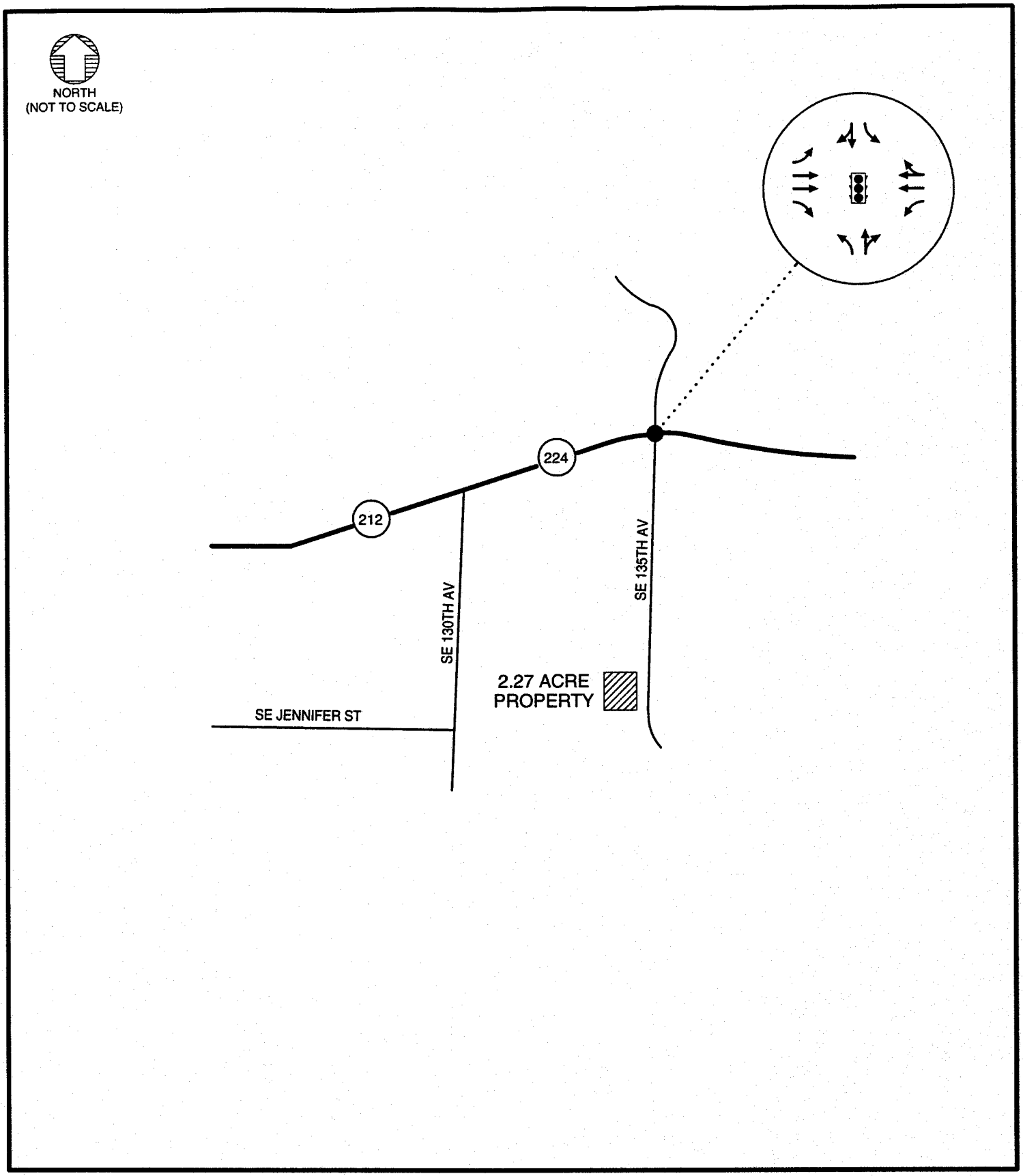
EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

a.m. and p.m. peak period traffic volumes at the study intersection are illustrated in Figure 3. *Appendix "A" contains the traffic count sheets used in this study.*

Current Levels-of-Service and Volume-to-Capacity Analysis

All operational analyses described in this report were performed in accordance with the procedures stated in the 1997 Highway Capacity Manual (HCM) (Reference 2). Based on the adopted *1999 Oregon Highway Plan*, ODOT requires the volume-to-capacity ratio for peak period operations to be used as the intersection operational analysis performance measure. The Highway 212-224/SE 135th Avenue intersection is located on a Statewide Highway within the Portland-metropolitan area and is subject to the *Amendment to 1999 Oregon Highway Plan Alternate Highway Mobility Standards* (Reference 3). These standards require that a volume-to-capacity (v/c) ratio of 0.99 or lower be maintained for each hour of a two-hour peak operating condition.

The findings of the weekday a.m. and weekday p.m. peak period level-of-service and volume to capacity analyses are summarized in Figure 3. As shown in the figure, the Highway 212-224/SE 135th Avenue intersection is currently operating at above acceptable standards during both the a.m. and p.m. peak hour conditions. The planned Sunrise Corridor is expected to relieve much of this traffic in the future, but because funding for this improvement has not been secured, it has not been included in the analysis within this report. *Attachment "B" contains all of the transportation analysis sheets used in this analysis.*



LEGEND

- TRAFFIC SIGNAL

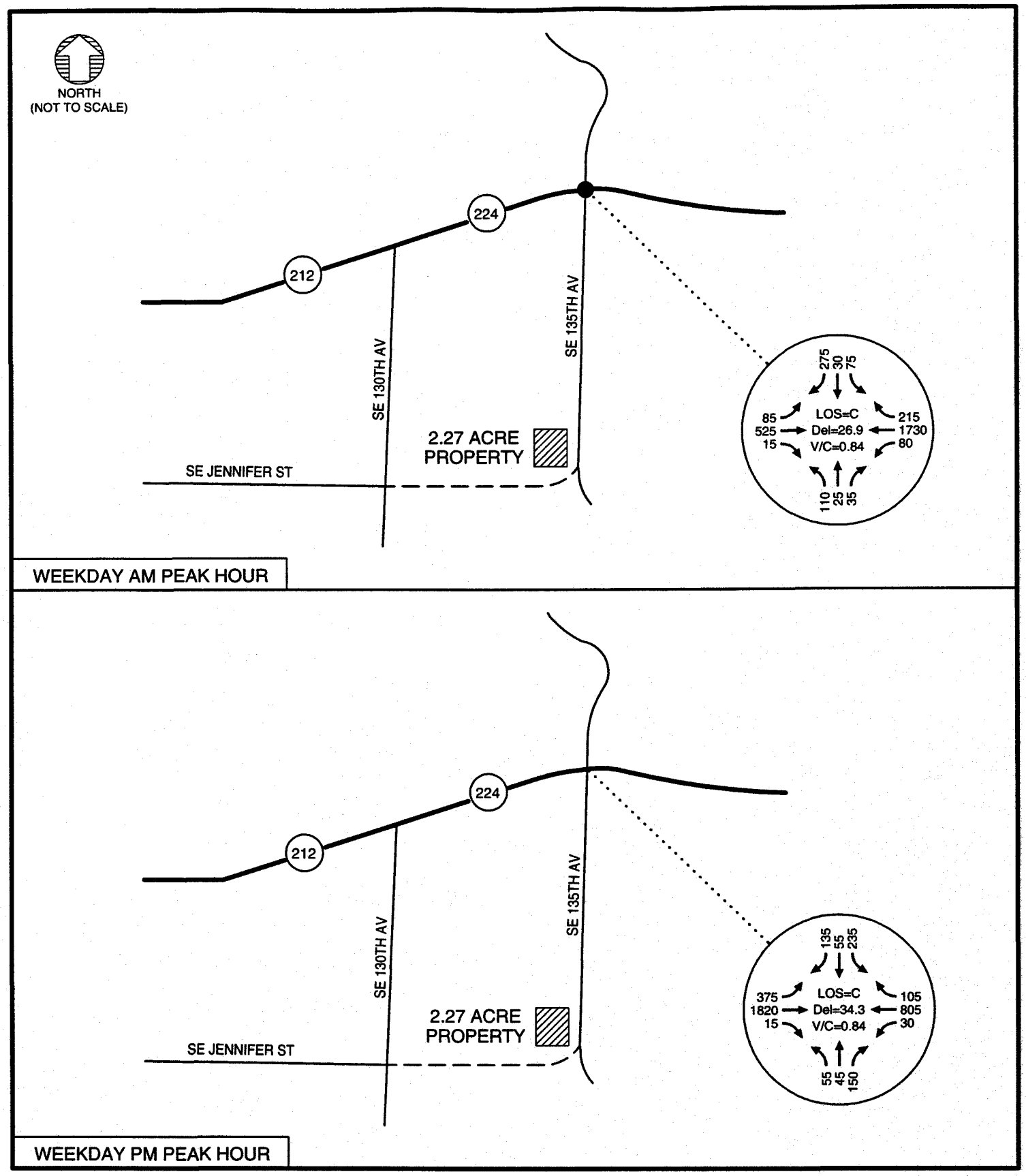
EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP

135TH AVENUE REZONE CLACKAMAS COUNTY, OREGON	FIGURE 2
DECEMBER 2001	

(Brooktraut Properties LLC)

4949F002 (YXE: 4949LANE)



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2001 EXISTING TRAFFIC CONDITIONS WEEKDAY AM AND PM PEAK HOURS

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON
DECEMBER 2001

FIGURE 3

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 89 of 20

4949F003 (YXE: 4949AM/4949PM)

FUTURE CONDITIONS ANALYSIS

The future conditions analysis evaluates future traffic conditions under both existing and proposed land use scenarios, and identifies how the traffic impacts of the proposed rezone may differ from those of the existing zoning in both the near-term (2002) and the year 2005. The impacts of traffic generated by the proposed rezone during weekday a.m. and p.m. peak periods was examined as follows:

- Future near-term and long-term transportation improvements and land uses in the site vicinity were identified and reviewed.
- potential land uses within the existing MR-1 zone designation were reviewed and reasonable maximum development scenarios for the site were estimated.
- daily and weekday peak hour site-generated trips were estimated for reasonable maximum development of the 2.27 acres under the MR-1 zoning.
- potential land uses within the proposed I-2 zoning scenario were reviewed and reasonable maximum development scenarios for the site were estimated.
- daily and weekday peak hour site-generated trips were estimated for reasonable maximum development of the 2.27 acres proposed for rezone under the I-2 zoning.
- trip distribution patterns were derived through a review of the peak period directional travel characteristics of the study area intersections and a review of future transportation facilities.
- estimated site-generated traffic volumes for the MR-1 zoning scenario were added to the base 2002 and 2005 traffic volumes to evaluate the total traffic operation levels at the study intersection for the weekday a.m. and p.m. peak periods for both the near-term and long-term horizons.
- estimated site-generated traffic volumes for the proposed I-2 zoning scenario were added to the base 2002 and 2005 traffic volumes to evaluate the total traffic operation level at the study intersection for the weekday a.m. and p.m. peak periods for both the near-term and long-term horizons.
- operational levels at the study intersection were reviewed under both the 2002 and 2005 forecast traffic conditions for both the MR-1 and I-2 zoning scenarios.

Planned Developments and Transportation Improvements

As part of this analysis, planned developments and transportation improvements were identified within the site vicinity. According to the Clackamas County Five (5) Year Transportation Capital Improvement Program (CIP), SE Jennifer Street will undergo an extension of its current three-lane cross-section to SE 135th Avenue. In addition to the SE Jennifer Street extension, SE 135th Avenue will undergo a reconstruction of its roadway surface so that it is better equipped to handle the expected increase in through traffic resulting from the SE Jennifer Street extension. This reconstruction will include a two-lane roadway, bike lanes and sidewalks. According to Clackamas County staff, construction will likely occur in the next year. Thus, for the near-term (2002) analysis this improvement was assumed to be in place. Figure 4 illustrates this future

roadway configuration. This roadway extension and improvement project will result in increased trips along SE 135th Avenue as vehicles/trucks travel to/from businesses along SE Jennifer Street.

In addition to the SE Jennifer Street extension project, ODOT has a long term plan to construct a project called the "Sunrise Corridor," which is planned as a new four-lane highway from I-205 to the Rock Creek/152nd Avenue junction with the impetus being to relieve congestion along Highway 12-224 and Sunnyside Road. Currently this project is unfunded and thus, is not included in our analysis.

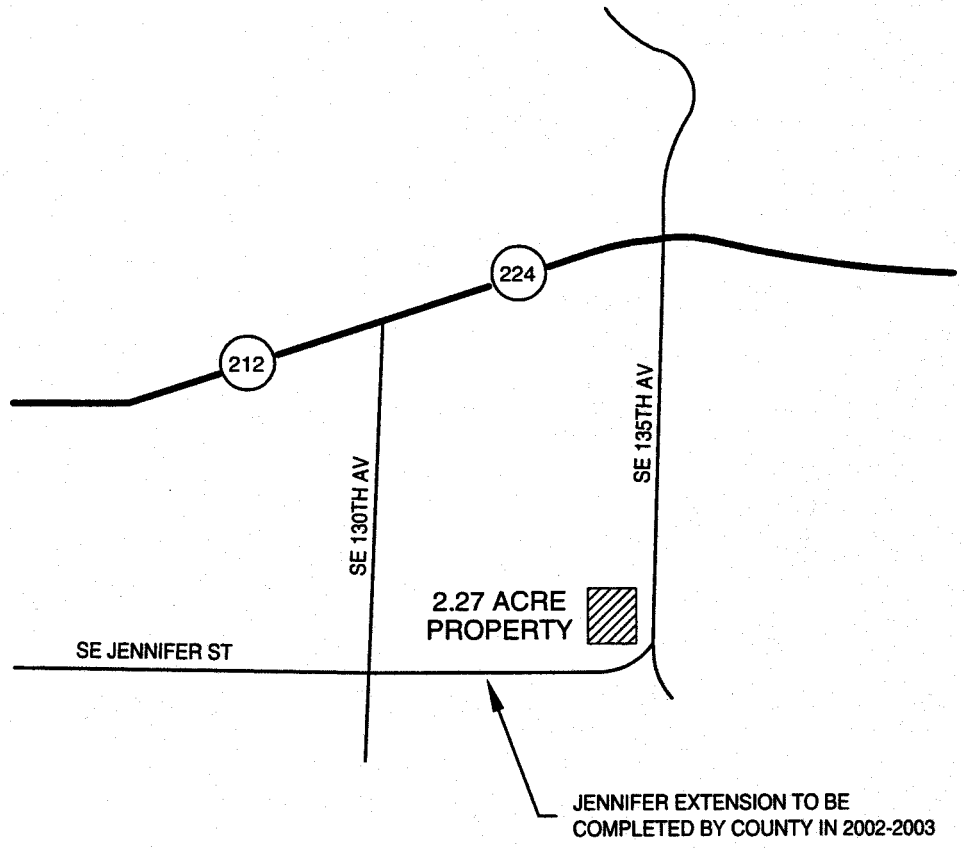
With respect to changes in land use in the vicinity of the site, Clackamas County staff indicated that two new residential developments are being planned in the vicinity of the study intersection. Both of these developments are located north of the Highway 212-224/SE 135th Avenue intersection. Traffic generated by these in-process developments is included in the future background volume analysis.

2002 Near-Term Traffic Analysis

Year 2002 base traffic volumes were developed using the following methodology.

1) 2000 p.m. peak hour traffic volumes were factored by 2.33% per year to reflect the two year period from 2000 (date of observed traffic counts) to 2002.
2) Estimated traffic from approved residential developments was added to the intersection based on information received from Clackamas County.

Figure 5 shows the 2002 weekday a.m. and p.m. peak hour traffic volumes and level of service for the Highway 212-224/SE 135th Avenue intersection under base conditions (without development of the site). As shown in this figure, the 2002 volume-to-capacity ratio during the a.m. peak hour continues to operate within the acceptable ODOT standard.



NEAR-TERM, FUTURE ROADWAY ALIGNMENTS

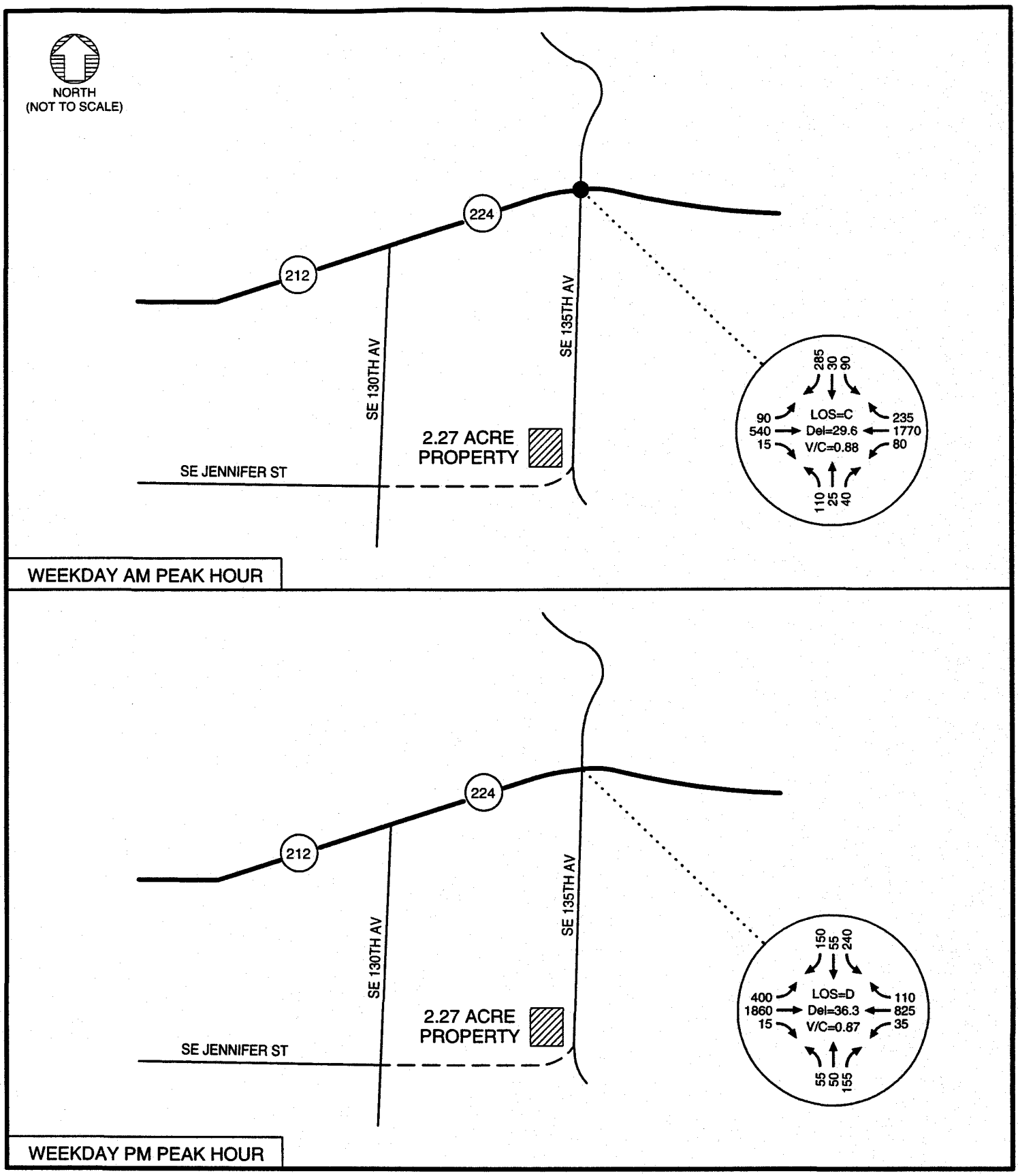
EXHIBIT 6

Z0299-20-CP & Z0300-20-ZAP

135TH AVENUE REZONE CLACKAMAS COUNTY, OREGON	FIGURE 4
DECEMBER 2001	

(Brooktraut Properties LLC)

4949F004



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2002 BASE TRAFFIC CONDITIONS WEEKDAY AM AND PM PEAK HOURS

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON

DECEMBER 2001

FIGURE 5

4949F005 (YXE: 4949AM/4949PM)

Zoning Scenarios

The proposed land use action would include the rezone of 2.27 acres of land from *Medium Density Residential (MR-1)* to *Light Industrial (I-2)*. For the purposes of this analysis, the following reasonable maximum development scenarios were used to compare the traffic impacts of the existing MR-1 zoning designation to those of the proposed I-2 zoning scenario.

Existing Zoning

Clackamas County's Zoning and Development Ordinance (ZDO) was reviewed to determine allowed uses in the MR-1 zone and to develop a reasonable worst-case scenario from a trip generation perspective. From the list of allowed uses within the MR-1 zone, the 2.27 acres were assigned as apartments as this land use type generally has the highest trip generating capabilities. Based on the development requirements set forth in the MR-1 zoning ordinance (maximum of twelve units per acre), it was determined that a maximum of 27 apartment units could be developed on the 2.27 acres.

Proposed Zoning

The proposed zoning scenario assumes that the 2.27 acres of MR-1 zoned land would be rezoned entirely to 2.27 acres of I-2 zoned land. As stated in the I-2 zoning ordinance, there are a number of permitted land uses including business park, wholesale distribution, warehouse facilities and manufacturing uses. Lot dimensions and geometry were considered to determine what type of I-2 land use could reasonably be developed and still represent a worst-case development. Of all the permitted uses, a warehousing facility was found to be most compatible with this site, while still producing the worst-case trip generation scenario. After accounting for building setbacks, parking areas, and landscaping requirements, it was found that a warehouse facility of approximately 60,000 square-feet could be developed on this property.

Trip Generation

Estimated daily weekday a.m. and weekday p.m. peak hour vehicle trip ends for the two zoning scenarios (existing and proposed) were derived from empirical observations at other similar developments. These observations are summarized in the standard reference manual, *Trip Generation*, 6th Edition, published by the Institute of Transportation Engineers, 1997 (Reference 4). Table 2 shows the estimated daily and weekday a.m. and p.m. peak hour trip generation characteristics for the existing and proposed zoning designations.

Table 2
Trip Generation Characteristics

Land Use	ITE Code	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing MR-1 Zoning									
Apartments	220	27 Units	295	15	5	10	35	25	10
Proposed I-2 Zoning									
Warehousing	150	60,000 ksf	300	25	20	5	30	5	25
Net Trip Change			**5**	**10**	**15**	**(5)**	**(5)**	**(20)**	**15**

Under the existing zoning, the site could generate approximately 295 net new daily weekday trips on the adjacent street system. Of these trips, approximately 15 trips would occur during the weekday a.m. peak hour and 35 trips would occur during the weekday p.m. peak hour. Under the proposed I-2 zoning scenario, the site could generate up to 300 net new daily trips on the adjacent street system. Of these trips, approximately 25 trips would occur during the weekday a.m. peak hour and 30 trips would occur during the weekday p.m. peak hour.

Consequently, reasonable worst-case development of the site under the proposed I-2 zoning could result in up to 5 additional daily trips, 10 additional weekday a.m. peak hour trips, and 5 fewer weekday p.m. peak hour trips.

Trip Distribution and Assignment

The distribution of site-generated trips on the study area roadway system was analyzed by evaluating the existing peak period directional travel characteristics at the Highway 212-224/SE 135th Avenue intersection. In addition, future transportation network improvements were considered in developing the trip distribution pattern. Figure 6 illustrates the estimated trip distribution pattern for trips generated by the site. No traffic was distributed to SE Jennifer Street in order to ensure the worst-case scenario at the study intersection.

The estimated site-generated traffic for each zoning scenario was assigned to the surrounding transportation system based on the trip distribution pattern. The weekday a.m. and p.m. site-generated traffic assignments at the subject intersection under existing MR-1 zoning are shown in Figure 7. The a.m. and p.m. site-generated traffic assignments at the subject intersection under the proposed I-2 zoning are shown in Figure 8.

2002 Total Traffic Volumes and Level of Service

Figures 9 and 10 show the total traffic volumes projected for the near-term (2002) under each of the zoning scenarios. The volume-to-capacity ratio at the Highway 212-224/135th Avenue intersection does not exceed the threshold of 0.99 in either of the zoning scenarios.

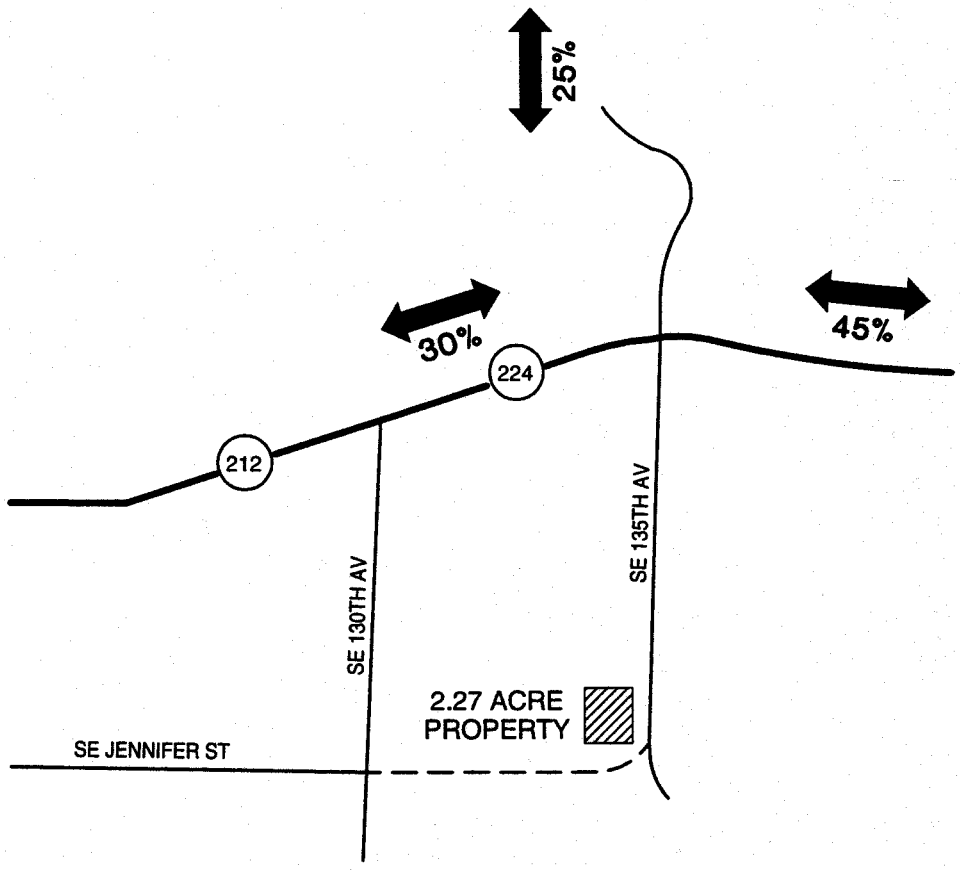


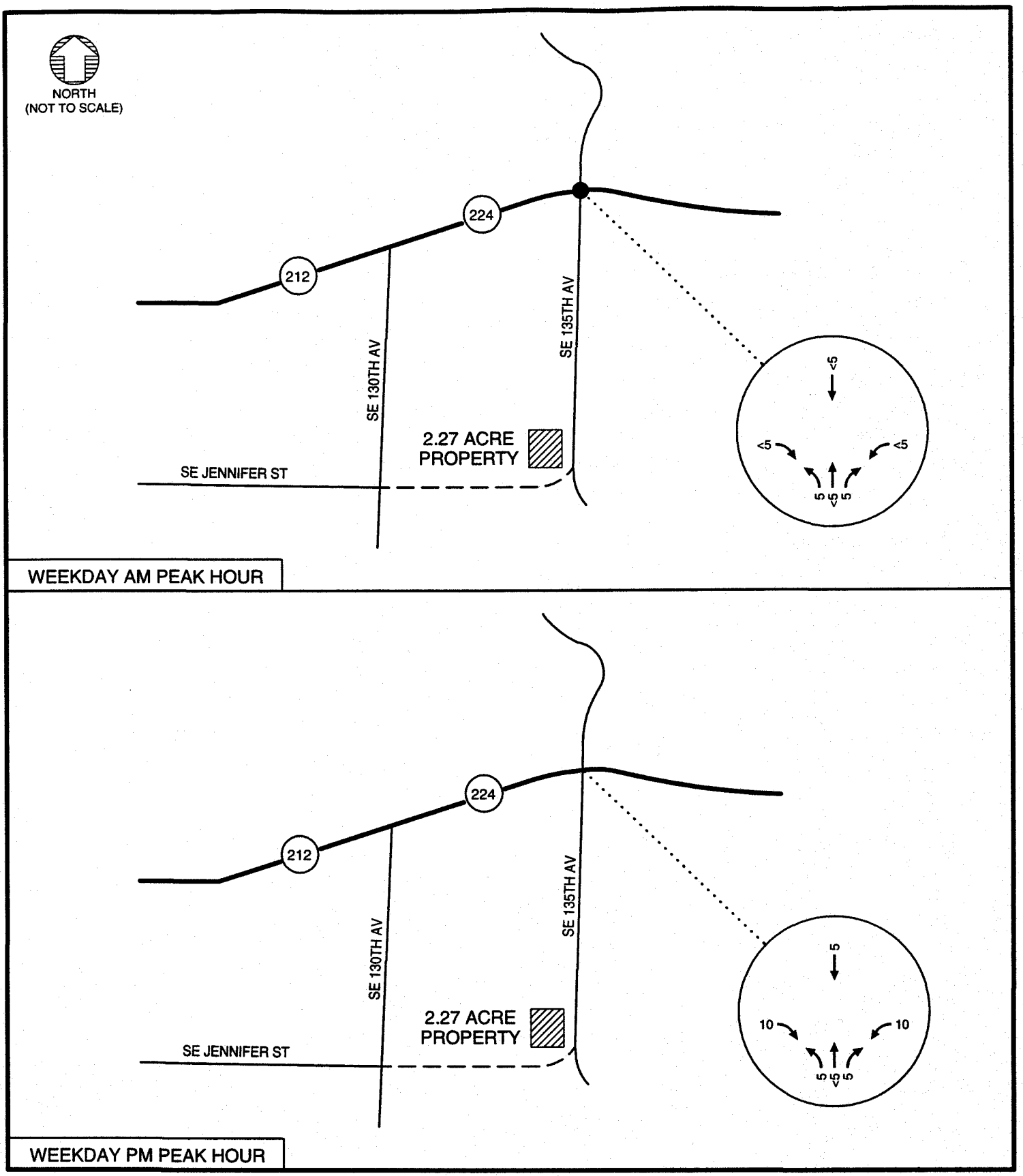
EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 99 of 200

ESTIMATED TRIP DISTRIBUTION PATTERNS

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON
DECEMBER 2001

FIGURE
6

4949F006



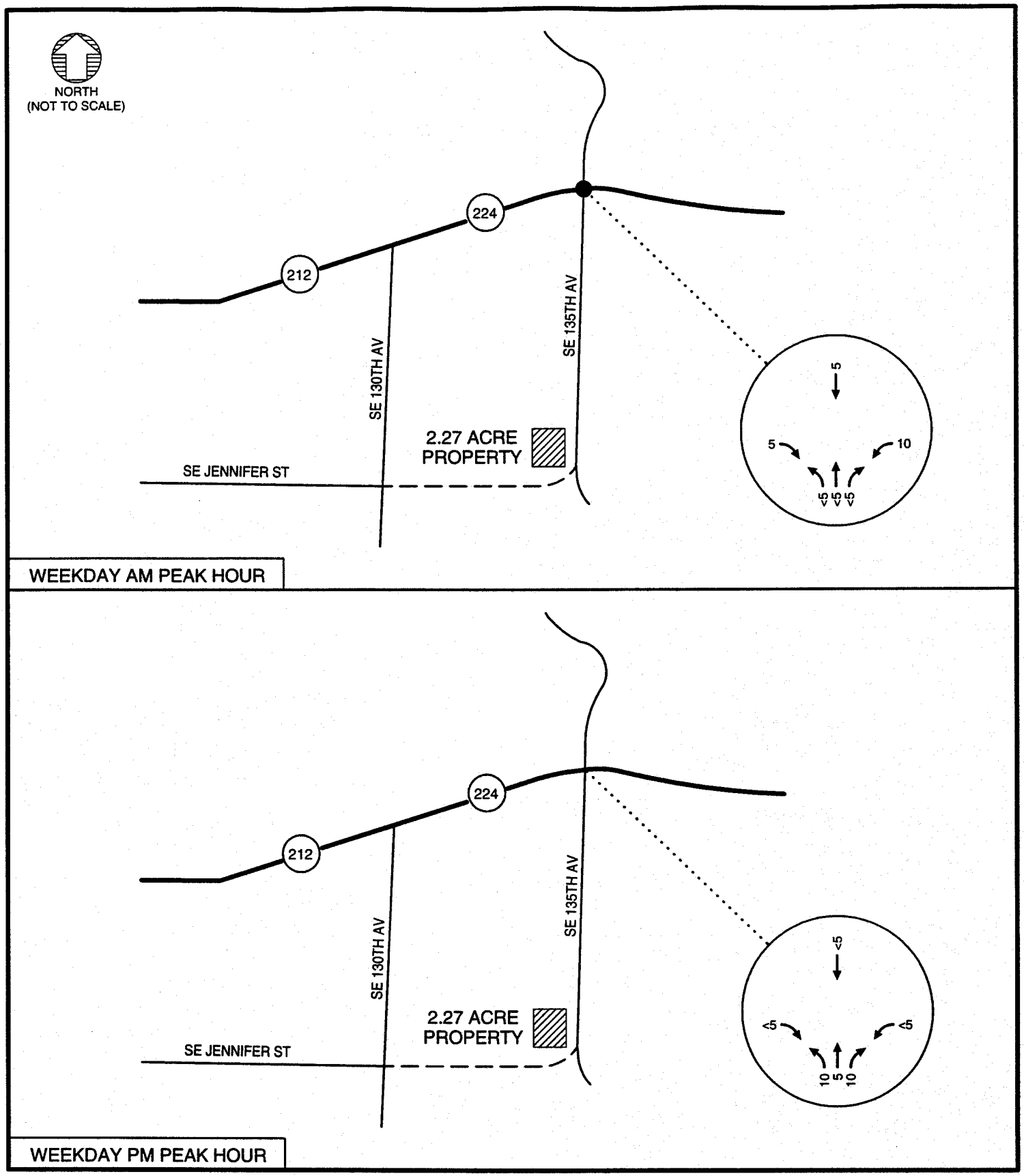
SITE-GENERATED TRAFFIC VOLUMES
EXISTING MR-1 ZONING
WEEKDAY AM AND PM PEAK HOURS

EXHIBIT 6
70299-20-CP & 70300-20-ZAP

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON (Brooktraut Properties LLC)
DECEMBER 2001

FIGURE 7

4949F007 (YXE: 4949AM/4949PM)



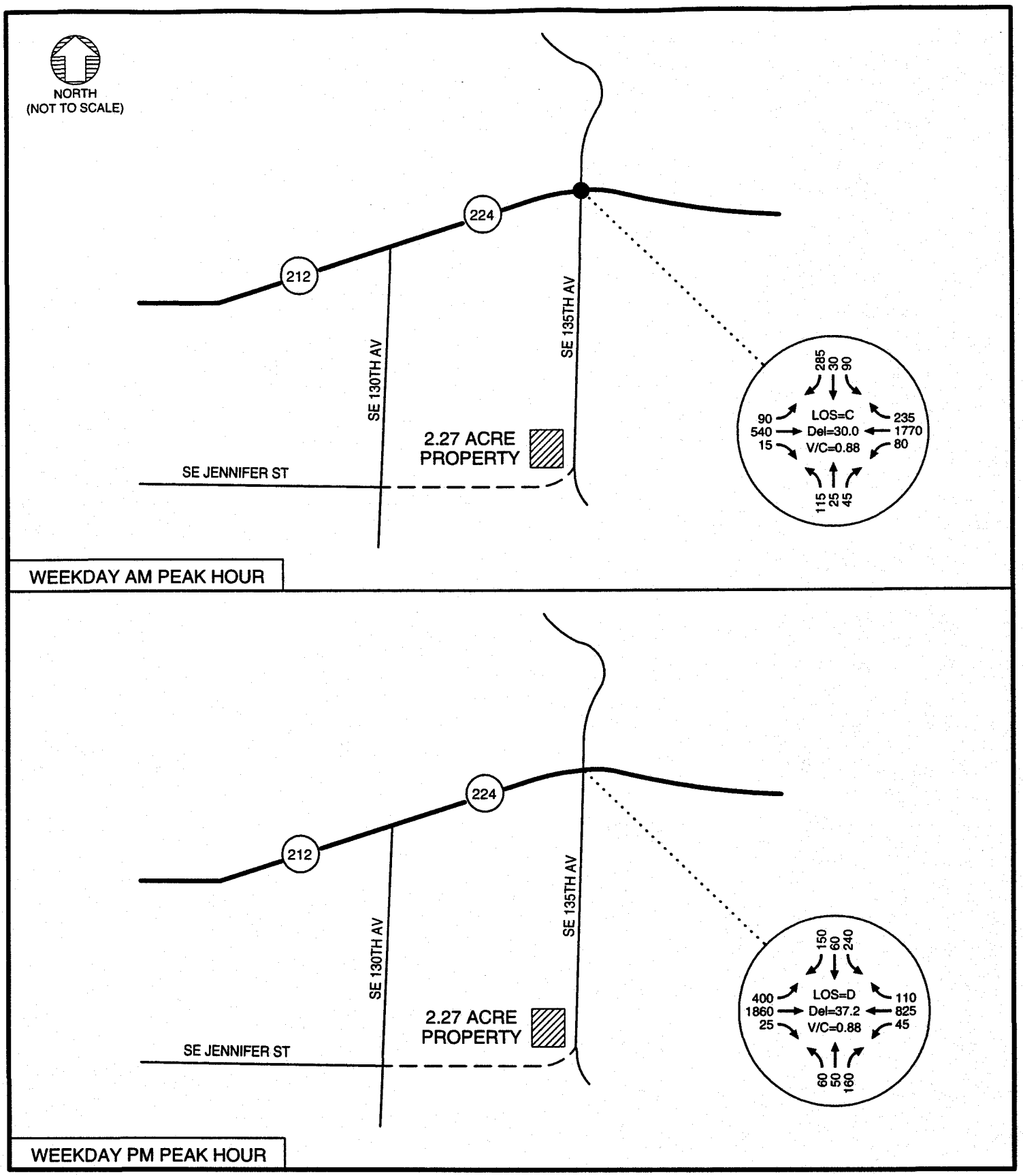
SITE-GENERATED TRAFFIC VOLUMES
PROPOSED I-2 ZONING
WEEKDAY AM AND PM PEAK HOURS

EXHIBIT 6
70299-20-CP & 70300-20-ZAP

135TH AVENUE REZONE CLACKAMAS COUNTY, OREGON	FIGURE 8
DECEMBER 2001	

(Brooktraut Properties LLC)

4949F008 (YXE: 4949AM/4949PM)



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)

LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)

Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2002 TOTAL TRAFFIC CONDITIONS EXISTING MR-1 ZONING WEEKDAY AM AND PM PEAK HOURS

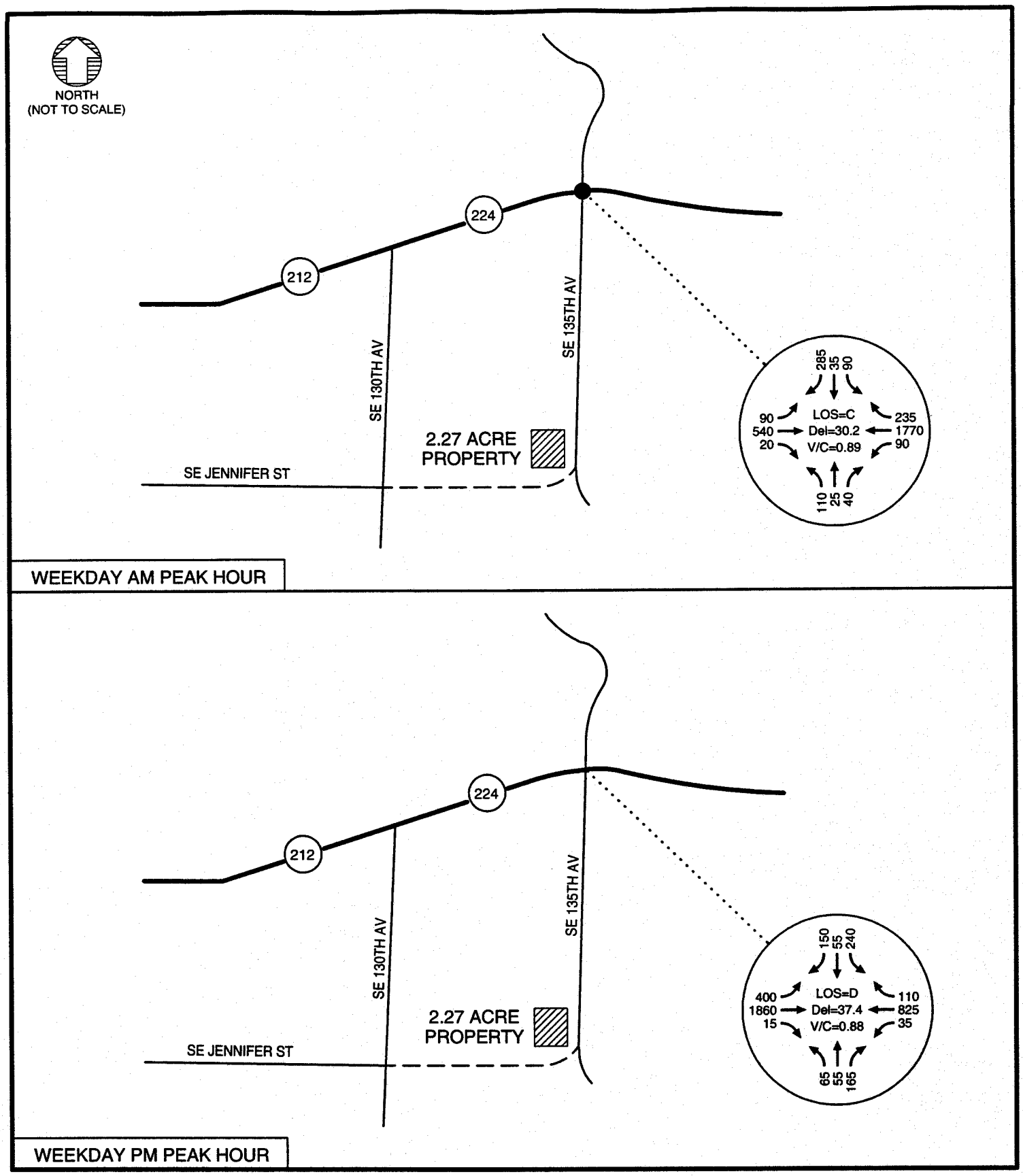
EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON (Brooktraut Properties L...

DECEMBER 2001

FIGURE 9

4949F009 (YXE: 4949AM/4949PM)



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)

LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)

Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2002 TOTAL TRAFFIC CONDITIONS PROPOSED I-2 ZONING WEEKDAY AM AND PM PEAK HOURS

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON (Brooktraut Properties LLC)

DECEMBER 2001

FIGURE 10

4949F010 (YXE: 4949AM/4949PM)

2005 Traffic Conditions

2005 Base Traffic Volumes

The year 2005 base traffic volumes represent the typical traffic volumes that are projected to occur within the study area in the year 2005, under the existing zoning. They will be compared with the traffic volumes predicted to occur under the proposed I-2 zoning to identify whether the proposed zoning will cause significant traffic impacts that would not occur under the existing zoning. Figure 11 shows the year 2005 base traffic volumes for the weekday a.m. and p.m. peak periods.

As shown in Figure 11, the projected 2005 base traffic volumes at the Highway 212-224/SE 135th Avenue intersection result in acceptable operations. The volume-to-capacity ratio does not exceed the ODOT threshold in either peak hour. The worsening conditions are a result of general growth in the region associated with additional residential development east of the proposed site.

The next two sections discuss total traffic conditions with the reasonable development of the existing MR-1 zoning designation and the proposed I-2 zoning scenario.

Year 2005 Traffic Operations with Existing MR-1 Zoning Designation

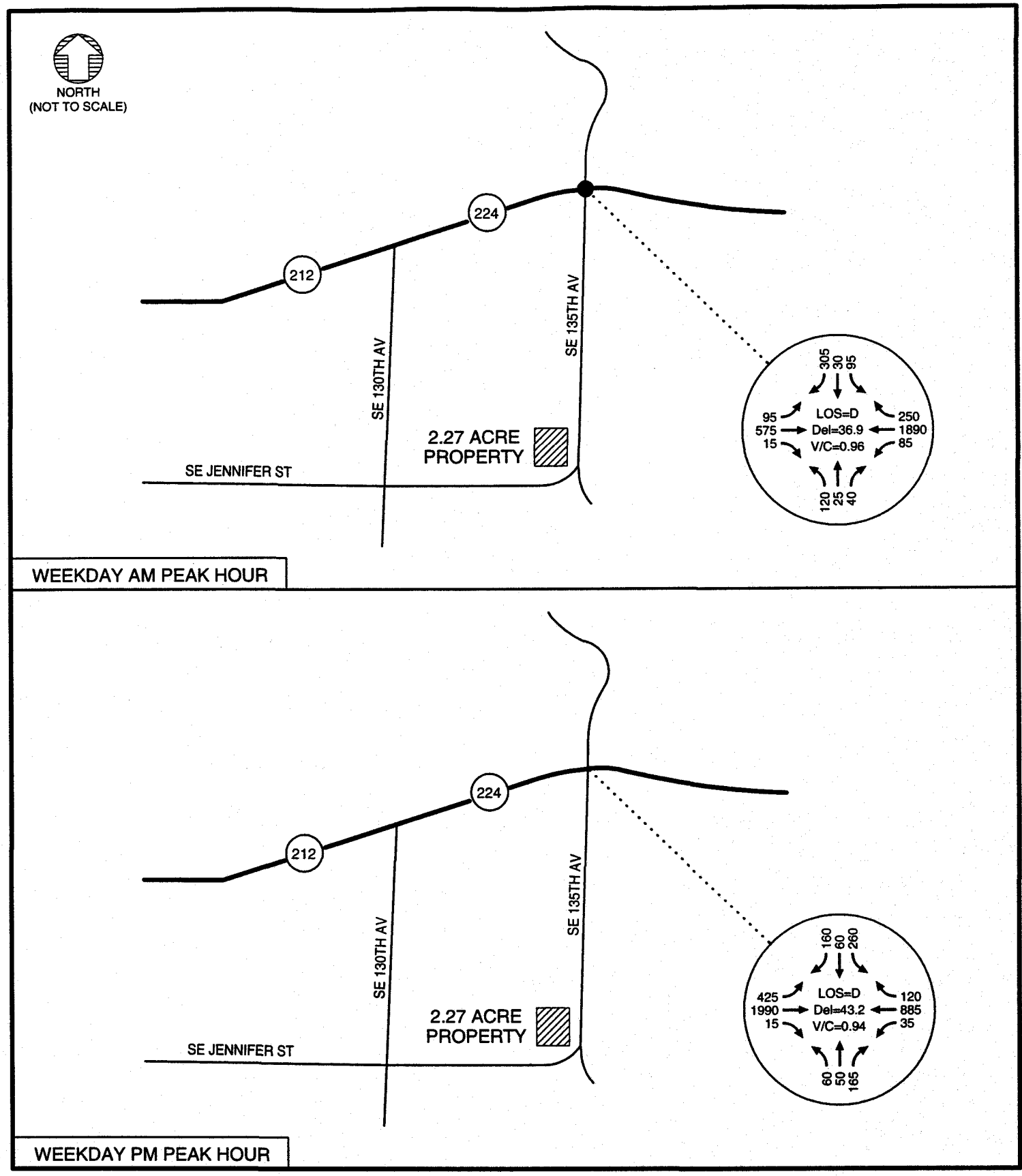
For the year 2005 total traffic analysis under the existing MR-1 zoning designation, the base weekday a.m. and p.m. peak hour traffic volumes shown in Figure 11 were added to the site-generated traffic shown in Figure 7. Figure 12 shows the 2005 total traffic volumes for the weekday a.m. and p.m. peak periods under the existing MR-1 zoning designation.

As shown in Figure 12, the Highway 212-224/SE 135th Avenue intersection is forecast to operate at a volume-to-capacity ratio less than the ODOT standard of 0.99 during the peak hour.

Year 2005 Traffic Operations with Proposed I-2 Zoning Scenario

For the year 2005 total traffic analysis under the proposed I-2 zoning designation, the base weekday a.m. and p.m. peak hour traffic volumes shown in Figure 11 were added to the site-generated traffic shown in Figure 8. Figure 13 shows the 2005 total traffic volumes for the weekday a.m. and p.m. peak periods under the proposed I-2 zoning designation.

As shown in Figure 13, the Highway 212-224/SE 135th Avenue intersection is forecast to operate at a volume-to-capacity ratio less than the ODOT standard of 0.99 during the peak hour.



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2005 BACKGROUND TRAFFIC CONDITIONS WEEKDAY AM AND PM PEAK HOURS

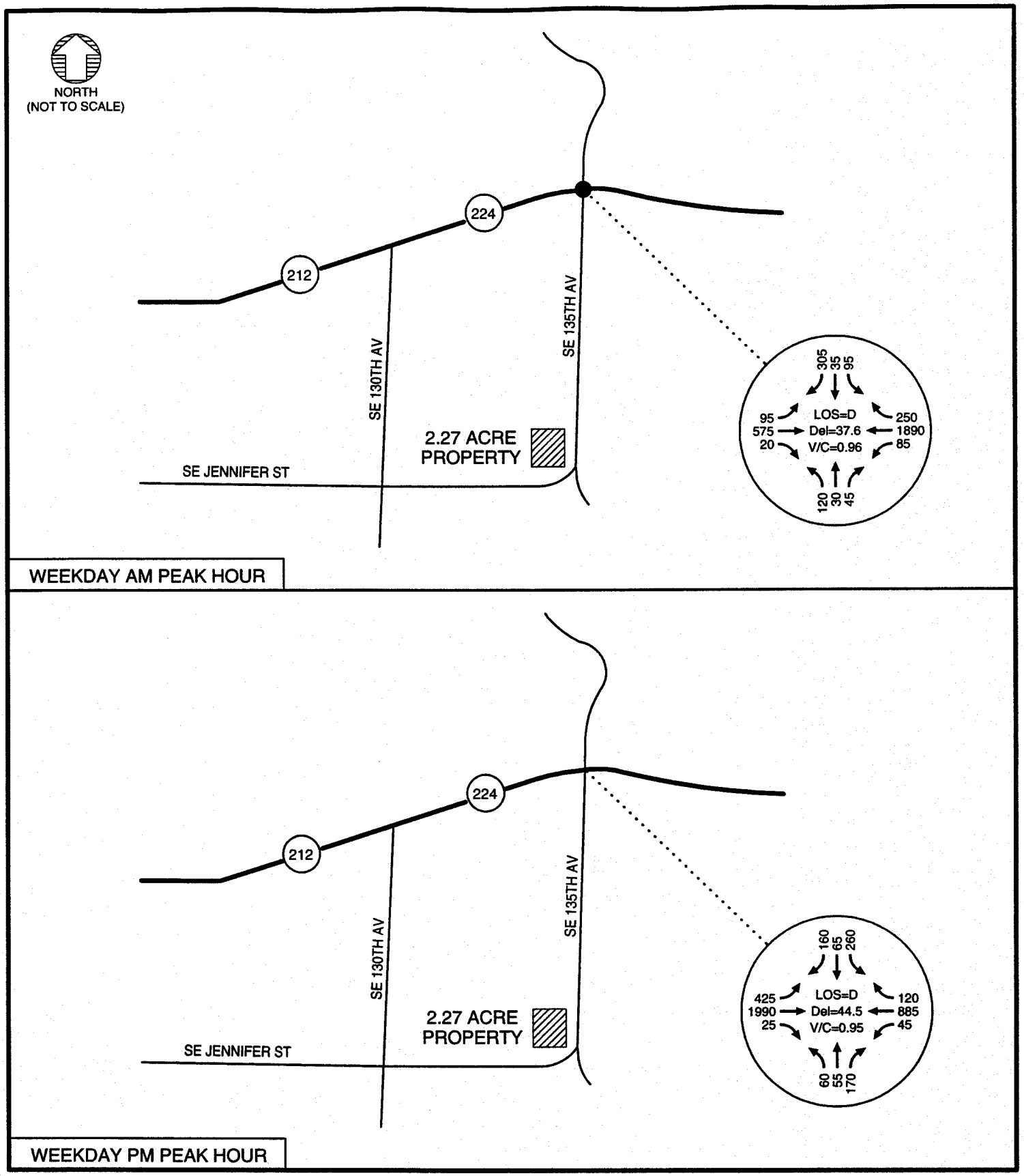
EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON
(Brooktraut Properties LLC)

DECEMBER 2001

FIGURE 11

4949F011 (YXE: 4949AM/4949PM)



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

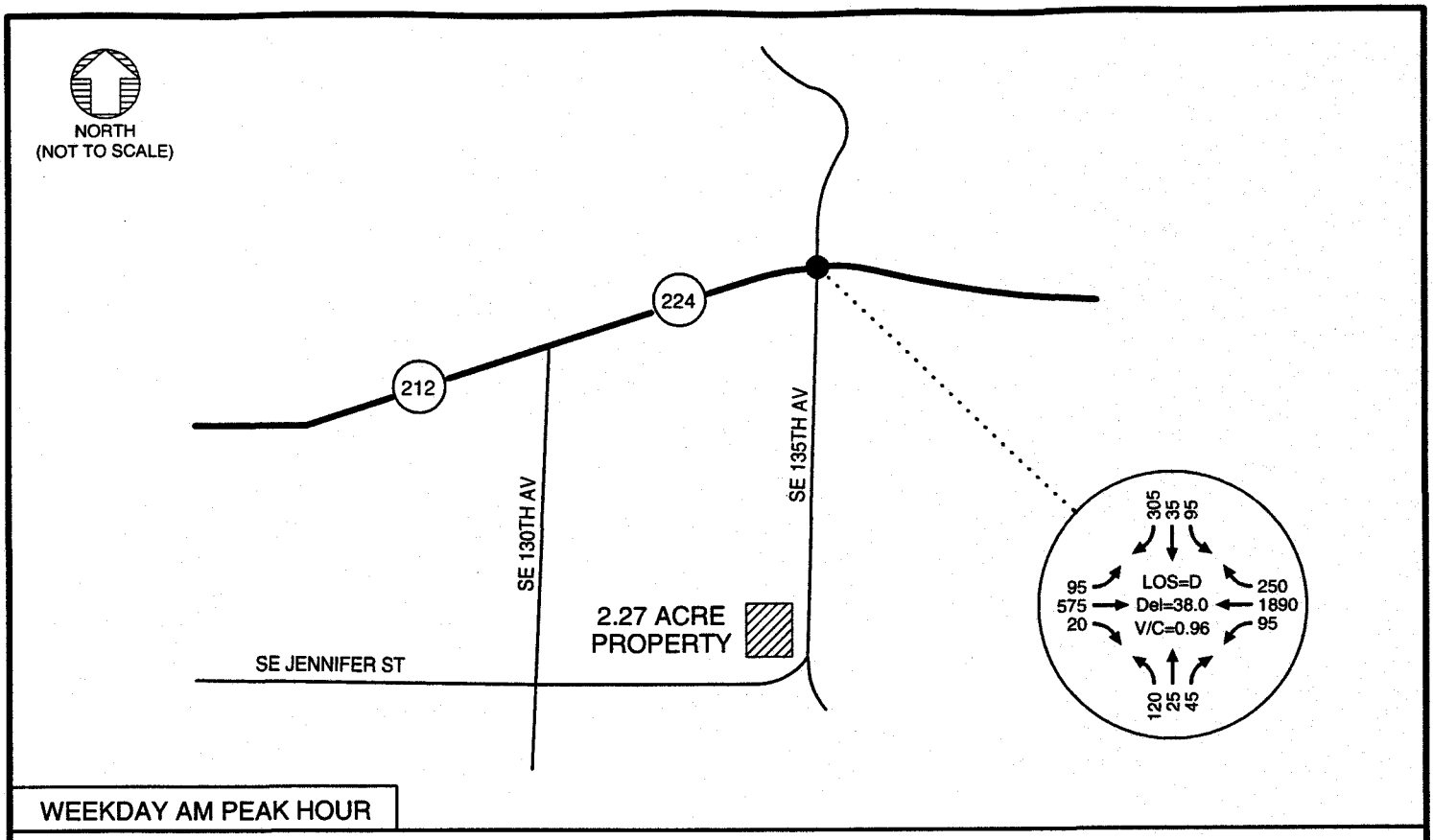
2005 TOTAL TRAFFIC CONDITIONS EXISTING MR-1 ZONING WEEKDAY AM AND PM PEAK HOURS

EXHIBIT 6
70299-21-CP & 70300-21-ZAP

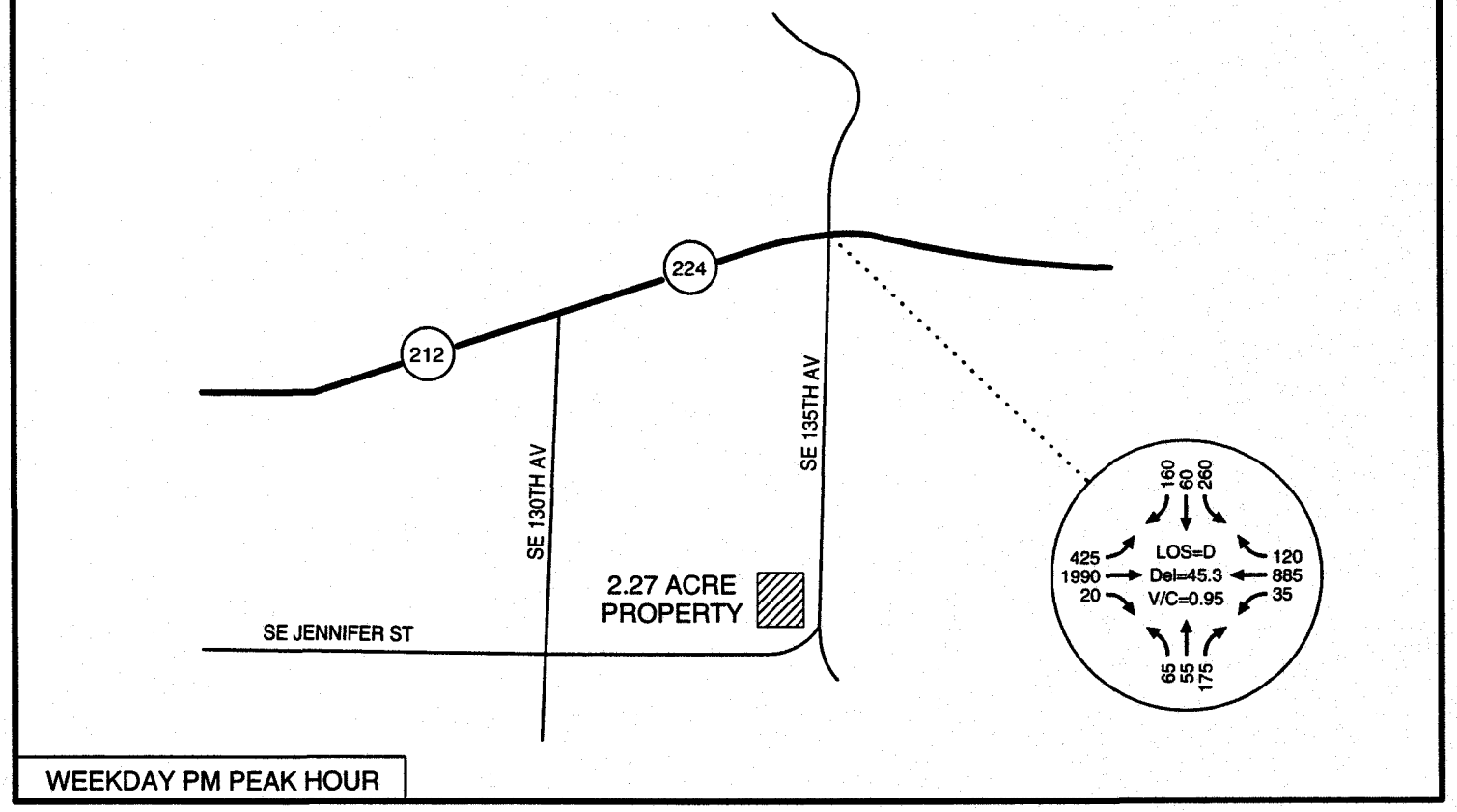
135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON (Brooktraut Properties LLC)
DECEMBER 2001

FIGURE 12

4949F012 (YXE: 4949AM/4949PM)



WEEKDAY AM PEAK HOUR



WEEKDAY PM PEAK HOUR

LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2005 TOTAL TRAFFIC CONDITIONS PROPOSED I-2 ZONING WEEKDAY AM AND PM PEAK HOURS

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP

135TH AVENUE REZONE
CLACKAMAS COUNTY, OREGON (Brooktraut Properties LLC)
DECEMBER 2001

FIGURE 13

4949F013 (YXE: 4949AM/4949PM)

FINDINGS AND CONCLUSIONS

Based on the results of the study described in this report, the proposed zone change can occur without significantly affecting the transportation facilities within the site vicinity. Transportation improvements required in the long term to maintain satisfactory operations at the Highway 212-224/SE 135th Avenue intersection have been previously identified and these improvements would be needed with or without the proposed zone change. This analysis developed the following findings and conclusions.

Findings

- The Highway 212-224/SE 135th Avenue intersection currently functions at acceptable operating standards during both the weekday a.m. and p.m. peak periods.
- SE Jennifer Street is planned to be extended to SE 135th Avenue sometime within the next two years according to the Clackamas County Five Year Capital Improvement Plan. Along with this extension of SE Jennifer Street, the surface of SE 135th Avenue will be reconstructed and sidewalks and bicycle lanes will be added.
- ODOT has a long-term plan to construct the Sunrise Corridor project, which involves a new four-lane roadway connection from I-205 to the Rock Creek Junction (at about 152nd). This project will substantially reduce traffic volumes on the existing Highway 212-224, thereby relieving future congestion at the Highway 212/224/135th Avenue intersection with or without site development.
- Development of the 2.27 acres of I-2 uses (proposed zoning) as compared to 2.27 acres of MR-1 uses (existing zoning) would generate 5 more daily trips, 10 more a.m. peak hour trips, and 5 fewer p.m. peak hour trips.
- Under 2002 conditions with or without the proposed rezone, the Highway 212-224/SE 135th Avenue intersection will function above acceptable operating standards.
- Under 2005 conditions with or without the proposed rezone, the Highway 212-224/SE 135th Avenue intersection will function above acceptable operating standards.
- Previous studies have identified improvements at the Highway 212-224/SE 135th Avenue intersection, which would be needed by 2020 to meet ODOT standards. These improvements would be required with or without the proposed zone change and include construction of the Sunrise Corridor.

Conclusions

- The proposed zone change will not significantly affect the transportation system, as it will not degrade traffic operations beyond the existing zoning designation. As such, the TPR requirements for plan amendments are satisfied.

I trust that this analysis provides you the analysis necessary to evaluate the affect of the proposed zone change. If I can assist you further, please don't hesitate to call.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Peter Koonce, P.E.
Engineer

Scott Beaird
Transportation Analyst

cc: Chris Christopherson, Clackamas County
Joseph Marek, Clackamas County
John Bosket, Oregon Department of Transportation

References:
1. Oregon Department of Transportation. *1999 Oregon Highway Plan.* 1999.
2. Transportation Research Board. *Highway Capacity Manual, Special Report No. 209.* 1997.
3. Oregon Department of Transportation. *Amendment to 1999 Oregon Highway Plan Alternate Highway Mobility Standards.* 2000.
4. Institute of Transportation Engineers. *ITE Trip Generation Manual, Sixth Edition.* 1997.

Appendices: "A" – Traffic Count Data
"B" – Traffic Analysis Worksheets
"C" – Description of Level of Service Methods and Criteria

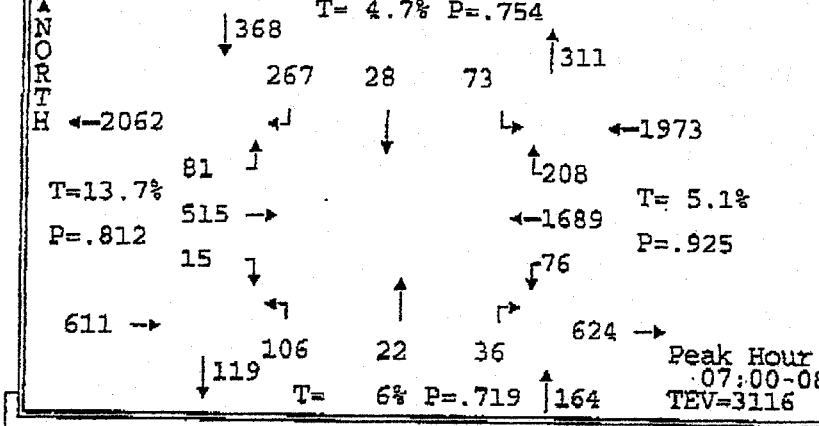
Appendix A

Traffic Count Data

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 106 of 200

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
HIGHWAY 212 AT 135TH AVENUE

25288



DATE OF COUNT: 11/02/00
DAY OF WEEK: Thu
TIME STARTED: 07:00
TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

GTMT

Traffic Smithy
(503) 641-6333

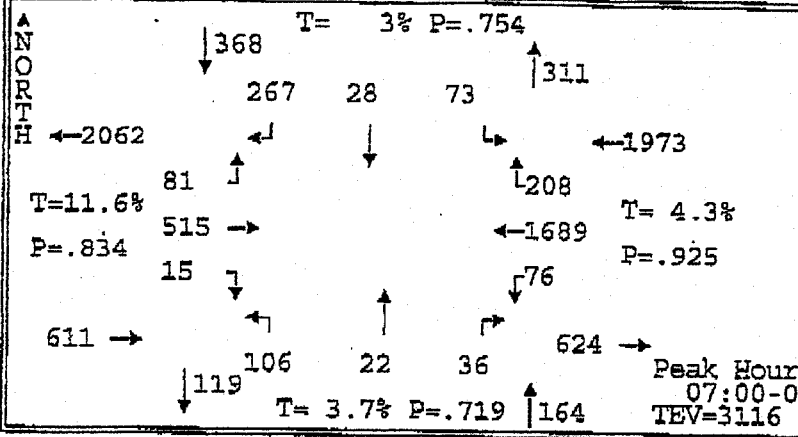
TIME PERIOD FROM - TO	EAST BOUND ↓	EAST BOUND →	EAST BOUND ↑	SOUTH BOUND ↵	SOUTH BOUND ↓	SOUTH BOUND ↳	NORTH BOUND ↰	NORTH BOUND ↑	NORTH BOUND ↱	WEST BOUND ↓	WEST BOUND ←	WEST BOUND ↑	ALL	
07:00-07:05	1	37	4	20	2	4	11	3	2	6	135	13	238	
07:05-07:10	2	35	4	11	2	5	5	2	3	6	137	14	226	724
07:10-07:15	0	44	8	34	2	8	11	2	1	5	129	16	260	
07:15-07:20	0	38	5	13	3	6	10	1	2	7	164	25	274	
07:20-07:25	1	43	9	31	3	7	9	0	3	3	141	15	265	771
07:25-07:30	2	36	6	13	2	4	6	1	4	10	153	15	252	
07:30-07:35	3	40	7	18	0	5	13	5	6	4	116	16	233	
07:35-07:40	1	39	4	25	2	3	11	3	3	8	128	28	255	743
07:40-07:45	1	52	6	17	1	5	10	2	4	7	134	16	255	
07:45-07:50	1	47	10	18	3	11	7	1	0	6	142	20	266	
07:50-07:55	2	57	12	41	3	8	3	2	4	8	156	17	313	858
07:55-08:00	1	47	6	26	5	7	10	0	4	6	154	13	279	
08:00-08:05	1	57	12	19	5	8	6	5	2	9	88	10	222	
08:05-08:10	2	41	6	11	5	4	14	2	5	4	133	13	240	
08:10-08:15	3	64	8	26	2	5	9	4	5	8	93	7	234	
08:15-08:20	1	50	4	16	2	8	6	2	4	11	102	8	214	
08:20-08:25	3	49	13	18	2	7	11	3	12	2	89	8	217	
08:25-08:30	2	39	5	18	4	3	5	1	9	5	109	10	210	
08:30-08:35	0	55	10	19	0	4	11	5	2	2	87	9	204	
08:35-08:40	1	51	7	12	1	3	2	0	6	5	99	12	199	
08:40-08:45	1	66	7	11	3	2	11	2	5	4	87	9	208	
08:45-08:50	0	40	8	9	0	2	7	4	2	2	94	16	184	
08:50-08:55	2	46	15	16	1	10	7	2	3	2	86	12	202	
08:55-09:00	0	43	8	13	0	7	4	4	5	4	88	17	193	
Total Survey	31	1116	184	455	53	136	199	56	96	134	2844	339	5643	
PHF	.63	.83	.72	.79	.64	.7	.78	.55	.69	.86	.92	.81	.907	
% Trucks	9.7	13.5	15.8	4.4	5.7	5.1	5.5	3.6	8.3	3.7	5.6	1.5	7.1	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0		
Peds	0	1	0	0	0	0	0	1	0	0	0	0		
Hourly Totals														
07:00-08:00	15	515	81	267	28	73	106	22	36	76	1689	208	3116	
07:15-08:15	18	561	91	258	34	73	108	26	42	80	1602	195	3088	
07:30-08:30	21	582	93	253	34	74	105	30	58	78	1444	166	2938	
07:45-08:45	18	623	100	235	35	70	95	27	58	70	1339	136	2806	
08:00-09:00	16	601	103	188	25	63	93	34	60	58	1155	131	2527	

Post-it® Fax Note 7671 | Date 11/29/01 | # of pages ▶ 4

To Scott Beaird	From John Bosket
Co./Dept. Kittelson Assoc.	Co. ODOT
Phone #	Phone # (503) 731-3427
Fax # (503) 273-8169	Fax #

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

INTERSECTION TURN MOVEMENT COUNT PEAK HOUR REPORT
HIGHWAY 212 AT 135TH AVENUE



DATE OF COUNT: 11/02/00
DAY OF WEEK: Thu
TIME STARTED: 07:00
TIME ENDED: 09:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

GTMT

Peak Hour
07:00-08:00
TEV=3116

Traffic Smithy
(503)641-6333

TIME PERIOD FROM - TO	EAST BOUND ↓	EAST BOUND →	EAST BOUND ↑	SOUTH BOUND ↵	SOUTH BOUND ↓	SOUTH BOUND ↳	NORTH BOUND ↰	NORTH BOUND ↑	NORTH BOUND ↱	WEST BOUND ↓	WEST BOUND ←	WEST BOUND ↑	ALL
ALL VEHICLES													
07:00-07:15	3	116	16	65	6	17	27	7	6	17	401	43	724
07:15-07:30	3	117	20	57	8	17	25	2	9	20	458	55	791
07:30-07:45	5	131	17	60	3	13	34	10	13	19	378	60	743
07:45-08:00	4	151	28	85	11	26	20	3	8	20	452	50	858
LIGHT TRUCKS (SINGLE UNIT 2 AXLES)													
07:00-07:15	0	8	1	1	0	1	1	0	0	0	9	1	22
07:15-07:30	0	7	1	0	0	1	0	0	1	1	10	1	22
07:30-07:45	2	5	2	0	0	0	3	0	1	1	6	0	20
07:45-08:00	0	10	2	1	1	2	0	0	0	2	15	0	33
MEDIUM TRUCKS (SINGLE UNIT > 2 AXLES)													
07:00-07:15	0	2	0	1	0	0	0	0	0	0	9	0	12
07:15-07:30	0	2	2	0	0	0	0	0	0	0	7	0	11
07:30-07:45	0	5	1	1	0	0	0	0	0	0	2	0	9
07:45-08:00	0	1	2	2	0	0	0	0	0	0	5	0	10
HEAVY TRUCKS (SEMI-TRACTOR TRAILER)													
07:00-07:15	0	1	0	0	0	0	0	0	0	0	4	0	5
07:15-07:30	0	6	2	0	0	0	0	0	0	0	6	0	14
07:30-07:45	0	4	0	0	0	0	0	0	0	0	3	0	7
07:45-08:00	0	5	0	0	0	0	0	0	0	0	3	0	8
BICYCLES													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0

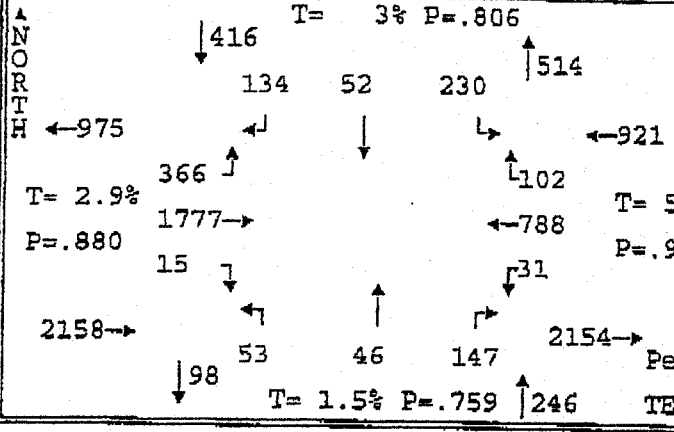
PEDESTRIANS	CROSSWALK USEAGE SOUTH	WEST	EAST	NORTH	ALL
07:00-07:15	0	0	0	0	0
07:15-07:30	0	0	0	0	0
07:30-07:45	0	0	0	0	0
07:45-08:00	0	0	1	0	1
	0	0	0	0	0

Peak Hour by Movement													
PHF	.75	.85	.72	.79	.64	.7	.78	.55	.69	.95	.92	.87	.907
% Trucks(all)	13.3	10.9	16	2.2	3.6	5.5	3.8	0	5.6	5.3	4.7	1	5.6
% Trucks(M+H)	0	5	8.6	1.5	0	0	0	0	0	0	2.3	0	2.4
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	

Hourly Totals													
07:00-08:00	15	515	81	267	28	73	106	22	36	76	1689	208	3116
07:15-08:15	18	561	91	258	34	73	108	26	42	80	1602	195	3088
07:30-08:30	21	582	93	253	34	74	105	30	58	78	1444	166	2938
07:45-08:45	18	623	100	235	35	70	95	27	58	70	1339	136	2806
08:00-09:00	16	601	103	188	25	63	93	34	60	58	1155	131	2527

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
HIGHWAY 212 AT 135TH AVENUE

25289



DATE OF COUNT: 11/02/00
DAY OF WEEK: Thu
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

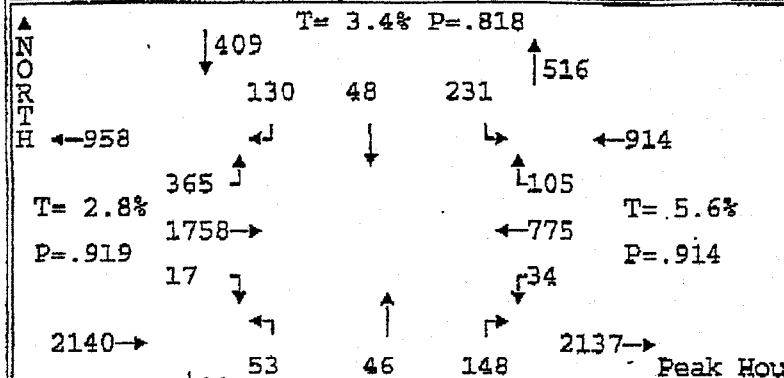
GTMU

Peak Hour
16:25-17:25
TEV=3741

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL	
	↓	→	↑	↵	↓	↳	↰	↑	↱	↓	←	↑		
16:00-16:05	1	135	29	16	5	15	5	1	4	1	44	5	261	
16:05-16:10	2	117	22	10	3	23	3	2	14	4	75	7	282	
16:10-16:15	1	171	31	13	4	17	5	2	11	3	61	9	328	
16:15-16:20	2	134	16	17	8	19	7	6	8	8	64	10	299	
16:20-16:25	1	136	22	10	3	12	8	5	8	2	43	6	254	
16:25-16:30	2	133	25	10	6	20	4	5	12	3	84	12	316	916
16:30-16:35	4	151	24	8	0	10	4	4	16	3	45	5	274	
16:35-16:40	0	130	28	16	7	23	6	6	17	3	79	11	326	
16:40-16:45	0	143	45	6	4	17	6	5	13	2	62	4	307	
16:45-16:50	2	126	25	19	9	28	5	3	18	2	68	7	314	913
16:50-16:55	2	144	34	9	3	13	5	3	6	1	62	10	292	
16:55-17:00	1	135	16	16	6	22	5	4	12	2	67	12	298	
17:00-17:05	0	175	32	14	2	16	4	3	7	1	43	4	301	919
17:05-17:10	0	143	25	12	3	21	6	2	9	4	81	14	320	
17:10-17:15	2	166	39	6	6	14	2	2	12	5	57	10	321	
17:15-17:20	1	148	30	10	4	26	6	2	8	3	74	7	323	953
17:20-17:25	1	183	43	8	2	20	0	1	17	2	66	6	349	
17:25-17:30	4	114	24	6	2	21	4	5	13	6	71	15	285	
17:30-17:35	2	148	25	11	8	16	3	3	7	2	51	3	279	
17:35-17:40	1	134	24	14	4	18	2	2	14	5	97	8	323	
17:40-17:45	0	137	26	13	5	12	5	6	16	2	67	11	300	
17:45-17:50	1	97	20	10	4	14	5	2	9	2	93	15	272	
17:50-17:55	2	127	45	10	1	18	4	2	15	3	43	7	277	
17:55-18:00	2	120	14	5	2	16	5	2	9	4	76	7	262	
Total Survey	34	3347	664	269	101	431	109	82	275	73	1573	205	7163	
PHF	.63	.89	.82	.76	.65	.85	.78	.72	.77	.65	.93	.82	.941	
% Trucks	5.9	3.2	1.4	6.3	3	.9	.9	0	2.2	4.1	5.8	2.4	3.5	
Stopped Buses	0	3	0	0	0	0	0	0	0	0	0	0		
Peds	0	2	0	0	1	0	0	0	0	0	0	0		
Hourly Totals														
16:00-17:00	18	1655	317	150	58	219	63	46	139	34	754	98	3551	
16:15-17:15	16	1716	331	143	57	215	62	48	138	36	755	105	3622	
16:30-17:30	17	1758	365	130	48	231	53	46	148	34	775	105	3710	
16:45-17:45	16	1753	343	138	54	227	47	42	139	35	804	107	3705	
17:00-18:00	16	1692	347	119	43	212	46	36	136	39	819	107	3612	

INTERSECTION TURN MOVEMENT COUNT PEAK HOUR REPORT
HIGHWAY 212 AT 135TH AVENUE



DATE OF COUNT: 11/02/00
DAY OF WEEK: Thu
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

GTMU

Peak Hour 16:30-17:30
TEV=3710

Traffic Smithy
(503)641-6333

TIME PERIOD FROM - TO	EAST BOUND ↓	EAST BOUND →	EAST BOUND ↑	SOUTH BOUND ↵	SOUTH BOUND ↓	SOUTH BOUND ↳	NORTH BOUND ↰	NORTH BOUND ↑	NORTH BOUND ↱	WEST BOUND ↓	WEST BOUND ←	WEST BOUND ↑	ALL
ALL VEHICLES													
16:30-16:45	4	424	97	30	11	50	16	15	46	8	186	20	907
16:45-17:00	5	405	75	44	18	63	15	12	36	5	197	29	904
17:00-17:15	2	484	96	32	11	51	12	7	28	10	181	28	942
17:15-17:30	6	445	97	24	8	67	10	12	38	11	211	28	957
LIGHT TRUCKS (SINGLE UNIT 2 AXLES)													
16:30-16:45	0	9	1	4	0	1	0	0	2	0	5	0	22
16:45-17:00	0	13	0	3	1	0	0	0	0	1	4	1	23
17:00-17:15	0	6	1	0	0	1	0	0	0	0	11	0	19
17:15-17:30	0	6	1	0	0	0	0	0	1	1	5	1	15
MEDIUM TRUCKS (SINGLE UNIT > 2 AXLES)													
16:30-16:45	0	2	0	0	0	0	0	0	0	0	3	0	5
16:45-17:00	0	7	0	0	0	1	0	0	0	0	1	0	9
17:00-17:15	0	2	0	0	0	0	0	0	0	1	1	0	4
17:15-17:30	0	2	0	0	0	0	0	0	0	0	3	0	5
HEAVY TRUCKS (SEMI-TRACTOR TRAILER)													
16:30-16:45	1	4	0	2	0	0	0	0	0	0	3	0	10
16:45-17:00	0	1	0	1	0	0	0	0	0	0	3	0	5
17:00-17:15	0	1	1	0	0	0	0	0	0	0	4	0	6
17:15-17:30	0	1	0	0	0	0	0	0	0	0	3	0	4
BICYCLES													
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIANS — CROSSWALK USEAGE	SOUTH	WEST	EAST	NORTH	ALL
16:30-16:45	0	0	0	0	0
16:45-17:00	0	0	0	0	0
17:00-17:15	2	0	0	0	2
17:15-17:30	0	0	0	0	0

Peak Hour by Movement													
PHF	.71	.91	.94	.74	.67	.86	.83	.77	.8	.77	.92	.91	.969
% Trucks(all)	5.9	3.1	1.1	7.7	2.1	1.3	0	0	2	8.8	5.9	1.9	3.4
% Trucks(M+H)	5.9	1.1	.3	2.3	0	.4	0	0	0	2.9	2.7	0	1.3
Stopped Buses	0	1	0	0	0	0	0	0	0	0	0	0	

Hourly Totals													
16:00-17:00	18	1655	317	150	58	219	63	46	139	34	754	98	3551
16:15-17:15	16	1716	331	143	57	215	62	48	138	36	755	105	3622
16:30-17:30	17	1758	365	130	48	231	53	46	148	34	775	105	3710
16:45-17:45	16	1753	343	138	54	227	47	42	139	35	804	107	3705
17:00-18:00	16	1692	347	119	43	212	46	36	136	39	819	107	3612

Appendix B

Traffic Analysis Worksheets

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 111 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday AM Peak Period

Scenario Report

Scenario:	Weekday AM
Command:	Weekday AM
Volume:	Weekday AM
Geometry:	Weekday AM
Impact Fee:	Weekday AM
Trip Generation:	Weekday AM
Trip Distribution:	Weekday AM
Paths:	Weekday AM
Routes:	Weekday AM
Configuration:	Weekday AM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday AM Peak Period

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Highway 212-224/SE 135th Avenue													
Base	108	23	37	75	29	273	83	527	15	78	1728	213	3189
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	108	23	37	75	29	273	83	527	15	78	1728	213	3189

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 112 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday AM Peak Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	108	23	37	75	29	273	83	527	15	78	1728	213

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday AM Peak Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Highway 212-224/SE 135th Avenu	C	26.9	0.842	C	26.9	0.842	+ 0.000 D/V

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 113 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday AM Peak Period

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 94 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2 0 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	108	23	37	75	29	273	83	527	15	78	1728	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	23	37	75	29	273	83	527	15	78	1728	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	23	37	75	29	273	83	527	15	78	1728	213
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	0
Reduced Vol:	108	23	37	75	29	183	83	527	15	78	1728	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	23	37	75	29	183	83	527	15	78	1728	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.86	0.86	0.68	0.83	0.83	0.83	0.88	0.75	0.90	0.94	0.94
Lanes:	1.00	0.38	0.62	1.00	0.14	0.86	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	674	623	1002	1301	216	1360	1583	3333	1416	1718	3169	391
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.06	0.13	0.13	0.05	0.16	0.01	0.05	0.55	0.55
Crit Moves:	****						****				****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.06	0.55	0.55	0.16	0.65	0.65
Volume/Cap:	0.84	0.19	0.19	0.30	0.71	0.71	0.84	0.29	0.02	0.29	0.84	0.84
Delay/Veh:	83.7	41.1	41.1	42.4	53.0	53.0	100.4	14.4	12.2	45.1	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	41.1	41.1	42.4	53.0	53.0	100.4	14.4	12.2	45.1	19.4	19.4
DesignQueue:	6	1	2	4	2	10	5	16	0	4	47	6

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday AM Peak Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Base Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 2 0 1	0	1	0 1 1 0
Lane Group:	L	RT		RT	L	RT	RT	L	T R	L	RT	RT
#LnsInGrps:	1	1		1	1	1	1	1	2 1	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:	6			5			14			5		
Grade:	0%			0%			0%			0%		
Parking/Hr:	No			No			No			No		
Bus Stp/Hr:	0			0			0			0		
Area Type:	< <

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday AM Peak Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Base Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	22.86	22.86	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	22.86	22.86	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	22.86	22.86	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	108	75	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	3.60	2.50	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	212	60	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	7.07	2.00	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.81	0.81	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	8.97	0.00	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	13.89	22.86	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.74	0.84	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.62	1.39	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.17	0.17	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.38	0.72	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.38	0.72	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 115 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday PM Peak Period

Scenario Report

Scenario:	Weekday PM
Command:	Weekday PM
Volume:	Weekday PM
Geometry:	Weekday PM
Impact Fee:	Weekday PM
Trip Generation:	Weekday PM
Trip Distribution:	Weekday PM
Paths:	Weekday PM
Routes:	Weekday PM
Configuration:	Weekday PM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday PM Peak Period

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Highway 212-224/SE 135th Avenue													
Base	54	47	150	235	53	137	375	1818	15	32	806	104	3826
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	47	150	235	53	137	375	1818	15	32	806	104	3826

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 116 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday PM Peak Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	54	47	150	235	53	137	375	1818	15	32	806	104

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday PM Peak Period

Impact Analysis Report
Level Of Service

	Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#	1 Highway 212-224/SE 135th Avenu	C	34.3	0.845	C	34.3	0.845	+ 0.000 D/V

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 117 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday PM Peak Period

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.845
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	95	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	54	47	150	235	53	137	375	1818	15	32	806	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	47	150	235	53	137	375	1818	15	32	806	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	47	150	235	53	137	375	1818	15	32	806	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	47	150	235	53	137	375	1818	15	32	806	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	47	150	235	53	137	375	1818	15	32	806	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.87	0.87	0.50	0.87	0.87	0.92	0.97	0.82	0.90	0.94	0.94
Lanes:	1.00	0.24	0.76	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	972	394	1256	943	459	1187	1753	3690	1566	1718	3150	406
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.25	0.12	0.12	0.21	0.49	0.01	0.02	0.26	0.26
Crit Moves:				****				****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.28	0.58	0.58	0.03	0.33	0.33
Volume/Cap:	0.19	0.41	0.41	0.86	0.40	0.40	0.77	0.86	0.02	0.56	0.77	0.77
Delay/Veh:	32.3	34.8	34.8	62.5	34.6	34.6	47.3	25.0	10.9	68.9	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	34.8	34.8	62.5	34.6	34.6	47.3	25.0	10.9	68.9	39.2	39.2
DesignQueue:	3	2	7	11	3	7	19	59	0	2	38	5

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday PM Peak Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Base Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Lane Group:	L	RT		L	RT		L	T	R	L	RT	
#LnsInGrps:	1	1		1	1		1	2	1	1	2	
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		2			3			3			5	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < <						Other		> > > > > > > > > > > > > > >			
Cnft Ped/Hr:		0			0			2			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	5	5	xxxx	5	5	xxxx	xxxx	2	xxxx	5	5
f(lt) Case:	2	xxxx	xxxx	2	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.98	0.98	0.98	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.89	0.89	xxxx	0.89	0.89	xxxx	xxxx	0.85	xxxx	0.98	0.98
LT Adj:	0.52	xxxx	xxxxx	0.51	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
HCM Sat Adj:	0.51	0.87	0.87	0.50	0.87	0.87	0.92	0.97	0.82	0.90	0.94	0.94
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.51	0.87	0.87	0.50	0.87	0.87	0.92	0.97	0.82	0.90	0.94	0.94
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < <						No		> > > > > > > > > > > > > > >			
Signal Type:	< < < < < < < < < < < <						Actuated		> > > > > > > > > > > >			
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0330-20-CP & Z0330-20-ZAP
(Extraut Properties LLC)
Page 118 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2001 Existing Conditions, Weekday PM Peak Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Base Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	34.93	34.93	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	34.93	34.93	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	34.93	34.93	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	54	235	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	1.80	7.83	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	190	197	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	6.33	6.57	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.71	0.71	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	6.04	6.45	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	28.89	28.48	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.76	0.75	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.59	1.60	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.11	0.11	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.52	0.51	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.52	0.51	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Z0299-20-CP & Z0300-20-ZAP
EXHIBIT 6
(Brooktraut Properties LLC)
Page 119 of 200

KC14PRINT

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday AM Peak Period

Scenario Report

Scenario:	Weekday AM
Command:	Weekday AM
Volume:	Weekday AM
Geometry:	Weekday AM
Impact Fee:	Weekday AM
Trip Generation:	Weekday AM
Trip Distribution:	Weekday AM
Paths:	Weekday AM
Routes:	Weekday AM
Configuration:	Weekday AM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday AM Peak Period

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Highway 212-224/SE 135th Avenue													
Base	110	24	38	77	30	279	85	539	15	80	1768	218	3262
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	11	0	6	6	0	0	0	0	16	39
Total	110	24	38	77	30	279	85	539	15	80	1768	218	3262

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 120 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday AM Peak Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Highway 212-2	110	24	38	77	30	279	85	539	15	80	1768	218

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday AM Peak Period

Impact Analysis Report
Level Of Service

	Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#	1 Highway 212-224/SE 135th Avenu	C	33.5	0.899	C	29.6	0.882	-3.914 D/V

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 121 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday AM Peak Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 110 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	6	0		0	6	0		4	10	0		4	10	0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	108	23	37		75	29	273		83	527	15		78	1728	213	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	110	24	38		77	30	279		85	539	15		80	1768	218	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		11	0	6		6	0	0		0	0	16	
Initial Fut:	110	24	38		88	30	285		91	539	15		80	1768	234	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	24	38		88	30	285		91	539	15		80	1768	234	
Reduct Vol:	0	0	0		0	0	90		0	0	0		0	0	0	
Reduced Vol:	110	24	38		88	30	195		91	539	15		80	1768	234	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	24	38		88	30	195		91	539	15		80	1768	234	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.34	0.86	0.86		0.68	0.83	0.83		0.83	0.88	0.75		0.90	0.93	0.93	
Lanes:	1.00	0.39	0.61		1.00	0.13	0.87		1.00	2.00	1.00		1.00	1.77	0.23	
Final Sat.:	638	630	997		1299	210	1364		1583	3333	1416		1718	3137	415	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.04	0.04		0.07	0.14	0.14		0.06	0.16	0.01		0.05	0.56	0.56	
Crit Moves:	****								****					****		
Green/Cycle:	0.20	0.20	0.20		0.20	0.20	0.20		0.07	0.55	0.55		0.16	0.64	0.64	
Volume/Cap:	0.88	0.19	0.19		0.35	0.73	0.73		0.88	0.30	0.02		0.30	0.88	0.88	
Delay/Veh:	93.4	40.7	40.7		42.5	54.0	54.0		108.5	14.8	12.5		45.3	22.3	22.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	93.4	40.7	40.7		42.5	54.0	54.0		108.5	14.8	12.5		45.3	22.3	22.3	
DesignQueue:	6	1	2		5	2	11		6	17	0		5	49	7	

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday AM Peak Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 2	0	1	1	0 1	1	0
Lane Group:	L	RT		RT	L	RT		RT	L	T		R	L	RT		RT
#LnsInGrps:	1	1		1	1	1		1	1	2		1	1	2		2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12		12	12	12		12
% Hev Veh:		6				5				14				5		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< <

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday AM Peak Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	23.48	23.48	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	23.48	23.48	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	23.48	23.48	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	110	88	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	3.67	2.93	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	225	62	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	7.50	2.07	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.80	0.80	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	9.79	0.00	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	13.69	23.48	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.73	0.84	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.64	1.39	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.17	0.17	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.36	0.72	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.36	0.72	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Z0299-20-CP & Z0300-20-ZAP EXHIBIT 6
(Brooktraut Properties LLC)
Page 123 of 200

K-214PRINT

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday PM Peak Period

Scenario Report

Scenario:	Weekday PM
Command:	Weekday PM
Volume:	Weekday PM
Geometry:	Weekday PM
Impact Fee:	Weekday PM
Trip Generation:	Weekday PM
Trip Distribution:	Weekday PM
Paths:	Weekday PM
Routes:	Weekday PM
Configuration:	Weekday PM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday PM Peak Period

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Highway 212-224/SE 135th Avenue													
Base	55	48	153	240	54	140	384	1860	15	33	825	106	3914
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	2	0	10	16	0	0	0	0	4	32
Total	55	48	153	240	54	140	384	1860	15	33	825	106	3914

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 124 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday PM Peak Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	55	48	153	240	54	140	384	1860	15	33	825	106

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday PM Peak Period

Impact Analysis Report
Level Of Service

	Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#	1 Highway 212-224/SE 135th Avenu	D	35.6	0.867	D	36.3	0.869	+ 0.633 D/V

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 125 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday PM Peak Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec):	120	Critical Vol./Cap. (X):	0.869
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle:	105	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	54	47	150	235	53	137	375	1818	15	32	806	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	55	48	153	240	54	140	384	1860	15	33	825	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	10	16	0	0	0	0	4
Initial Fut:	55	48	153	242	54	150	400	1860	15	33	825	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	48	153	242	54	150	400	1860	15	33	825	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	48	153	242	54	150	400	1860	15	33	825	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	48	153	242	54	150	400	1860	15	33	825	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.87	0.87	0.49	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93
Lanes:	1.00	0.24	0.76	1.00	0.26	0.74	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	935	394	1256	935	435	1207	1753	3690	1566	1718	3135	418
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.26	0.12	0.12	0.23	0.50	0.01	0.02	0.26	0.26
Crit Moves:				****				****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.28	0.57	0.57	0.03	0.32	0.32
Volume/Cap:	0.20	0.41	0.41	0.88	0.42	0.42	0.81	0.88	0.02	0.58	0.81	0.81
Delay/Veh:	32.1	34.6	34.6	66.5	34.8	34.8	49.9	26.7	11.1	70.8	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	34.6	34.6	66.5	34.8	34.8	49.9	26.7	11.1	70.8	41.6	41.6
DesignQueue:	3	2	7	12	3	7	20	61	0	2	40	5

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday PM Peak Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Lane Group:	L	RT		L	RT		L	T	R	L	RT	
#LnsInGrps:	1	1		1	1		1	2	1	1	2	
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		2			3			3			5	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< <

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Background Traffic Conditions, Weekday PM Peak Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

****

Intersection #1 Highway 212-224/SE 135th Avenue

****

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	35.28	35.28	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	35.28	35.28	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	35.28	35.28	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	55	242	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	1.83	8.07	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	204	201	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	6.80	6.70	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.71	0.71	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	6.83	6.65	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	28.45	28.63	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.75	0.75	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.61	1.60	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.11	0.11	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.50	0.51	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.50	0.51	xxxxxx	xxxxxx

****

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 127 of 200

KC14PRINT

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Scenario Report

Scenario:	Weekday AM
Command:	Weekday AM
Volume:	Weekday AM
Geometry:	Weekday AM
Impact Fee:	Weekday AM
Trip Generation:	Weekday AM
Trip Distribution:	Weekday AM
Paths:	All
Routes:	All
Configuration:	Weekday AM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Turning Movement Report
Weekday AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Highway 212-224/SE 135th Avenue													
Base	110	24	38	77	30	279	85	539	15	80	1768	218	3262
Added	3	3	5	0	1	0	0	0	2	2	0	0	16
PassBy	0	0	0	11	0	6	6	0	0	0	0	16	39
Total	113	27	43	88	31	285	91	539	17	82	1768	234	3317

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 128 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	110	24	38	77	30	279	85	539	15	80	1768	218

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	113	27	43	88	31	285	91	539	17	82	1768	234

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 129 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Highway 212-224/SE 135th Avenu	C	33.5	0.899	C	30.0	0.885	-3.534 D/V

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 112 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	108	23	37	75	29	273	83	527	15	78	1728	213
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	110	24	38	77	30	279	85	539	15	80	1768	218
Added Vol:	3	3	5	0	1	0	0	0	2	2	0	0
PasserByVol:	0	0	0	11	0	6	6	0	0	0	0	16
Initial Fut:	113	27	43	88	31	285	91	539	17	82	1768	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	27	43	88	31	285	91	539	17	82	1768	234
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	0
Reduced Vol:	113	27	43	88	31	195	91	539	17	82	1768	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	27	43	88	31	195	91	539	17	82	1768	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.86	0.86	0.68	0.83	0.83	0.83	0.88	0.75	0.90	0.93	0.93
Lanes:	1.00	0.39	0.61	1.00	0.14	0.86	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	643	628	999	1288	216	1359	1583	3333	1416	1718	3137	415
Capacity Analysis Module:												
Vol/Sat:	0.18	0.04	0.04	0.07	0.14	0.14	0.06	0.16	0.01	0.05	0.56	0.56
Crit Moves:	****						****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.06	0.54	0.54	0.16	0.64	0.64
Volume/Cap:	0.89	0.22	0.22	0.34	0.72	0.72	0.89	0.30	0.02	0.30	0.89	0.89
Delay/Veh:	93.4	40.6	40.6	42.2	53.1	53.1	109.6	15.1	12.8	45.1	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	40.6	40.6	42.2	53.1	53.1	109.6	15.1	12.8	45.1	22.8	22.8
DesignQueue:	6	1	2	5	2	11	6	17	1	5	50	7

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 130 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Lane Group:	L	RT	RT	L	RT	RT	L	T	R	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	2	1	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		6			5			14			5	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< <

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Scenario Report

Scenario:	Weekday PM
Command:	Weekday PM
Volume:	Weekday PM
Geometry:	Weekday PM
Impact Fee:	Weekday PM
Trip Generation:	Weekday PM
Trip Distribution:	Weekday PM
Paths:	All
Routes:	All
Configuration:	Weekday PM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Turning Movement Report
Weekday PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Highway 212-224/SE 135th Avenue													
Base	55	48	153	240	54	140	384	1860	15	33	825	106	3914
Added	3	3	5	0	6	0	0	0	8	11	0	0	36
PassBy	0	0	0	2	0	10	16	0	0	0	0	4	32
Total	58	51	158	242	60	150	400	1860	23	44	825	110	3982

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 132 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	55	48	153	240	54	140	384	1860	15	33	825	106

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	58	51	158	242	60	150	400	1860	23	44	825	110

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
C0299-20-CP & C300-20-ZAP
(Brooktraut Properties LLC)
Page 133 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Highway 212-224/SE 135th Avenu	D	35.6	0.867	D	37.2	0.882	+ 1.580 D/V

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: 110 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	54	47	150	235	53	137	375	1818	15	32	806	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	55	48	153	240	54	140	384	1860	15	33	825	106
Added Vol:	3	3	5	0	6	0	0	0	8	11	0	0
PasserByVol:	0	0	0	2	0	10	16	0	0	0	0	4
Initial Fut:	58	51	158	242	60	150	400	1860	23	44	825	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	51	158	242	60	150	400	1860	23	44	825	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	51	158	242	60	150	400	1860	23	44	825	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	51	158	242	60	150	400	1860	23	44	825	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.87	0.87	0.48	0.87	0.87	0.92	0.97	0.82	0.90	0.93	0.93
Lanes:	1.00	0.24	0.76	1.00	0.29	0.71	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	924	403	1249	917	471	1177	1753	3690	1566	1718	3135	418
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.26	0.13	0.13	0.23	0.50	0.01	0.03	0.26	0.26
Crit Moves:				****				****		****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.28	0.57	0.57	0.03	0.32	0.32
Volume/Cap:	0.21	0.42	0.42	0.89	0.43	0.43	0.82	0.89	0.03	0.77	0.82	0.82
Delay/Veh:	31.9	34.5	34.5	67.5	34.5	34.5	50.6	27.5	11.3	103.5	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	34.5	34.5	67.5	34.5	34.5	50.6	27.5	11.3	103.5	42.0	42.0
DesignQueue:	3	2	8	12	3	7	20	61	1	3	40	5

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 134 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Lane Group:	L	RT	RT	L	RT	RT	L	T	R	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	2	1	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		2			3			3			5	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			2			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	5	5	xxxx	5	5	xxxx	xxxx	2	xxxx	5	5
f(lt) Case:	2	xxxx	xxxx	2	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.98	0.98	0.98	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.89	0.89	xxxx	0.89	0.89	xxxx	xxxx	0.85	xxxx	0.98	0.98
LT Adj:	0.50	xxxx	xxxxx	0.50	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
HCM Sat Adj:	0.49	0.87	0.87	0.48	0.87	0.87	0.92	0.97	0.82	0.90	0.93	0.93
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.49	0.87	0.87	0.48	0.87	0.87	0.92	0.97	0.82	0.90	0.93	0.93
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < Actuated > > > > > > > > > > > > >											
Def Adj Fctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	35.73	35.73	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	35.73	35.73	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	35.73	35.73	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	58	242	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	1.93	8.07	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	210	209	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	7.00	6.97	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.70	0.70	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	7.13	7.07	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	28.60	28.66	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.74	0.74	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.62	1.61	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.11	0.11	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.50	0.50	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.50	0.50	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
03-20-CP & ZP300-20-ZAP
Extraut Properties LLC)
Page 135 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Scenario Report

Scenario:	Weekday AM
Command:	Weekday AM
Volume:	Weekday AM
Geometry:	Weekday AM
Impact Fee:	Weekday AM
Trip Generation:	Weekday AM
Trip Distribution:	Weekday AM
Paths:	All
Routes:	All
Configuration:	Weekday AM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Turning Movement Report
Weekday AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Highway 212-224/SE 135th Avenue													
Base	110	24	38	77	30	279	85	539	15	80	1768	218	3262
Added	2	1	2	0	5	0	0	0	6	9	0	0	25
PassBy	0	0	0	11	0	6	6	0	0	0	0	16	39
Total	112	25	40	88	35	285	91	539	21	89	1768	234	3326

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 136 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	110	24	38	77	30	279	85	539	15	80	1768	218

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	112	25	40	88	35	285	91	539	21	89	1768	234

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 137 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 1 Highway 212-224/SE 135th Avenu	C	33.5	0.899	C	30.2	0.887	-3.258 D/V

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	108	23	37	75	29	273	83	527	15	78	1728	213
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	110	24	38	77	30	279	85	539	15	80	1768	218
Added Vol:	2	1	2	0	5	0	0	0	6	9	0	0
PasserByVol:	0	0	0	11	0	6	6	0	0	0	0	16
Initial Fut:	112	25	40	88	35	285	91	539	21	89	1768	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	25	40	88	35	285	91	539	21	89	1768	234
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	0
Reduced Vol:	112	25	40	88	35	195	91	539	21	89	1768	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	25	40	88	35	195	91	539	21	89	1768	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.86	0.86	0.68	0.83	0.83	0.83	0.88	0.75	0.90	0.93	0.93
Lanes:	1.00	0.38	0.62	1.00	0.15	0.85	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	632	625	1000	1295	240	1339	1583	3333	1416	1718	3137	415
Capacity Analysis Module:												
Vol/Sat:	0.18	0.04	0.04	0.07	0.15	0.15	0.06	0.16	0.01	0.05	0.56	0.56
Crit Moves:	****						****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.06	0.53	0.53	0.17	0.64	0.64
Volume/Cap:	0.89	0.20	0.20	0.34	0.73	0.73	0.89	0.30	0.03	0.30	0.89	0.89
Delay/Veh:	94.1	40.3	40.3	42.0	53.3	53.3	110.1	15.9	13.4	44.2	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.1	40.3	40.3	42.0	53.3	53.3	110.1	15.9	13.4	44.2	23.0	23.0
DesignQueue:	6	1	2	5	2	11	6	18	1	5	50	7

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 138 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	2	0 1	1	0	1	1 0
Lane Group:	L		RT	RT	L		RT	RT	L		T	R	L		RT	RT
#LnsInGrps:	1		1	1	1		1	1	1		2	1	1		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12		12	12	12		12	12	12		12	12
% Hev Veh:			6				5				14				5	
Grade:			0%				0%				0%				0%	
Parking/Hr:			No				No				No				No	
Bus Stp/Hr:			0				0				0				0	
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			1				0				0				0	
ExclusiveRT:			Include				Include				Include				Include	
% RT Prtct:			0				0				0				0	
HCM Ops f(rt) and f(lt) Adj Case Module:																
f(rt) Case:	xxxx		5	5	xxxx		5	5	xxxx	xxxx		2	xxxx		5	5
f(lt) Case:		2	xxxx	xxxx		2	xxxx	xxxx		1	xxxx	xxxx		1	xxxx	xxxx
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Hev Veh Adj:	0.94	0.94		0.94	0.95	0.95		0.95	0.88	0.88		0.88	0.95	0.95		0.95
Grade Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Parking Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		1.00
Bus Stp Adj:	xxxx	1.00		1.00	xxxx	1.00		1.00	xxxx	xxxx		1.00	xxxx	1.00		1.00
Area Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
RT Adj:	xxxx	0.91		0.91	xxxx	0.87		0.87	xxxx	xxxx		0.85	xxxx	0.98		0.98
LT Adj:	0.35	xxxx		xxxxx	0.72	xxxx		xxxxx	0.95	xxxx		xxxxx	0.95	xxxx		xxxxx
HCM Sat Adj:	0.33	0.86		0.86	0.68	0.83		0.83	0.83	0.88		0.75	0.90	0.93		0.93
Usr Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Sat Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Fnl Sat Adj:	0.33	0.86		0.86	0.68	0.83		0.83	0.83	0.88		0.75	0.90	0.93		0.93
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > >															
DelAdjCtr:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	23.99	23.99	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	23.99	23.99	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	23.99	23.99	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	112	88	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	3.73	2.93	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	230	65	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	7.67	2.17	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.80	0.80	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	10.06	0.00	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	13.93	23.99	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.73	0.83	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.65	1.40	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.17	0.17	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.35	0.72	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.35	0.72	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-12-CP & Z0300-20-ZAP
(Bookstraut Properties LLC)
Page 139 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Scenario Report

Scenario:	Weekday PM
Command:	Weekday PM
Volume:	Weekday PM
Geometry:	Weekday PM
Impact Fee:	Weekday PM
Trip Generation:	Weekday PM
Trip Distribution:	Weekday PM
Paths:	All
Routes:	All
Configuration:	Weekday PM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Turning Movement Report
Weekday PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Highway 212-224/SE 135th Avenue													
Base	55	48	153	240	54	140	384	1860	15	33	825	106	3914
Added	8	6	11	0	1	0	0	0	2	2	0	0	30
PassBy	0	0	0	2	0	10	16	0	0	0	0	4	32
Total	63	54	164	242	55	150	400	1860	17	35	825	110	3976

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 140 of 200

1671-PRINT

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	55	48	153	240	54	140	384	1860	15	33	825	106

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	63	54	164	242	55	150	400	1860	17	35	825	110

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 141 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in D/V
# 1 Highway 212-224/SE 135th Avenu	D	35.6	0.867	D	37.4	0.882	+ 1.789

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: 111 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	54	47	150	235	53	137	375	1818	15	32	806	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	55	48	153	240	54	140	384	1860	15	33	825	106
Added Vol:	8	6	11	0	1	0	0	0	2	2	0	0
PasserByVol:	0	0	0	2	0	10	16	0	0	0	0	4
Initial Fut:	63	54	164	242	55	150	400	1860	17	35	825	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	54	164	242	55	150	400	1860	17	35	825	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	54	164	242	55	150	400	1860	17	35	825	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	54	164	242	55	150	400	1860	17	35	825	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.87	0.87	0.47	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93
Lanes:	1.00	0.25	0.75	1.00	0.27	0.73	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	942	409	1242	898	441	1201	1753	3690	1566	1718	3135	418
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.27	0.12	0.12	0.23	0.50	0.01	0.02	0.26	0.26
Crit Moves:				****				****		****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.28	0.56	0.56	0.03	0.32	0.32
Volume/Cap:	0.22	0.44	0.44	0.89	0.41	0.41	0.82	0.89	0.02	0.61	0.82	0.82
Delay/Veh:	31.7	34.3	34.3	68.7	34.0	34.0	51.3	28.3	11.5	75.1	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	34.3	34.3	68.7	34.0	34.0	51.3	28.3	11.5	75.1	42.5	42.5
DesignQueue:	3	3	8	12	3	7	20	62	0	2	40	5

Z0299-20-CP & Z0300-20-ZAP EXHIBIT 6
(Brooktraut Properties LLC)
Page 142 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Lane Group:	L	RT	RT	L	RT	RT	L	T	R	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	2	1	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		2			3			3			5	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			2			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	5	5	xxxx	5	5	xxxx	xxxx	2	xxxx	5	5
f(lt) Case:	2	xxxx	xxxx	2	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.98	0.98	0.98	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.89	0.89	xxxx	0.89	0.89	xxxx	xxxx	0.85	xxxx	0.98	0.98
LT Adj:	0.51	xxxx	xxxxx	0.49	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
HCM Sat Adj:	0.50	0.87	0.87	0.47	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.50	0.87	0.87	0.47	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > >											
DelAdjCtr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2002 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	36.23	36.23	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	36.23	36.23	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	36.23	36.23	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	63	242	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	2.10	8.07	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	205	218	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	6.83	7.27	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.70	0.70	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	6.77	7.54	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	29.46	28.69	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.75	0.74	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.61	1.63	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.11	0.11	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.51	0.49	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.51	0.49	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0200-20-CP & Z0300-20-ZAP
(Bouchaut Properties LLC)
Page 143 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday AM Peak Period

Scenario Report

Scenario:	Weekday AM
Command:	Weekday AM
Volume:	Weekday AM
Geometry:	Weekday AM
Impact Fee:	Weekday AM
Trip Generation:	Weekday AM
Trip Distribution:	Weekday AM
Paths:	Weekday AM
Routes:	Weekday AM
Configuration:	Weekday AM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday AM Peak Period

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Highway 212-224/SE 135th Avenue													
Base	118	25	41	82	32	299	91	577	16	85	1892	233	3492
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	11	0	6	6	0	0	0	0	16	39
Total	118	25	41	82	32	299	91	577	16	85	1892	233	3492

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 144 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday AM Peak Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	118	25	41	82	32	299	91	577	16	85	1892	233

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday AM Peak Period

Impact Analysis Report
Level Of Service

	Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#	1 Highway 212-224/SE 135th Avenu	D	40.5	0.962	D	36.9	0.957	-3.563 D/V

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 145 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday AM Peak Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.957
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 165 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		6		0		0		6		0		4		10		0		4		10		0	
Lanes:	1	0	0	1	0		1	0	0	1	0		1	0	2	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	108		23		37		75		29		273		83		527		15		78		1728		213	
Growth Adj:	1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.10		1.10	
Initial Bse:	118		25		41		82		32		299		91		577		16		85		1892		233	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		11		0		6		6		0		0		0		0		16	
Initial Fut:	118		25		41		93		32		305		97		577		16		85		1892		249	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	118		25		41		93		32		305		97		577		16		85		1892		249	
Reduct Vol:	0		0		0		0		0		90		0		0		0		0		0		0	
Reduced Vol:	118		25		41		93		32		215		97		577		16		85		1892		249	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	118		25		41		93		32		215		97		577		16		85		1892		249	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.31		0.86		0.86		0.68		0.83		0.83		0.83		0.88		0.75		0.90		0.94		0.94	
Lanes:	1.00		0.38		0.62		1.00		0.13		0.87		1.00		2.00		1.00		1.00		1.77		0.23	
Final Sat.:	595		616		1010		1293		204		1368		1583		3333		1416		1718		3143		414	
Capacity Analysis Module:																								
Vol/Sat:	0.20		0.04		0.04		0.07		0.16		0.16		0.06		0.17		0.01		0.05		0.60		0.60	
Crit Moves:	****												****								****			
Green/Cycle:	0.21		0.21		0.21		0.21		0.21		0.21		0.06		0.54		0.54		0.15		0.63		0.63	
Volume/Cap:	0.96		0.20		0.20		0.35		0.76		0.76		0.96		0.32		0.02		0.32		0.96		0.96	
Delay/Veh:	114.6		39.6		39.6		41.4		54.6		54.6		131.4		15.5		12.9		45.9		31.6		31.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	114.6		39.6		39.6		41.4		54.6		54.6		131.4		15.5		12.9		45.9		31.6		31.6	
Design Queue:	6		1		2		5		2		12		6		18		0		5		55		7	

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday AM Peak Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
HCM Ops Adjusted Lane Utilization Module:																								
Lanes:	1	0	0	1	0		1	0	0	1	0		1	0	2	0	1		1	0	1	1	0	
Lane Group:	L		RT				L		RT				L		T		R		L		RT			
#LnsInGrps:	1		1		1		1		1		1		1		2		1		1		2		2	
HCM Ops Input Saturation Adj Module:																								
Lane Width:	12		12		12		12		12		12		12		12		12		12		12		12	
% Hev Veh:			6						5						14						5			
Grade:			0%						0%						0%						0%			
Parking/Hr:			No						No						No						No			
Bus Stp/Hr:			0						0						0						0			
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >																							
Cnft Ped/Hr:			1						0						0						0			
ExclusiveRT:		Include						Include						Include						Include				
% RT Prtct:			0						0						0						0			
HCM Ops f(rt) and f(lt) Adj Case Module:																								
f(rt) Case:	xxxx		5		5		xxxx		5		5		xxxx	xxxx		2			xxxx		5		5	
f(lt) Case:		2	xxxx		xxxx			2	xxxx		xxxx			1	xxxx		xxxx			1	xxxx		xxxx	
HCM Ops Saturation Adj Module:																								
Ln Wid Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Hev Veh Adj:	0.94		0.94		0.94		0.95		0.95		0.95		0.88		0.88		0.88		0.95		0.95		0.95	
Grade Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Parking Adj:	xxxx		1.00		1.00		xxxx		1.00		1.00		xxxx		xxxx		1.00		xxxx		1.00		1.00	
Bus Stp Adj:	xxxx		1.00		1.00		xxxx		1.00		1.00		xxxx		xxxx		1.00		xxxx		1.00		1.00	
Area Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
RT Adj:	xxxx		0.91		0.91		xxxx		0.87		0.87		xxxx		xxxx		0.85		xxxx		0.98		0.98	
LT Adj:		0.33	xxxx		xxxxx			0.72	xxxx		xxxxx			0.95	xxxx		xxxxx			0.95	xxxx		xxxxx	
HCM Sat Adj:	0.31		0.86		0.86		0.68		0.83		0.83		0.83		0.88		0.75		0.90		0.94		0.94	
Usr Sat Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Sat Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Fnl Sat Adj:	0.31		0.86		0.86		0.68		0.83		0.83		0.83		0.88		0.75		0.90		0.94		0.94	
Delay Adjustment Factor Module:																								
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >																							
Signal Type:	< < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > >																							
DelAdjFctr:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0300-20-ZAP & Z0300-20-DP
(Tax Lot 1S2E 36 00100 Lot Properties LLC)
Page 146 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday AM Peak Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	24.94	24.94	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	24.94	24.94	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	24.94	24.94	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	118	93	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	3.93	3.10	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	247	66	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	8.23	2.20	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.79	0.79	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	11.12	0.00	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	13.82	24.94	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.72	0.83	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.67	1.40	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.16	0.16	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.33	0.71	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.33	0.71	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 147 of 200

K/CL4PRINT

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday PM Peak Period

Scenario Report

Scenario:	Weekday PM
Command:	Weekday PM
Volume:	Weekday PM
Geometry:	Weekday PM
Impact Fee:	Weekday PM
Trip Generation:	Weekday PM
Trip Distribution:	Weekday PM
Paths:	Weekday PM
Routes:	Weekday PM
Configuration:	Weekday PM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday PM Peak Period

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Highway 212-224/SE 135th Avenue													
Base	59	51	164	257	58	150	411	1991	16	35	883	114	4189
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	2	0	10	16	0	0	0	0	4	32
Total	59	51	164	257	58	150	411	1991	16	35	883	114	4189

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 148 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday PM Peak Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	59	51	164	257	58	150	411	1991	16	35	883	114

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday PM Peak Period

Impact Analysis Report
Level Of Service

	Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in D/V
#	1 Highway 212-224/SE 135th Avenu	D	42.2	0.939	D	43.2	0.941	+ 0.950

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 149 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday PM Peak Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: 149 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	54	47	150	235	53	137	375	1818	15	32	806	104
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	59	51	164	257	58	150	411	1991	16	35	883	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	10	16	0	0	0	0	4
Initial Fut:	59	51	164	259	58	160	427	1991	16	35	883	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	51	164	259	58	160	427	1991	16	35	883	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	51	164	259	58	160	427	1991	16	35	883	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	51	164	259	58	160	427	1991	16	35	883	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.87	0.87	0.48	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93
Lanes:	1.00	0.24	0.76	1.00	0.27	0.73	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	905	391	1258	904	437	1205	1753	3690	1566	1718	3134	419
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.29	0.13	0.13	0.24	0.54	0.01	0.02	0.28	0.28
Crit Moves:				****				****		****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.28	0.57	0.57	0.03	0.32	0.32
Volume/Cap:	0.22	0.43	0.43	0.95	0.44	0.44	0.88	0.95	0.02	0.61	0.88	0.88
Delay/Veh:	31.8	34.4	34.4	82.9	34.5	34.5	57.6	35.3	11.4	75.1	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	34.4	34.4	82.9	34.5	34.5	57.6	35.3	11.4	75.1	46.3	46.3
DesignQueue:	3	2	8	13	3	8	22	67	0	2	43	6

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday PM Peak Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Lane Group:	L	RT		RT	L	RT	RT	L	T	R	L	RT	RT
#LnsInGrps:	1	1		1	1		1	1	2	1	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		2			3			3			5		
Grade:		0%			0%			0%			0%		
Parking/Hr:		No			No			No			No		
Bus Stp/Hr:		0			0			0			0		
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >												
Cnft Ped/Hr:		0			0			2			0		
ExclusiveRT:		Include			Include			Include			Include		
% RT Prtct:		0			0			0			0		
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	5	5	xxxx	5	5	xxxx	xxxx	2	xxxx	5	5	
f(lt) Case:	2	xxxx	xxxx	2	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	
HCM Ops Saturation Adj Module:													
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Hev Veh Adj:	0.98	0.98	0.98	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00	
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00	
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
RT Adj:	xxxx	0.89	0.89	xxxx	0.89	0.89	xxxx	xxxx	0.85	xxxx	0.98	0.98	
LT Adj:	0.49	xxxx	xxxxx	0.49	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	
HCM Sat Adj:	0.48	0.87	0.87	0.48	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93	
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fnl Sat Adj:	0.48	0.87	0.87	0.48	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93	
Delay Adjustment Factor Module:													
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >												
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > >												
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
CP & ZC 2300-20-ZAP
Braut Properties LLC)
Page 150 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Background Traffic Conditions, Weekday PM Peak Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	36.07	36.07	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	36.07	36.07	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	36.07	36.07	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	59	259	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	1.97	8.63	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	218	215	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	7.27	7.17	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.70	0.70	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	7.57	7.39	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	28.50	28.68	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.74	0.74	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.63	1.62	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.11	0.11	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.49	0.49	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.49	0.49	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 151 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Scenario Report

Scenario:	Weekday AM
Command:	Weekday AM
Volume:	Weekday AM
Geometry:	Weekday AM
Impact Fee:	Weekday AM
Trip Generation:	Weekday AM
Trip Distribution:	Weekday AM
Paths:	All
Routes:	All
Configuration:	Weekday AM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Turning Movement Report
Weekday AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Highway 212-224/SE 135th Avenue													
Base	118	25	41	82	32	299	91	577	16	85	1892	233	3492
Added	3	3	5	0	1	0	0	0	2	2	0	0	16
PassBy	0	0	0	11	0	6	6	0	0	0	0	16	39
Total	121	28	46	93	33	305	97	577	18	87	1892	249	3547

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 152 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	118	25	41	82	32	299	91	577	16	85	1892	233

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	121	28	46	93	33	305	97	577	18	87	1892	249

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 153 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Highway 212-224/SE 135th Avenu	D	40.5	0.962	D	37.6	0.962	-2.864 D/V

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: 170 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	108	23	37	75	29	273	83	527	15	78	1728	213
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	118	25	41	82	32	299	91	577	16	85	1892	233
Added Vol:	3	3	5	0	1	0	0	0	2	2	0	0
PasserByVol:	0	0	0	11	0	6	6	0	0	0	0	16
Initial Fut:	121	28	46	93	33	305	97	577	18	87	1892	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	28	46	93	33	305	97	577	18	87	1892	249
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	0
Reduced Vol:	121	28	46	93	33	215	97	577	18	87	1892	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	28	46	93	33	215	97	577	18	87	1892	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.85	0.85	0.67	0.83	0.83	0.83	0.88	0.75	0.90	0.94	0.94
Lanes:	1.00	0.38	0.62	1.00	0.13	0.87	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	598	614	1009	1279	209	1364	1583	3333	1416	1718	3143	414
Capacity Analysis Module:												
Vol/Sat:	0.20	0.05	0.05	0.07	0.16	0.16	0.06	0.17	0.01	0.05	0.60	0.60
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.53	0.53	0.16	0.63	0.63
Volume/Cap:	0.96	0.22	0.22	0.35	0.75	0.75	0.96	0.32	0.02	0.32	0.96	0.96
Delay/Veh:	115.0	39.5	39.5	41.1	53.6	53.6	133.0	15.9	13.2	45.7	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.0	39.5	39.5	41.1	53.6	53.6	133.0	15.9	13.2	45.7	32.5	32.5
DesignQueue:	6	1	2	5	2	12	6	19	1	5	55	7

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 154 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
HCM Ops Adjusted Lane Utilization Module:																				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	1	0	1	1	0
Lane Group:	L		RT		RT	L		RT		RT	L		T		R	L		RT		RT
#LnsInGrps:	1		1		1	1		1		1	1		2		1	1		2		2
HCM Ops Input Saturation Adj Module:																				
Lane Width:	12		12		12	12		12		12	12		12		12	12		12		12
% Hev Veh:			6					5					14					5		
Grade:			0%					0%					0%					0%		
Parking/Hr:			No					No					No					No		
Bus Stp/Hr:			0					0					0					0		
Area Type:	< < < < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > > > >																			
Cnft Ped/Hr:			1					0					0					0		
ExclusiveRT:			Include					Include					Include					Include		
% RT Prtct:			0					0					0					0		
HCM Ops f(rt) and f(lt) Adj Case Module:																				
f(rt) Case:	xxxx		5		5	xxxx		5		5	xxxx	xxxx			2	xxxx		5		5
f(lt) Case:		2	xxxx	xxxx			2	xxxx	xxxx			1	xxxx	xxxx			1	xxxx	xxxx	
HCM Ops Saturation Adj Module:																				
Ln Wid Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Hev Veh Adj:	0.94		0.94		0.94	0.95		0.95		0.95	0.88		0.88		0.88	0.95		0.95		0.95
Grade Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Parking Adj:	xxxx		1.00		1.00	xxxx		1.00		1.00	xxxx		xxxx		1.00	xxxx		1.00		1.00
Bus Stp Adj:	xxxx		1.00		1.00	xxxx		1.00		1.00	xxxx		xxxx		1.00	xxxx		1.00		1.00
Area Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
RT Adj:	xxxx		0.91		0.91	xxxx		0.87		0.87	xxxx		xxxx		0.85	xxxx		0.98		0.98
LT Adj:	0.33		xxxx		xxxxx	0.71		xxxx		xxxxx	0.95		xxxx		xxxxx	0.95		xxxx		xxxxx
HCM Sat Adj:	0.31		0.85		0.85	0.67		0.83		0.83	0.83		0.88		0.75	0.90		0.94		0.94
Usr Sat Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Sat Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Fnl Sat Adj:	0.31		0.85		0.85	0.67		0.83		0.83	0.83		0.88		0.75	0.90		0.94		0.94
Delay Adjustment Factor Module:																				
Coordinated:	< < < < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > > >																			
Signal Type:	< < < < < < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > > > >																			
DelAdjFctr:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday AM Peak Hour Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	25.25	25.25	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	25.25	25.25	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	25.25	25.25	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	121	93	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	4.03	3.10	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	248	74	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	8.27	2.47	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.79	0.79	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	11.14	0.06	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	14.11	25.19	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.72	0.83	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.67	1.41	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.16	0.16	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.33	0.71	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.33	0.71	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0229-21-CP & Z0300-20-ZAP
(Kittelson Traut Properties LLC)
Page 155 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Scenario Report

Scenario:	Weekday PM
Command:	Weekday PM
Volume:	Weekday PM
Geometry:	Weekday PM
Impact Fee:	Weekday PM
Trip Generation:	Weekday PM
Trip Distribution:	Weekday PM
Paths:	All
Routes:	All
Configuration:	Weekday PM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Turning Movement Report
Weekday PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Highway 212-224/SE 135th Avenue													
Base	59	51	164	257	58	150	411	1991	16	35	883	114	4189
Added	3	3	5	0	6	0	0	0	8	11	0	0	36
PassBy	0	0	0	2	0	10	16	0	0	0	0	4	32
Total	62	54	169	259	64	160	427	1991	24	46	883	118	4257

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 156 of 200
1K/14PRINT

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	59	51	164	257	58	150	411	1991	16	35	883	114

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	62	54	169	259	64	160	427	1991	24	46	883	118

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 157 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in D/V
# 1 Highway 212-224/SE 135th Avenu	D	42.2	0.939	D	44.5	0.954	+ 2.297

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: 161 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	54	47	150	235	53	137	375	1818	15	32	806	104
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	59	51	164	257	58	150	411	1991	16	35	883	114
Added Vol:	3	3	5	0	6	0	0	0	8	11	0	0
PasserByVol:	0	0	0	2	0	10	16	0	0	0	0	4
Initial Fut:	62	54	169	259	64	160	427	1991	24	46	883	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	54	169	259	64	160	427	1991	24	46	883	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	54	169	259	64	160	427	1991	24	46	883	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	54	169	259	64	160	427	1991	24	46	883	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.87	0.87	0.47	0.87	0.87	0.92	0.97	0.82	0.90	0.93	0.93
Lanes:	1.00	0.24	0.76	1.00	0.29	0.71	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	892	399	1250	887	471	1177	1753	3690	1566	1718	3134	419
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.29	0.14	0.14	0.24	0.54	0.02	0.03	0.28	0.28
Crit Moves:				****				****		****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.28	0.56	0.56	0.03	0.32	0.32
Volume/Cap:	0.23	0.44	0.44	0.96	0.45	0.45	0.88	0.96	0.03	0.80	0.88	0.88
Delay/Veh:	31.6	34.2	34.2	84.6	34.3	34.3	58.6	36.6	11.7	112.0	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	34.2	34.2	84.6	34.3	34.3	58.6	36.6	11.7	112.0	47.0	47.0
DesignQueue:	3	3	8	12	3	8	22	67	1	3	43	6

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 158 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	2	0 1	1	0	1	1 0
Lane Group:	L		RT	RT	L		RT	RT	L		T	R	L		RT	RT
#LnsInGrps:	1		1	1	1		1	1	1		2	1	1		2	2
HCM Ops Input Saturation Adj Module:																
Lane Width:	12		12	12	12		12	12	12		12	12	12		12	12
% Hev Veh:			2				3				3				5	
Grade:			0%				0%				0%				0%	
Parking/Hr:			No				No				No				No	
Bus Stp/Hr:			0				0				0				0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:			0				0				2				0	
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:			0				0				0				0	
HCM Ops f(rt) and f(lt) Adj Case Module:																
f(rt) Case:	xxxx		5	5	xxxx		5	5	xxxx	xxxx		2	xxxx		5	5
f(lt) Case:		2 xxxx	xxxx			2 xxxx	xxxx			1 xxxx	xxxx			1 xxxx	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.98	0.98	0.98	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.95	0.95	0.95
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.89	0.89	xxxx	0.89	0.89	xxxx	xxxx	0.85	xxxx	0.98	0.98	xxxx	0.98	0.98	0.98
LT Adj:	0.48	xxxx	xxxxx	0.48	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	xxxxx
HCM Sat Adj:	0.47	0.87	0.87	0.47	0.87	0.87	0.92	0.97	0.82	0.90	0.93	0.93	0.90	0.93	0.93	0.93
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.47	0.87	0.87	0.47	0.87	0.87	0.92	0.97	0.82	0.90	0.93	0.93	0.90	0.93	0.93	0.93
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >															
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, MR-1 Zoning, Weekday PM Peak Hour Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	36.51	36.51	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	36.51	36.51	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	36.51	36.51	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	62	259	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	2.07	8.63	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	224	223	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	7.47	7.43	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.70	0.70	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	7.87	7.81	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	28.64	28.70	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.74	0.74	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.64	1.63	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.11	0.11	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.48	0.48	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.48	0.48	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0229-22-CP & Z0300-20-ZAP
(© Kraut Properties LLC)
Page 159 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Scenario Report

Scenario:	Weekday AM
Command:	Weekday AM
Volume:	Weekday AM
Geometry:	Weekday AM
Impact Fee:	Weekday AM
Trip Generation:	Weekday AM
Trip Distribution:	Weekday AM
Paths:	All
Routes:	All
Configuration:	Weekday AM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Turning Movement Report
Weekday AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Highway 212-224/SE 135th Avenue													
Base	118	25	41	82	32	299	91	577	16	85	1892	233	3492
Added	2	1	2	0	5	0	0	0	6	9	0	0	25
PassBy	0	0	0	11	0	6	6	0	0	0	0	16	39
Total	120	26	43	93	37	305	97	577	22	94	1892	249	3556

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 160 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	118	25	41	82	32	299	91	577	16	85	1892	233

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	120	26	43	93	37	305	97	577	22	94	1892	249

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
C0299-20-CP & C0300-20-ZAP
(Brooktraut Properties LLC)
Page 161 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in D/V
# 1 Highway 212-224/SE 135th Avenu	D	40.5	0.962	D	38.0	0.963	-2.501

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.963
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 171 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	108	23	37	75	29	273	83	527	15	78	1728	213
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	118	25	41	82	32	299	91	577	16	85	1892	233
Added Vol:	2	1	2	0	5	0	0	0	6	9	0	0
PasserByVol:	0	0	0	11	0	6	6	0	0	0	0	16
Initial Fut:	120	26	43	93	37	305	97	577	22	94	1892	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	26	43	93	37	305	97	577	22	94	1892	249
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	0
Reduced Vol:	120	26	43	93	37	215	97	577	22	94	1892	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	26	43	93	37	215	97	577	22	94	1892	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.85	0.85	0.68	0.83	0.83	0.83	0.88	0.75	0.90	0.94	0.94
Lanes:	1.00	0.38	0.62	1.00	0.15	0.85	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	589	612	1012	1290	232	1346	1583	3333	1416	1718	3143	414
Capacity Analysis Module:												
Vol/Sat:	0.20	0.04	0.04	0.07	0.16	0.16	0.06	0.17	0.02	0.05	0.60	0.60
Crit Moves:	****						****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.52	0.52	0.17	0.63	0.63
Volume/Cap:	0.96	0.20	0.20	0.34	0.76	0.76	0.96	0.33	0.03	0.33	0.96	0.96
Delay/Veh:	115.8	39.3	39.3	41.0	53.9	53.9	133.6	16.6	13.9	44.9	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.8	39.3	39.3	41.0	53.9	53.9	133.6	16.6	13.9	44.9	32.9	32.9
DesignQueue:	6	1	2	5	2	12	6	19	1	5	56	7

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 162 of 200

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
HCM Ops Adjusted Lane Utilization Module:														
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1		1 0	1 1	0	
Lane Group:	L	T	R	L	T	R	L	T	R		L	T	R	
#LnsInGrps:	1	1	1	1	1	1	1	2	1		1	2	2	
HCM Ops Input Saturation Adj Module:														
Lane Width:	12	12	12	12	12	12	12	12	12		12	12	12	
% Hev Veh:		6			5			14				5		
Grade:		0%			0%			0%				0%		
Parking/Hr:		No			No			No				No		
Bus Stp/Hr:		0			0			0				0		
Area Type:	< < < < < < < < < < < < < < <						Other			> > > > > > > > > > > > > > >				
Cnft Ped/Hr:		1			0			0				0		
ExclusiveRT:		Include			Include			Include				Include		
% RT Prtct:		0			0			0				0		
HCM Ops f(rt) and f(lt) Adj Case Module:														
f(rt) Case:	xxxx	5	5	xxxx	5	5	xxxx	xxxx	2		xxxx	5	5	
f(lt) Case:	2	xxxx	xxxx	2	xxxx	xxxx	1	xxxx	xxxx		1	xxxx	xxxx	
HCM Ops Saturation Adj Module:														
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Hev Veh Adj:	0.94	0.94	0.94	0.95	0.95	0.95	0.88	0.88	0.88		0.95	0.95	0.95	
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00		xxxx	1.00	1.00	
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00		xxxx	1.00	1.00	
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
RT Adj:	xxxx	0.91	0.91	xxxx	0.87	0.87	xxxx	xxxx	0.85		xxxx	0.98	0.98	
LT Adj:	0.33	xxxx	xxxxx	0.71	xxxx	xxxxx	0.95	xxxx	xxxxx		0.95	xxxx	xxxxx	
HCM Sat Adj:	0.31	0.85	0.85	0.68	0.83	0.83	0.83	0.88	0.75		0.90	0.94	0.94	
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Fnl Sat Adj:	0.31	0.85	0.85	0.68	0.83	0.83	0.83	0.88	0.75		0.90	0.94	0.94	
Delay Adjustment Factor Module:														
Coordinated:	< < < < < < < < < < < < < < <						No			> > > > > > > > > > > > > > >				
Signal Type:	< < < < < < < < < < < < <						Actuated			> > > > > > > > > > > > >				
DelAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project # 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday AM Peak Hour Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	25.44	25.44	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	25.44	25.44	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	25.44	25.44	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	120	93	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	4.00	3.10	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	252	69	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	8.40	2.30	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.79	0.79	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	11.39	0.00	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	14.05	25.44	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.72	0.83	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.68	1.40	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.16	0.16	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.33	0.71	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.33	0.71	xxxxxx	xxxxxx

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0200-20-CP & Z0300-20-ZAP
(Lloyd Kraut Properties LLC)
Page 163 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Scenario Report

Scenario:	Weekday PM
Command:	Weekday PM
Volume:	Weekday PM
Geometry:	Weekday PM
Impact Fee:	Weekday PM
Trip Generation:	Weekday PM
Trip Distribution:	Weekday PM
Paths:	All
Routes:	All
Configuration:	Weekday PM

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Turning Movement Report
Weekday PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Highway 212-224/SE 135th Avenue													
Base	59	51	164	257	58	150	411	1991	16	35	883	114	4189
Added	8	6	11	0	1	0	0	0	2	2	0	0	30
PassBy	0	0	0	2	0	10	16	0	0	0	0	4	32
Total	67	57	175	259	59	160	427	1991	18	37	883	118	4251

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to DOWLING ASSOCIATES, INC.

EXHIBIT 6
Z0299-20-CP & ZC300-20-ZAP
(Brooktraut Properties LLC)
Page 164 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	59	51	164	257	58	150	411	1991	16	35	883	114

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Highway 212-2	67	57	175	259	59	160	427	1991	18	37	883	118

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 165 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in D/V
# 1 Highway 212-224/SE 135th Avenu	D	42.2	0.939	D	45.3	0.955	+ 3.058

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Highway 212-224/SE 135th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 45.3
Optimal Cycle: 162 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	0	0	6	0	4	10	0	4	10	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	54	47	150	235	53	137	375	1818	15	32	806	104
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	59	51	164	257	58	150	411	1991	16	35	883	114
Added Vol:	8	6	11	0	1	0	0	0	2	2	0	0
PasserByVol:	0	0	0	2	0	10	16	0	0	0	0	4
Initial Fut:	67	57	175	259	59	160	427	1991	18	37	883	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	57	175	259	59	160	427	1991	18	37	883	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	57	175	259	59	160	427	1991	18	37	883	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	57	175	259	59	160	427	1991	18	37	883	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.87	0.87	0.46	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93
Lanes:	1.00	0.25	0.75	1.00	0.27	0.73	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	912	406	1246	869	442	1200	1753	3690	1566	1718	3134	419
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.30	0.13	0.13	0.24	0.54	0.01	0.02	0.28	0.28
Crit Moves:				****				****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.27	0.56	0.56	0.03	0.32	0.32
Volume/Cap:	0.24	0.46	0.46	0.97	0.43	0.43	0.89	0.97	0.02	0.65	0.89	0.89
Delay/Veh:	31.4	34.0	34.0	86.5	33.7	33.7	59.7	38.3	11.9	80.1	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	34.0	34.0	86.5	33.7	33.7	59.7	38.3	11.9	80.1	47.8	47.8
DesignQueue:	3	3	8	12	3	8	22	68	1	2	43	6

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 166 of 200

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Level Of Service Detailed Computation Report
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Lane Group:	L	RT	RT	L	RT	RT	L	T	R	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	2	1	1	2	2
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		2			3			3			5	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < <						Other > > > > > > > > > > > > > > >					
Cnft Ped/Hr:		0			0			2			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	5	5	xxxx	5	5	xxxx	xxxx	2	xxxx	5	5
f(lt) Case:	2	xxxx	xxxx	2	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.98	0.98	0.98	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	1.00	xxxx	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.89	0.89	xxxx	0.89	0.89	xxxx	xxxx	0.85	xxxx	0.98	0.98
LT Adj:	0.49	xxxx	xxxxx	0.47	xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx
HCM Sat Adj:	0.48	0.87	0.87	0.46	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.48	0.87	0.87	0.46	0.86	0.86	0.92	0.97	0.82	0.90	0.93	0.93
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < <						No > > > > > > > > > > > > > > >					
Signal Type:	< < < < < < < < < < < < < < <						Actuated > > > > > > > > > > > > > > >					
Del Adj Fctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Kittelson & Associates, Inc. Project 4949
SE 135th Avenue Rezone
2005 Total Traffic Conditions, I-2 Zoning, Weekday PM Peak Hour Period

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1997 HCM Operations Method
Future Volume Alternative

Intersection #1 Highway 212-224/SE 135th Avenue

Approach:	North	South	East	West
Cycle Length, C:	120	120	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	37.01	37.01	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	37.01	37.01	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	37.01	37.01	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	1	1	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	1	1	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	67	259	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	1.00	1.00	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	2.23	8.63	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	219	232	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	7.30	7.73	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	1.00	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	4.00	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	0.00	0.00	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	0.69	0.69	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	7.50	8.28	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	29.51	28.73	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	0.74	0.73	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	1.00	1.00	xxxxxx	xxxxxx
Through-car Equivalents, el1:	1.63	1.65	xxxxxx	xxxxxx
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	0.11	0.11	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	0.49	0.47	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	0.49	0.47	xxxxxx	xxxxxx

EXHIBIT 6
Z0200-20-CP & Z0201-20-ZAP
(Eastaut Properties LLC)
Page 167 of 200

Appendix C

Description of Level-of-Service Methods and Criteria

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 168 of 200

Level of Service Concept

Level of service (level of service) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from A to F.[1]

Signalized Intersections

The six level of service grades are described qualitatively for signalized intersections in Table A1. Additionally, Table A2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, level of service D is generally considered to represent the minimum acceptable design standard.

Table A1
Level of Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

1 Most of the material in this appendix is adapted from the Transportation Research Board, *Highway Capacity Manual*, Special Report 209 (1997).

Table A2
Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	≤10.0
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Unsignalized Intersections

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The *1997 Highway Capacity Manual* provides new models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table A3. A quantitative definition of level of service for unsignalized intersections is presented in Table A4. Using this definition, level of service E is generally considered to represent the minimum acceptable design standard.

Table A3
Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	• Nearly all drivers find freedom of operation. • Very seldom is there more than one vehicle in queue.
B	• Some drivers begin to consider the delay an inconvenience. • Occasionally there is more than one vehicle in queue.
C	• Many times there is more than one vehicle in queue. • Most drivers feel restricted, but not objectionably so.
D	• Often there is more than one vehicle in queue. • Drivers feel quite restricted.
E	• Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. • There is almost always more than one vehicle in queue. • Drivers find the delays approaching intolerable levels.
F	• Forced flow. • Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table A4
Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

It should be noted that the level of service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. **While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections.** No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level-of-service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOE's) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION PLANNING/TRAFFIC ENGINEERING
610 SW ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

RECEIVED
MAR 04 2002
ENGINEERING

TECHNICAL MEMORANDUM

SE 135th Avenue Rezone
Highway 212-224/SE 135th Avenue
Response to ODOT Comments

Date: February 26, 2002 **Project #:** 4949.0

To: Kathleen Freitag, ODOT Region 1 Traffic Analyst
From: Scott Beaird & Peter Koonce, P.E., Kittelson & Associates, Inc.

cc: Sonya Kazen, ODOT Development Review Coordinator
Joe Marek, Clackamas County
Chris Christofferson, Clackamas County

Dear Ms. Freitag,

This memorandum is in response to your comments regarding the SE 135th Avenue Rezone south of Highway 212-224 in Clackamas County. With regard to the worst-case development under the proposed land use, Light Industrial (I-2), your comments refer to the Clackamas County Zoning Ordinance, Section 602.03(A), which allows the following:

> *"Business Park Uses which satisfy the requirements of the Business Park District under Section 606.03"*

Upon review of the requirements under Section 606, Business Park, it is evident that the property proposed for rezone does not meet the site area standards for a Business Park Use. Section 606.07(C) specifies that the minimum site area for a Business Park is three (3) acres. Although a Business Park is an allowed use under the proposed I-2 zoning, it would not be an allowed use on the proposed 2.27-acre site.

Therefore, warehousing remains the worst-case development for this particular piece of property. We have attached a table showing the allowed I-2 uses and associated ITE trip generation rates. Also attached is Section 606, Business Park, of the Clackamas County Zoning Ordinance for reference.

We trust that this memorandum addresses your concerns regarding the submitted traffic impact study. Please feel free to contact us with any questions at (503) 228-5230.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Scott Beaird
Transportation Analyst

Peter Koonce, P.E.
Senior Engineer

Incl: 1) I-2 Allowed Uses and ITE Trip Generation Rates
2) Section 606, Clackamas County Zoning Ordinance

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 173 of 200

Clackamas County

DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

March 21, 2002

Scott Beaird and Peter Koonce, P.E.,
c/o Kittelson & Associates, Inc.
610 SW Alder
Suite 700
Portland OR 97205

COPY

Re: Z0033-02-CP and Z0034-02-Z; Brooktraut Properties

Our office is currently processing the Brooktraut Properties Comprehensive Plan/Zone Change request on SE 135th.. Yesterday I received a copy of technical memorandum you forwarded to Kathleen Freitag of the Oregon Department of Transportation (ODOT) dated February 26, 2002. This memorandum addressed concerns raised by ODOT as well as DTD, Traffic division concerning worst-case development scenarios as they relate to the original traffic study dated January 3, 2002.

In your memorandum you state the following; "Upon review of the requirements under Section 606, Business Park, it is evident that the property proposed for rezone does not meet the site area standards for a Business Park Use." The Business Park site area requirements you refer to are found under subsection 606.07 of the Clackamas County Zoning and Development Ordinance (ZDO) and stipulate a minimum site area of three (3) acres. While Section 602, Light Industrial, allows Business Park uses, there is no reference to the site area requirements identified under subsection 606.07. As such, the site area requirements of the proposed zoning district, Light Industrial, would apply and those requirements stipulate a minimum site area of one (1) acre. As the site is approximately 2.27 acres, it would meet the minimum site area requirement for a Business Park use making such a use the worst-case development for this particular property.

Unfortunately I was not able to get this information to you sooner as I received a copy of the memorandum yesterday. Please feel free to give me a call at (503) 353-4514 if you any further questions concerning this application.

Cordially,

Dan Johnson
Clackamas County
Land Use Planning Department

cc: Kathy Freitag, ODOT Region 1 Traffic Analyst
Sonya Kazen, ODOT Development Review Coordinator 503-731-8259
Joe Marek, Clackamas County Traffic Division
Chris Christofferson, Clackamas County Traffic Division
Robert Hixson, Clackamas County Traffic Division

EXHIBIT 5
EXHIBIT 6
Z0033-02-CP
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

Printed on 50% recycled with 30% post-consumer waste

CLACKAMAS COUNTY FIRE DISTRICT #1 • FIRE PREVENTION DIVISION
2930 SE OAK GROVE BLVD • MILWAUKIE OR 97267
OFFICE (503) 655-8537 • FAX (503) 655-8880

Fax/E-mail Memorandum

To: **Dan Johnson**, Clackamas County Planning Division

From: Mace Childs, Deputy Fire Marshal, Clackamas County Fire District #1

Date: 03/08/02

Re: **Z0033-02-CP; Z0034-02-Z; Brooktraut Properties**

This review is based upon the Fire Code as adopted through resolution by the Board of Clackamas County Commissioners and Clackamas County Fire District #1 Board of Directors. The proponent must comply with all applicable Fire Code requirements. The following items are commonly required for this type of proposal:

1. Water supply for fire protection must meet commercial flow tables in the fire code at the time of construction.

Johnson, Dan

From: JohnH [jhall@crwater.com]
Sent: Tuesday, March 12, 2002 9:06 AM
To: Dan Johnson (E-mail)
Subject: Z0033-02-CP, Z0034-02-Z Brooktraut Properties

Dan,

Clackamas River Water has no objections to the proposal as we can meet the needs either way.

Clackamas River Water just replaced the old 6" water line on 135th with a new 18" DI water line. This new line starts at Jennifer east of 130th. The new line extends east to 135th then north to Highway 212. We hope to have the line looped into our 18" line on the North side of Highway 212 this Summer.

Any questions please feel free to call me at 503-793-8145.

John Hall, Service Coordinator
Clackamas River Water

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
EXHIBIT
(Brooktraut Properties LLC)
Z0033/34-02
Page 176 of 200

MEMORANDUM

TO: **Dan Johnson** / Planning Division

FROM: **Tim Finley** / Water Environment Services

DATE: March 8, 2002

SUBJECT: Brooktraut Properties– Comprehensive Plan Change and Zone Change / Planning File No. Z0033-02-CP and Z0034-02-Z
Tax Lot 22E11D 01400 and 01500

Water Environment Services (WES), a Department of Clackamas County, has reviewed the application for the above development. WES manages and operates Clackamas County Service District #1 (CCSD#1). CCSD#1 provides sanitary sewer collection and treatment for the urbanized areas of north Clackamas County including Boring and Hoodland. WES also provides surface water management and erosion control services in those areas listed above and the lower Tualatin drainage basin.

Facts and Findings
Tax lot 2E12B 2400 is proposed for a Zone Change.

The applicant is required to comply with section 1001.03.F of the Clackamas County Zoning and Development Ordinance. The Board of County Commissioners has approved Board Orders establishing CCSD#1 as the responsible agency, in this area of Clackamas County, for connecting to the sanitary sewer and for reviewing storm and erosion control plans.

Sanitary Sewer
The proposed development is inside CCSD#1 boundaries and is subject to the Sanitary Rules & Regulations and the Standard Specifications. The application is subject to the current rates and charges for sanitary revised May 1, 2000.
This application appears to be timely for sanitary sewer connections. Sanitary sewer is available in SE 135th Street. The applicant is required to Annex to the District. The District completed a sanitary sewer extension and a collection sewer charge will be assessed at the time of connection.

Storm Water and Erosion Control
The proposed development is inside CCSD#1 boundaries and the current Storm Water Rules and Regulations and the Standard Specifications. The current rates and charges for storm water revised May 1, 2000 apply.

A storm drainage and erosion control plan will be required for all significant residential, commercial, industrial and recreational development. (Zoning 1008.02). The Surface Water Management Rules & Regulations (May 1, 2000) have requirements for detention, water quality and infiltration. The applicant will be required to provide for these items withthe building application.

This project is feasible but engineered plans need to be submitted for further review with the building application.

Recommended conditions of approval for the Zone Change are as follows:

1. (OAR 340-52) (ORS 672) The sanitary sewer plans and specifications are subject to the applicable state and federal laws for the construction of sewerage systems.

2. This development is not inside a sanitary sewer district and is required to annex to Clackamas County Service District #1.

3. (Zoning Code section 1001.03.F) The development is subject to the Rules & Regulations and Standard Specifications of Clackamas County Service District No. 1 for both sanitary and storm systems. For storm drainage, Zoning Code section 1008 of the Zoning Ordinance also applies.

4. (SAN section 9.01.1 & SWM section 9.6.3) Cost of the storm and sanitary sewer systems shall be borne entirely by the developer. Each lot is subject to a sanitary and storm drain System Development Charge (SDC). These fees shall be paid prior to issuing the building permit.

5. (SAN section 9.01.4) A collection sewer charge will apply the amount to be determined later. This fee must be paid prior issuing the building permit of the sanitary sewer system. The developer shall contact the District to obtain the amount.

6. (SAN section 6.01.7) The existing house is not connected to the Districts sanitary sewer system. The existing house must abandon its existing septic system in accordance with DEQ requirements. The house shall connect to the new sanitary sewer system. The existing house is subject to system development charges. All connection fees must be paid prior to connecting.

MEMORANDUM

TO: Dan Johnson
FROM: Robert Hixson, Traffic Engineering and Development Review Robert Hixson
DATE: March 25, 2002
RE: Z0033-02-CP and Z0034-02-Z, Brooktraut Properties
Located on 135th Avenue adjacent to the future Jennifer Street extension
2-2E-11 D-TL's 1400 and 1500

Traffic Engineering and Development Review staff have visited the site and reviewed this application for a Comprehensive Plan amendment and zone change. We have the following comments:

FACTS AND FINDINGS

The applicant is proposing a Comprehensive Plan amendment and zone change that will allow for tax lots 1400 and 1500 to be rezoned as Light Industrial (I-2).

Table 2-9 of Clackamas County's *Roadway Standards* and Exhibit 9-55 from the American Association of State Highway and Transportation Officials "A Policy on Geometric Design of Highways and Streets", establish intersection sight distance standards used by Clackamas County. These documents require that a minimum of 445 feet of intersection sight distance be available for a driveway intersecting a minor arterial, posted at 40 miles per hour inside the urban growth boundary. Jennifer Street, a minor arterial, is currently posted at 40 miles per hour. Staff anticipates that the extension of Jennifer Street, which will connect with 135th Avenue, another minor arterial, will continue the 40 miles per hour speed posting up to Highway 224.

While no access location has been proposed for the site, and the Jennifer Street extension has not been constructed, Clackamas County is concerned that achievement of adequate intersection sight distance for this site may be difficult. Due to the functional classification of the road and access spacing standards requiring 600 feet of distance between accesses, the optimum location for an access driveway appears to be adjacent to the northerly property line. To allow for adequate intersection sight distance to the south, a substantial portion of the frontage adjacent to the street will need to be kept free of embankments, vegetation, trees, fences and other obstructions. On site, an

area behind the new curb, up to approximately 60 feet in depth, will need to be kept free of sight distance limiting obstructions. Additionally, a portion of the property frontage south of the subject parcels not owned by the applicant will also require frontage adjacent to the street to be kept free of embankments, vegetation, trees, fences and other obstructions in order to provide adequate intersection sight distance for a driveway to the subject site.

A traffic impact study, prepared by Kittelson and Associates was submitted with this application. The study investigated the intersection of 135th Avenue and Highway 224. The analysis indicates that the intersection currently operates at an acceptable level of service during the AM and PM peaks hours of typical weekdays. With the addition of site generated traffic and other area growth, the study indicates that the intersection will continue to operate at an acceptable level of service during the AM and PM peak hours of typical weekdays through the year 2005. ODOT requires intersections to operate at a volume to capacity (v/c) ratio of 0.99 or less. According to the analysis the intersection will operate at a v/c ratio of 0.96 or less, which meets the ODOT criteria. However, since this is an ODOT intersection, ODOT's comments related to the intersection are the governing factor and the County defers to ODOT regarding this capacity/adequacy of the transportation network issue.

This application was submitted prior to the adoption of Concurrency (*ZDO* 1022) by the Board of County Commissioners. However, following the approval of a Comprehensive Plan amendment and zone change, an application for development of the site will require Design Review approval. At that time, all Concurrency related issues will be in effect and the proposed development will be required to meet all Concurrency criteria. A new traffic impact study may be required for Design Review if the estimated traffic volumes from the traffic impact study are lower than the volumes from the proposed use.

CONCLUSIONS

1. The proposed Comprehensive Plan amendment, zone change and subsequent proposed development will not result in the operational failure of any County intersections in the influence area of the proposal according to the submitted traffic impact study. However, the operation of the intersection of Highway 224 and 135th Avenue, under State jurisdiction, must be evaluated by ODOT.

2. Adequate intersection sight distance is achievable but may limit the use of the property and the property frontage. Maximizing intersection sight distance, if adequate intersection sight distance is not obtainable, will also likely limit the use of the property and the property frontage. Maintenance of property not owned by the applicant may be required to maintain adequate intersection sight distance.

3. If the Comprehensive Plan amendment and zone change are approved, the next step in the process is likely a Design Review application. Any such request will be

considered on its merits including access adequacy and the ability to properly manage surface water and maintain water quality. The local Fire District must also approve the planned access, circulation, fire lanes and water source supply. Additionally, a right-of-way dedication and the granting of a sign, slope, utility, and sidewalk easement may be required as Design Review conditions of approval. Such considerations are not timely as part of the Comprehensive Plan amendment and zone change and must be made as part of a separate Design Review application. Approval of the Comprehensive Plan amendment and zone change will not insure that a Design Review application will be approved or that there will not be additional access and drainage improvements required of the applicant.

S:\DEVLPMNT\2002\Z0033-02-CP_BrooktrautProperties_TE_rfh.doc

EN 02-300

Peter Finley Fry AICP Ph.D. (503) 274-2744

2153 SW Main Street, #104, Portland, Oregon USA 97205 • Fax (503) 274-1415 • pfinleyfry@aol.com

March 25, 2002

Supplemental Response

K&D Services, Inc.
COMPREHENSIVE PLAN AMENDMENT AND ZONE CHANGE

Location: 16213 SE 135th
Clackamas, Oregon

SID: 22E11D 0140 & 0150

Oregon Administrative Rules - Division 9
Industrial and Commercial Development

Applicability: Sites in excess of two acres to and from commercial or industrial use.

Finding: The site is 2.27 acres. The requested change is from Urban Residential to Light Industrial.

Economic Opportunities Analysis

(1) National, State, and Local Trends.

Finding: The March 2002 draft "Economic Report to Metro Council: 2000-2030 Regional Forecast for Portland-Vancouver Metropolitan Area summarizes national and state trends and applies them to the local area. The ten year expansion of the national economy peaked in March of 2001. National experts expect the economy to move slowly out of recession. The manufacturing sector endured the brunt of the current recession and is expected to remain challenged. Distribution has also retracted due to a slowly of consumer spending and a conscious effort to reduce inventories. Consumer spending is expected to grow and accelerate to 4.1 percent by 2003. Investment in fixed plant and equipment will lag behind consumption before accelerating up to 11 percent by the end of 2003. U.S. exports are expected to grow faster then any other component of the Gross National Product. High-technology and communications are experiencing significant restructuring and elimination of weak and/or non-competitive firms. Future growth in these closely related sectors is expected to be very strong.

EXHIBIT 11
20033/34-02

Portland region's greater dependence on manufacturing firms has turned into a significant manufacturers recession, with retail and other service sector industries being dragged down by the producer sector's weaknesses. For this reason, the regional economy has dipped lower than that of the U.S., but a stronger resurgence in the region's high-tech sector is expected than for the nation as a whole. Transportation, communication, and utilities sector growth is being revised upwards in METRO's new forecast and leads most sectors. The current land supply situation is becoming tighter as more buildable land inside the Urban Growth Boundary is being absorbed, but METRO asserts, it is not yet a limiting factor.

(2) Site Requirements.

Finding: The proposed change is for a small 2.2 acre parcel at the eastern edge of a multiple acre industrial park of large manufacturing and primarily distribution parcels. The site is at a transition between residential development to the east and large industrial sites to the west. The site is proposed to house several small businesses that operate in the transportation, communication, and utilities sector. These firms utilize "back office": space for administration, production areas for light assembly, and warehousing/storage areas for equipment.

(3) Inventory of Industrial and Commercial Lands.

Finding: Clackamas County's Industrial Land Supply Update (April 4, 2000) finds that the county will need 1,732 acres of industrial land to satisfy the 20 year demand. The county currently has 1,328 total buildable acres. Although much of the buildable land is in small parcels; most have poor regional transportation access. The study found that in the Portland Metro Urban Growth Boundary, the majority of future job growth inside the current Urban Growth Boundary will depend largely on infill and redevelopment opportunities. These smaller parcels tend to be somewhat constrained by their size, access, and adjacent land use. Providing strategic infrastructure improvements, such as roadway widening, is expected to help address nearly half of the industrial land use constraints.

(4) Assessment of Community Economic Development Potential.

Finding: With over 300 employees, K&D Services is the largest Traffic Control Company in the Northwest.

Since 1986, K&D Services, Inc. has been providing innovative traffic control solutions throughout Washington, Oregon, and Northern California. K&D Services is proud to include Verizon, Qwest, Northwest Natural Gas, Puget Sound Energy, and the Seattle Mariners among the many Northwest firms that utilize our services. Our services include supplying Certified Flaggers, Traffic Control Supervisors, Traffic Control Plans, Equipment, and Signs.

This site is proposed to be our headquarters to serve this region. The office will operate from 6:00 am to 6:00 pm Monday through Friday. The site is used occasionally on Saturdays and Sundays. We project five initial employees with growth to 10 employees at the site. We employee over 100 employees in the area. Most are dispatched directly form their homes to the job site. Four to five field employees come to the site every day. We expect to operate 10 trucks with four to five trucks at the site. We conduct light manufacturing and assembling of signs, traffic control equipment and other tools at the site.

The future phase two area is proposed for light industrial buildings to house similar contractors and light manufacturing and distribution businesses.

K&D Service Company searched for two years utilizing professional realtors. They included the I-205 corridor and Portland's close-in industrial areas. They did not find any appropriate sites. A small size (less than three acres) and excellent regional access were the two primary criteria.

The proposed use and site combine to address the opportunities and constraint identified in the economic trends and industrial land analysis. The firm is in a growing industry and provides a large number of well paying jobs. The firm characteristics fit well on a small site, adjacent to conflicting uses. The firm, as a small light industrial firm with few customers and employees actually coming to the site, is compatible to the heavy industrial distribution and manufacturing firms to the west and the residential uses to the east. The site provides an opportunity to develop a substantial number of new jobs where none now exist. The site and proposed uses capitalizes the public's recent investments in the water, sewer, and storm sewer systems and the new extension of Jennifer Road.

Industrial and Commercial Development Policies

Findings: Findings have been made against the following Comprehensive Plan Goals and Objectives:

III. LAND USE

POLICIES

Industrial Areas

7.0 The Industrial Area Design Type designation is applied as shown on Map IV-8. Policies that apply to the Industrial Areas include:

Finding: The site is within the area where the Industrial Area Design Type designation is applied as shown on Map IV-8. The site is located adjacent a developed industrial area to the west. The properties to the north are used for light industrial and commercial purposes, despite medium density residential zoning. 135th is a natural barrier between industrial uses to the west and residential uses to the east. The residential uses to the east have internal circulation with two alternative access to Highway 212 and would not interfere with the primary freight use of 135th and Jennifer Street.

7.1 Retail uses larger than 60,000 square feet of gross leasable area per building or business are prohibited.

Finding: The proposal is for Light Industrial zoning. A 60,000 square foot use with parking and landscaping would not fit on the site.

INDUSTRIAL

This section of the Land Use Chapter addresses the location of industrial land and the physical development of industrial districts. Other aspects of industry such as industrial growth, diversity and employment are addressed in the Economics Chapter.

The Campus Industrial designation shall be limited to areas currently designated as Campus Industrial.

Business Park areas are designated to accommodate and encourage high technology and other clean, light industry, research facilities, and offices satisfying high aesthetic standards. These uses generate minimal large truck traffic and noise, and no outdoor storage. Design and development standards, including site planning, building type, truck and traffic circulation, and landscaping shall be satisfied to ensure compatibility with, and an attractive appearance from, adjacent land uses.

Light Industrial areas are designated for clean industries which are generally compatible with commercial activities. Light industry usually generates minimal truck traffic, noise, or pollution. Sites are often grouped into industrial parks with common circulation, open space, and design standards.

General Industrial areas are designated for manufacturing, assembling, fabrication and processing, bulk handling, storage, warehousing and trucking. Many general industrial uses are incompatible with residential and commercial uses.

GOALS

1. Provide attractive areas for mixed uses including clean, employment intensive industrial and office uses integrated with housing.
2. Provide areas for general industry that meet the location requirements of prospective industries and protect designated industrial areas from encroachment of incompatible uses.

3. Protect Industrial areas from the transportation impacts of residential and commercial development.
4. Protect areas adjacent to industrial areas from potential blighting effects of noise, dust, odor or high truck traffic volumes.
5. Conserve the supply of industrial land.

Finding: The site, developed as a collection of Light Industrial uses, will provide an attractive and clean appearance to 135th. The site is located adjacent to a major industrial area to the west. The site reinforces 135th as a clear demarcation between the industrial uses to the west and residential uses to the east. Jennifer Road is proposed to be extended into 135th creating a direct connection between the site and the industrial area to the west. The proposed use of the site creates light industrial traffic that is most compatible with the existing and future industrial traffic on 135th. The proposal is for a Light Industrial zone and light industrial use that provides an effective transition between the medium and heavy industrial uses to the west and th residential uses to the east. The site provides a good location for a light industrial use that needs an industrial site, yet is more office-like in its impact and characteristics.

POLICIES
Light Industrial

13.0 The following areas may be designated Light Industrial when either the first or all of the other criteria are met:
   1. Areas having an historical commitment to industrial uses.
   2. Areas with excellent access to the regional transportation network.
   3. Areas with access to a street of at least a minor arterial classification.
   4. Areas with sites large enough for several industries to cooperatively design an industrial park.

Finding: The term 'area' can have two distinct meanings. Findings have been made against each meaning.
Area - the site.
The area has excellent access to the regional transportation network via either 135th or Jennifer to State Highway 212/224 to Interstate 205. The attached traffic study discusses this further. 135th is a minor arterial. The long term development plan for this 2.27 acre site is to create a cluster of light industrial buildings that can provide flex space to similar contracting and industrial businesses in a small industrial park.
Area - the impacted area between 135th/224/Jennifer/130th.
The area has excellent access to the regional transportation network via either 135th, 130th, or Jennifer to State Highway 212/224 to Interstate 205. The attached traffic study discusses this further. 135th is a minor arterial. The area is Clackamas County's premier and regionally important industrial park composed on many small and large regional, national, and international industrial businesses.

14.0 Determine permitted uses through zoning. Zoning of Light Industrial areas shall be consistent with this Plan and the stated purpose of compatible zoning districts. Timing of zoning district application shall be in accord with the orderly development of the County.

Finding: The proposed uses shall be approved through a site design review. The area to the west is developed as industrial. Jennifer Road is proposed to be extended in the next year. The extension will provide full industrial access to and through the industrial area and allow the properties on 135th to transition to fuller utilization.

15.0 Discourage land uses other than industrial or industrially related uses.

Finding: The site is proposed for light industrial uses.

16.0 Clearly identify entrances and exits to facilitate efficient traffic movement. The internal circulation system should have broad lanes and turnarounds large enough to accommodate truck traffic. Access streets should include curbs and gutters.

Finding: The site currently has three access points which are proposed to become two full access ways from the site to 135th. These two access ways will provide a circular loop with parking at the center and building on each side. This will be proposed for approval through a site design review process.

17.0 Require in all light industrial development and redevelopment a minimum of 20 percent of the total gross area to be in landscaping.

Finding: The site design review process will ensure that at least 20 percent of the site remains in landscaping.

18.0 Require landscaping and limit outdoor storage and display to enhance the appearance on site and from off site.

Finding: No outdoor display is proposed. Outdoor storage will not be visible from 135th.

19.0 Provide for pedestrian and bicycle access to adjacent transit corridors and, where applicable, to nearby residential areas. Require sidewalks when appropriate.

Finding: The site is adjacent to a collector street providing appropriate access for pedestrians and bicycles.

20.0 Require storm drainage control measures as an integral part of all industrial area development to compensate for large roofs and paved parking areas within industrial areas.

Finding: Development will be proposed though site design review. Storm drainage control measures shall comply with Clackamas County's code. The site is large enough to provide for all storm drainage control measures on the site.

21.0 Require underground utilities and street lighting.

Finding: All utilities and street lighting will comply to Clackamas County code as the property is redeveloped for industrial purposes through the site design review process.

22.0 Require all Light Industrial developments to be subject to the design review process.

Finding: Development on this site shall be subject to the design review process.

23.0 Encourage coordinated utility and traffic improvements in industrial land divisions.

Finding: The site is not proposed to be divided.

VII ECONOMICS

If any community is to thrive and prosper, jobs must be available to provide income for its residents. The type, quality, wage rates, and variety of jobs available in the community determine to a large extent the life-style and well-being of the residents.

The economy of Clackamas County is not separable from that of surrounding urban areas, nor is it uniform throughout. The northwest urban portion of the County clearly is part of the highly diversified urban economy of the Portland metropolitan area, with similar industries, and many retail and service business to serve the large urban population. The rural parts of the County and the cities lying outside the northwest urban area have traditionally been timber or agriculture based economies; however, residents are increasingly commuting to jobs in the Portland urban area.

GOAL

1. Establish a broad-based, stable and growing economy to provide employment opportunities to meet the needs of the County's residents.

POLICIES

Existing Industry and Business

1.0 Encourage retention and expansion of existing industry and business.

Finding: The proposal allows for the development of flex light industrial buildings for small and growing firms. The proposed establishment of KnD Services as the anchor to the light industrial park attracts similar businesses and creates opportunities for business to business exchanges.

1.1 Protect established industrial and commercial areas from encroachment by incompatible land uses.

Finding: The light industrial destination create a strong transition between the general industrial uses to the west and the residential uses to the east. The proposed light industrial traffic is most compatible with the current and future use of 135th.

1.2 Encourage maintenance of sufficient vacant lands to provide room for the future expansion or relocation of the County's industry and business.

Finding: The partially vacant site is fully serviced and prepared for redevelopment to light industrial uses.

1.3 Facilitate the efficient operation of existing firms in the urban area by giving high priority to equality in public services including law enforcement, water service and fire protection, storm drainage, sewer, transit, pedestrian and bike access, road maintenance, and traffic access and circulation.

Finding: The site is fully serviced and prepared for redevelopment to light industrial uses.

1.4 Develop and implement strategies to revitalize and/or maintain established commercial areas considering such things as parking needs, pedestrian/auto conflicts, traffic circulation, historic character, compatibility of activities, potential for new development, compatibility of new development, transit service, pedestrian and bike access, and merchant participation.

Finding: The proposal is for a light industrial zone.

1.5 Encourage natural resource-oriented industries by:
- 1.1 Encouraging timberland owners to use sound timber management practices and promote a sustained harvest.
- 1.2 Identifying and recruiting firms doing secondary wood processing using wood products now underutilized or considered waste, i.e., hardwoods, slash materials, etc.
- 1.3 Encouraging food processing industries and other support services for agriculture in the rural areas.

Finding: The site could be used by small resource-oriented service industries.

1.6 Consider impacts on established commercial areas prior to approving Plan changes for major new commercial areas. High priority should be given to retaining the viability of affected downtowns.

Finding: The proposal is for a light industrial zone.

<u>New Industry and Business</u>

2.0 Encourage new industrial and commercial development which is consistent with environmental quality and community livability, and the needs of County residents.

Finding: This site is proposed to house the regional headquarters of K&D Services. This site will manage jobs through Oregon, Northern California and Southern Washington. The business is in growing demand to provide traffic management and safety to developers of the regions roadways. The business has no adverse environmental impacts.

2.1 Provide sufficient industrial land of four general types:
- a. General industrial designations for intensive industrial uses, with sites for a broad range of industry and warehousing.
- b. Light Industrial designations for a narrower range of industry and warehousing while allowing office uses outright, and providing stronger noise and aesthetic controls within the development.

b. Campus Industrial designations to provide for a mix of clean, light manufacturing, offices, and high density residential uses in campus-style complexes, where design shall be compatible with adjacent areas. New developments shall be consistent with a design plan to assure an integrated development of the area. (See Land Use Chapter, Campus Industrial policies.)
c. Business Park designations to provide for offices and light industrial uses which project a high image.

Finding: The proposal is for a light industrial zone. The proposed uses are light industrial office uses with specialized manufacturing of signs and sign structures and maintenance of trucks.

2.2 Provide sufficient commercial land of four different types (see Land Use Chapter, Commercial development policies):
a. General Commercial for a broad mix of commercial uses including outdoor storage and display.
b. Retail Commercial for a range of uses including retail, office, services, and multifamily which project a high-quality image.
c. Office Commercial designations to provide for a mix of offices, clean, light manufacturing, and high density residential uses in campus-style complexes, which have less impact on surrounding properties, and project a positive image.
d. Community Commercial for local shopping and services, including large grocery stores and other frequently patronized community services.

Finding: The proposal is for a light industrial zone.

2.3 Allow in residential designations Neighborhood Commercial uses, through zoning, which provide goods or services to the surrounding neighborhood, and which do not attract traffic from other areas. Criteria for sites are listed in the Land Use Chapter, Residential policies.

Finding: The proposal is for a light industrial zone.

2.4 Give high priority to provision of sewer, water and road services to growing industrial areas.

Finding: In the last two years, storm and sanitary sewer and water have been improved to the site. The extension of Jennifer is expected to take place in the next two years. The site is fully served for light industrial purposes.

2.5 Encourage the location of business and industry in areas that minimize the journey to work and/or facilitate mass transit usage for the journey to work.

Finding: The site has excellent access to a diverse choice of housing types in nearby areas.

2.6 Encourage Tri-Met to provide better transit service. Specifically, improve service to commercial centers, small city downtowns, and the Clackamas industrial area.

Finding: The applicant is not Tri-Met.

2.7 Provide for a broad range of types and sizes of industrial and commercial development to provide a broad cross section of employment opportunities for residents.

Finding: The proposed Light Industrial for this site creates an attractive location for a small light industrial flex space park. The light industrial uses proposed creates a good transition between the housing subdivisions to the east and the general industrial area to the west. The site provides an opportunity to create higher waged light industrial jobs. The proposed use (K&D Services) manages a work force in this region of over 100 people who are dispatched from their homes directly to job sites creating the greatest benefit to Clackamas County while minimizing impacts.

2.8 Encourage the retention of vacant industrial and commercial lands in large parcels until committed for development, at which time overall development plans should be prepared for the site.

Finding: The site is not a large vacant industrial or commercial parcel.

2.9 Support the conversion and development of Camp Withycombe as it is designated in the Comprehensive Plan.

Finding: The site is not Camp Withycombe.

2.10 Allow business park uses in general commercial areas, subject to conditional standards, addressing:
- a. Existing buildings
- b. Compatibility with surrounding commercial areas
- c. Minimum external storage, smoke or noise
- d. Continuity of pedestrian flow within and between surrounding uses

Finding: The proposal is for a light industrial zone.

2.11 Facilitate home occupations within the constraints of neighborhood quality, subject to standards, including:
- a. Visual compatibility with neighborhood and appropriate buffering
- b. No unsightly or distracting storage, smoke, dust, noise, etc.
- c. No excessive increase in traffic, especially truck traffic
- d. No excessive parking of vehicles on the property

Finding: The proposal is for a light industrial zone.

2.12 Require design review approval for all industrial and commercial development, addressing:
- a. Compatibility with surrounding areas, including buffering, scale and materials of buildings, and scale and type of plants
- b. Visual impact of landscaping and lot coverage
- c. Energy efficiency in site planning and building design
- d. Storm drainage retention and control
- e. Access including internal truck and auto circulation in commercial developments

f. Outdoor storage and location of parking and loading
g. Identification and directional signing
h. Noise abatement
i. Pedestrian, bike and carpool facilities
j. Support of transit usage
k. Site security

Finding: All development on the site is required to be approved by design review.

2.13 Gradually modify strip commercial areas into more functional and attractive development with consolidated access to the street where possible. Exempt clearly highway-oriented uses (such as gasoline stations).

Finding: The proposal is for Light Industrial zoning and a light industrial use. The proposal will help ensure that 135th does not become a commercial strip.

2.14 Encourage design and circulation plans to be prepared for major industrial and commercial areas in the County, primarily aimed at providing a cohesive, integrated overall development pattern.

Finding: The extension of Jennifer to 135th creates connectivity to and through the adjacent industrial area providing multiple points of access through industrial and commercial areas for this site. The light industrial traffic generated by the proposed zoning is more compatible with the designed circulation then medium density residential.

Oregon State Goal 9: Economic Development.
Finding: The light industrial designation will provide an opportunity for small light industrial businesses that can affect a transition from the medium and heavy industrial to the west and single family housing development to the east. These small, well situated light industrial sites provide an important to diversify the economic business and increase the amount of small businesses with ownership opportunities and well paying jobs.

Designation of Land for Industrial and Commercial Uses.

(1) Identification of Needed Sites.

Finding: Clackamas County's Industrial Land Supply Update (April 4, 2000) examines all sites and assesses their capabilities and constraints.

(2) Long-Term Supply of Land.

Finding: The supply assessment identifies specific strategies to be pursued by Clackamas County to ensure that the land supply will meet a twenty year demand.

(3) Short-Term Supply of Serviceable Sites.

Finding: The comprehensive plan and zone change from urban residential to light industrial improves the short term supply at an appropriate location for an proper use. The recent infrastructure investment by the county and special service providers makes this proposal timely.

(4) Sites for Uses with Special Siting Requirements.

Finding: The proposed use does not have special siting requirements.

***

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

April 5, 2002

FILE CODE: PLA9-2B -171
ODOT Case No: 1342

Clackamas County
Department of Transportation & Development
9101 SE Sunnybrook Blvd.
Clackamas, OR 97015

Attn: Dan Johnson, Current Planning

Subject: **Z0033-02-CP; Z0034-02-Z**: Brooktraut Properties (K&D Services)
OR 212 – SE 135th Avenue

Dear Mr. Johnson:

The subject site is in the vicinity of OR 212. ODOT has permitting authority for this facility[1] and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation.

ODOT Recommendations

Please see our enclosed review of the applicant's traffic impact analyses. The proposal addresses the requirements of the state Transportation Planning Rule because it can be shown that the planned transportation system is adequate to serve the proposed comprehensive plan/zoning map designation for the site.

However, ODOT has concerns about the safety and operation of the OR 212 and SE 135th Street intersection. We will review future development proposals for the subject property (and other properties in the area) to determine specific impacts and necessary mitigation.

We have no objections, from a transportation standpoint, to approval of the proposed plan amendment.

Please contact me at 503.731.8282 if you have questions regarding this letter. Thank you.

Sincerely,

Sonya Kazen, Planning

Cc: Peter Finley Fry
Scott Beaird, Kittelson & Assoc.

EXHIBIT 12
Z0033-02-CP/Z0034-02-Z

[1] OAR 734-051 website: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

Date: April 5, 2002

To: Sonya Kazen

From: Kate Freitag

Re: Brooktraut Properties/Zone Change near intersection of Hwy 212-224/SE135th Ave

Upon reviewing both the original Traffic Impact Analysis (completed by Kittelson & Associates, Inc., January 2002) and the addendum to the TIA (also by Kittelson, dated April 2002), I have the following comments.

This proposal is to rezone a 2.27-acre parcel from MR-1 (medium density residential) to I-2 (light industrial) zoning. Since business park uses (in compliance with the conditions of Clackamas County Zoning Ordinance 606.03) are allowed under the I-2 zoning, the worst case development scenario would be an office building.

The original TIA only looked at a "worst case" development of warehousing (ITE Land Use 150). Warehousing generates much less traffic than an office use. The intersection of Highway 212-224 and SE 135th was shown to be operating at a v/c of 0.96 in the AM peak hour and 0.95 in the PM peak hour under the warehousing use in the year 2005. The mobility standard is 0.99 for Clackamas Highway.

Due to the fact that the intersection was shown to be close to capacity under a much less intense land use than the allowed office use, more analysis was requested. The addendum to the TIA was done using the Business Park use (ITE Land Use 770) as the worst case, which was still not the most intense allowed use for this zone change. The addendum showed that under the more intense Business Park use, the intersection would be operating at a v/c of 0.97 for both peak hours. Because the office use would generate a substantially higher number of trips, it seems clear that the intersection would be operating over capacity. Analyzing the intersection for the office use using SIGCAP resulted in operations of v/c=1.08 in the AM peak hour and 1.02 in the PM peak hour. Clearly, the office use causes the intersection to fail in the year 2005, since even under the Business Park land use the intersection will be operating under capacity.

In addition, the intersection of Highway 212-224 at SE135th Avenue is listed as a top 5% SPIS site in both 1999 and 2000. SPIS (Statewide Priority Index System) is a method developed by ODOT for identifying hazardous locations on state highways based on accident data over a three-year period and is comprised of three elements: accident frequency, accident rate, and accident severity. A ranking in the top 5% is the highest priority ranking that can be achieved. This indicates that there are existing operational and safety concerns.

The Sunrise Corridor will, however, greatly change the characteristics of the traffic patterns in this area. Due to the fact that the Sunrise Corridor is in the RTP for short-term improvements (2000-2005) on the Priority project list, it is my understanding that the requirements of the Transportation Planning Rule, OAR 660-12-060 would be met. Therefore the effects of the Sunrise Corridor project should be taken into account for the proposed zone change. The effects may include relieving congestion along 212-224

thereby potentially improving operations at major intersections on the highway.

Although ODOT Traffic Section has some concerns regarding this intersection, we are recommending approval due to the fact that the criteria of the TPR have been addressed. If any proposal comes in with a plan to develop this property before the planned construction of the Sunrise Corridor, ODOT may request further analysis of the intersection and, if necessary, require mitigation and improvements to the intersection.Conditions of Approval

NOTICE OF PUBLIC HEARING

Clackamas County Planning Commission, 6:30 p.m., **April 8, 2002**, Sunnybrook Service Center, 9101 SE Sunnybrook Blvd., Clackamas, Oregon 97015.

Clackamas County Board of Commissioners, 9:30 a.m., **April 24, 2002**, Courthouse Annex, 906 Main St., Oregon City OR 97045.

TO: Property Owners within 300 feet

Subject: Comprehensive Plan Map and Zone Change

File No.: Z0033-02-CP, Z0034-02-Z

Applicant: Brooktraut Properties

Owner of Property: Brooks Walton

Proposal: Comprehensive Plan change from Medium Density Residential to Light Industrial with a corresponding zone change from MR-1 to I-2.

Ordinance Criteria: Land Use Chapter of the Comprehensive Plan as well as Sections 302, 602, and 1202 of the Zoning Ordinance.

Location: West side of SE 135th Avenue approximately ¾ of a mile south of State Hwy. 212-224

Site Address: 16213 SE 135th Avenue

Legal Description: T2S, R2E, Section 11D, Tax Lot 1400, WM

Total Area Involved: Approximately 2.27 acres

Zoning: MR-1

Citizens Planning Organization For Area: Clackamas, Barbara Kemper, PO Box 2136, Clackamas 97015; 655-2601

Planning Division Staff Contact: Dan Johnson, 503-353-4514

All interested citizens are invited to attend the hearing. An agenda will be provided at the hearing. Testimony and evidence should address those criteria identified above and any other criteria relevant to the application. Failure to raise an issue at the hearing, or by letter, or failure to provide sufficient specificity to afford the Board of County Commissioners an opportunity to respond to an issue precludes appeal to the Land Use Board of Appeals based on that issue. The following procedural rules have been established to allow an orderly hearing.

1. The length of time given to individuals speaking for or against an item will be determined by the chairperson prior to the item being considered.

2. A spokesperson representing each side of an issue is encouraged.

3. Only specifically relevant testimony to the item being considered will be allowed.

A staff report for the application will be available seven (7) days prior to the hearing. The staff report, applicable criteria, application, and all documents and evidence relied on by the applicant are available for inspection and may be purchased at reasonable cost at the Sunnybrook Service Center, 9101 SE Sunnybrook Blvd., Clackamas, Oregon 97015, (503-353-4500). Direct all calls and written correspondence to the Planning Division.

To receive a copy of the final decision of the Board of County Commissioners, provide the Planning Division with a written request indicating the application file number.

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR , OR SELLER: ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER.

LAND USE APPLICATION

CLACKAMAS COUNTY PLANNING DIVISION
9101 SE SUNNYBROOK BLVD., CLACKAMAS, OREGON 97015 • PHONE (503) 353-4400 • FAX (503) 353-4550

FOR STAFF USE ONLY

- ☐ TEMPORARY PERMIT FOR CARE (ST)
  - RENEWAL_____
- ☐ TEMPORARY PERMIT USE NOT ALLOWED (ST)
  - RENEWAL_____
- ☐ HOME OCCUPATION (HO)
  - RENEWAL_____
- ☐ NON FARM USE (N)
- ☐ FARM DWELLING
  - _____
- ☐ FOREST DWELLING
  - _____

- ☒ ZONE CHANGE (Z)
- ☐ CONDITIONAL USE (C)
- ☐ SUBDIVISION SHORT (1-10) (SS)
- ☐ SUBDIVISION LONG (11+) (SL)
- ☐ PARTITION (M)
- ☐ VARIANCE (V)
- ☒ OTHER Comp Amend
- ☐ OTHER_____

MR-1 → I-2

File No.: Z0033-02-CP Z0034-02-Z
Pre-app: Staff_____ Date_____
Date Received: 1/4/02 Fee_____
Hearing Date:_____
Staff Member: B
Zone: MR-1
Comp. Plan: MDR
Flex Lot Involved: ☐ YES ☐ NO
Violation #_____
CPO_____

APPLICANT INFORMATION

PLEASE TYPE OR PRINT IN BLACK INK ONLY

WHAT IS PROPOSED Comprehensive Plan and Zone Map amendment from ~~Urban Residential~~ Medium Density Residential to Light Industry and ~~R1-4~~ MR-1 to I-2 to allow the eventual development of several light industrial buildings including the regional headquarters of the K&D Services Company, a traffic control contractor.

NAME OF APPLICANT Walton (LAST) Brooks (FIRST) for Brooktraut Property LLC

MAILING ADDRESS P.O. Box 12040 CITY Everett ST WA ZIP 98206

APPLICANT IS: ☒ LEGAL OWNER ☐ CONTRACT BUYER ☐ OPTION BUYER ☐ AGENT

NAME OF CONTACT PERSON (If other than applicant) Peter Finley Fry

MAILING ADDRESS OF CONTACT 2153 SW Main Street, #104, Portland, OR ZIP 97205

PHONE NUMBERS OF: APPLICANT: Wk 425-252-0906 Hm_____ CONTACT PERSON: Wk 503-274-2744 Hm_____

SITE ADDRESS 16213 SE 135th TOTAL LAND AREA: 2.264 acre

LEGAL DESCRIPTION: T Map 2-2E-11D R____ SECTION_____ TAX LOT(S) 1400 and 1500

ADJACENT PROPERTIES UNDER SAME OWNERSHIP: T None R_____ SECTION_____ TAX LOT(S)_____

PRESENT USE OF PROPERTY: Single family house and partially vacant.

METHOD OF SEWAGE DISPOSAL: Failed septic tank - to be connected to existing ~~Clackamas County Service District~~ sanitary sewer system.

WATER SUPPLY: Clackamas River Water District #2

OTHER PERSONS (IF ANY) TO BE MAILED NOTICES REGARDING THIS APPLICATION:

NAME	ADDRESS	ZIP	RELATIONSHIP
Morrie Trautman	P.O. Box 1447, Everett, WA, 98206		

I hereby certify the statements contained herein, along with the evidence submitted, are in all respects true and correct to the best of my knowledge.

OWNER'S SIGNATURE (PRINT) (DATE) APPLICANT'S SIGNATURE (PRINT) (DATE)

Brooks Walton for Brooktraut Porperty LLC Member 1-3-02

SIGN SIGN

EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

CCP-BL10 (Rev. 2/01)

☐ PLOT PLAN ☐ ASSESSOR MAP ☐ SUPPLEMENTAL FORMS CHECKED

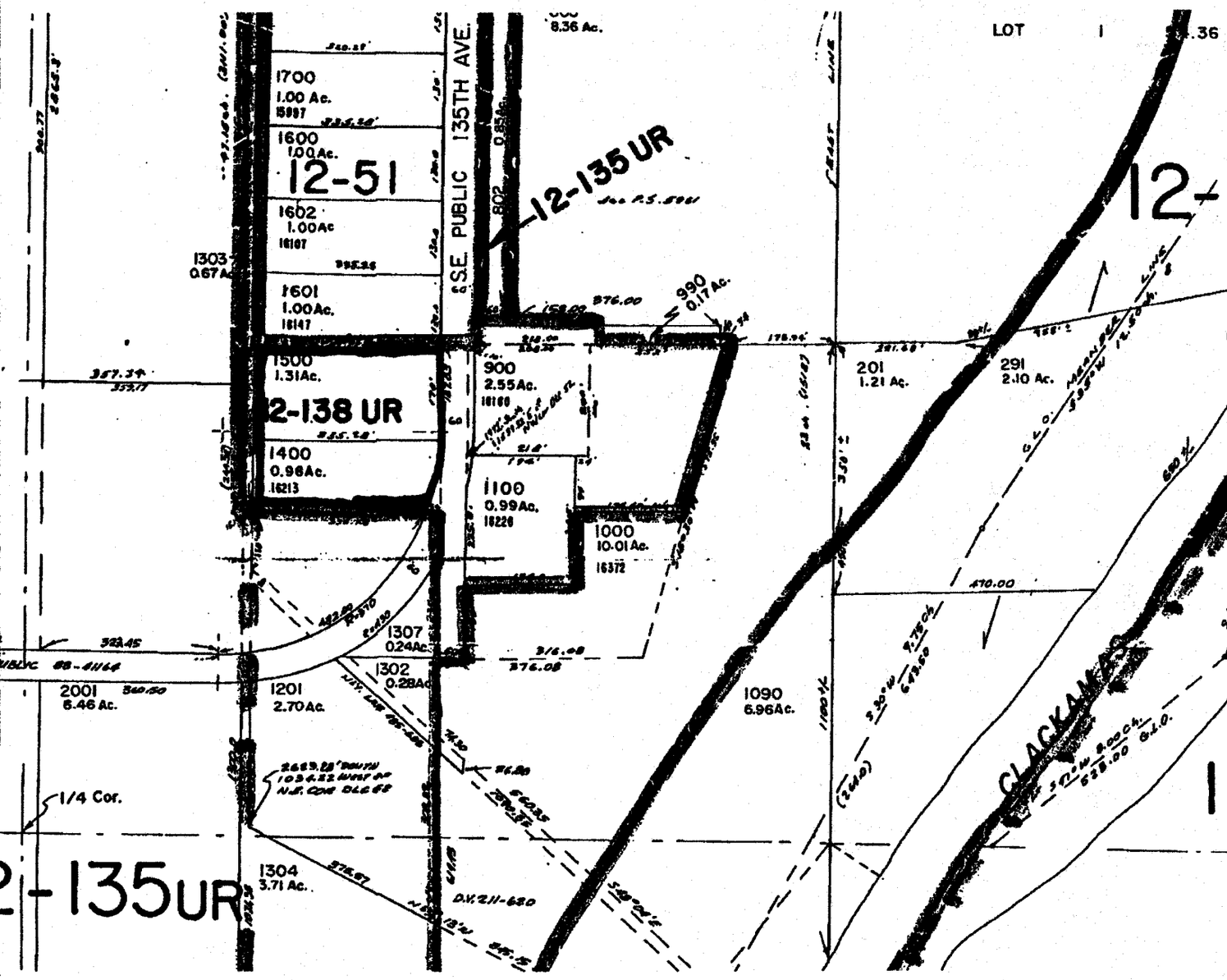


EXHIBIT 6
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)

Pamplin MediaGroup

6605 SE Lake Road, Portland, OR 97222
PO Box 22109 Portland, OR 97269-2169
Phone: 503-684-0360 Fax: 503-620-3433
E-mail: legals@commnewspapers.com

AFFIDAVIT OF PUBLICATION

State of Oregon, County of Clackamas, SS I, Charlotte Allsop, being the first duly sworn, depose and say that I am the Accounting Manager of the **Clackamas Review, Estacada News, Oregon City News**, a newspaper of general circulation, serving Clackamas, Estacada, Oregon City in the aforesaid county and state, as defined by ORS 193.010 and 193.020, that

Clackamas County Planning Commission NOTICE OF PUBLIC HEARINGS SCHEDULED ON PROPOSED CLACKAMAS COUNTY COMPREHENSIVE PLAN MAP AMENDMENT AND CORRESPONDING ZONE CHANGE OF 16147 SE 135th AVE, CLACKAMAS, OREGON, TO LIGHT INDUSTRIAL

Ad#: 174898

A copy of which is hereto annexed, was published in the entire issue of said newspaper(s) for 1 week(s) in the following issue(s):
08/26/2020, 08/27/2020

Charlotte Allsop

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this 08/27/2020.

Kristin C. Olson

NOTARY PUBLIC FOR OREGON

OFFICIAL STAMP
KRISTIN C. OLSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 997532
MY COMMISSION EXPIRES MARCH 10, 2024

Acct #: 138159
Attn: Darcy Renhard
CLACKAMAS CO. PLANNING & ZONING DIVISION
150 BEAVERCREEK RD
OREGON CITY, OR 97045

NOTICE OF PUBLIC HEARINGS SCHEDULED ON PROPOSED CLACKAMAS COUNTY COMPREHENSIVE PLAN MAP AMENDMENT AND CORRESPONDING ZONE CHANGE OF 16147 SE 135th AVE, CLACKAMAS, OREGON, TO LIGHT INDUSTRIAL

The Clackamas County Planning Commission and Board of County Commissioners will hold public hearings to consider a proposed amendment to the Comprehensive Plan Map and a corresponding zone change. The proposal is to change the Comprehensive Plan Map designation of 16147 SE 135th Ave, Clackamas, OR 97015 (Tax Lot 22E11D-01601, approximately 0.99 acres) from Medium Density Residential (MDR) to Light Industrial (LI) and, at the same time, change the property's zone from Medium Density Residential (MR-1) to Light Industrial (LI).

The proposal, which is contained in File Nos. Z0299-20-CP and Z0300-20-ZAP, is available at: http://www.clackamas.us/planning/zdoproposed.html.

The public may review and comment on the proposal before and during the public hearings. While Clackamas County is abiding by social distancing requirements during the coronavirus pandemic, public hearings are being held virtually using the Zoom platform. One week prior to the hearing dates listed below, a Zoom link to the public hearing and details on how to observe and testify online or by telephone will be available on our website at the web address listed for each hearing:

Planning Commission Public Hearing
6:30 p.m., Monday, September 14, 2020
www.clackamas.us/planning/planning-commission

Board of County Commissioners Public Hearing
9:30 a.m., Wednesday, October 21, 2020
www.clackamas.us/meetings/bcc/landuse

For more information: Glen Hamburg, 503-742-4523 or ghamburg@clackamas.us

Publish August 26, 2020 CLK174898

EXHIBIT 7
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 1 of 1

Clackamas County
Regional Housing Needs Analysis

Urban Unincorporated, Rural Unincorporated, and
Selected Cities within Clackamas County

Final Summary Report

SEPTEMBER 2019

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktrout Properties LLC)
Page 1 of 22

ECONorthwest
ECONOMICS · FINANCE · PLANNING

Acknowledgments

ECONorthwest prepared this report for Clackamas County. ECONorthwest and County staff thank those who helped develop the Clackamas County Regional Housing Needs Analysis. This project is partially funded by Oregon general fund dollars through the Department of Land Conservation and Development. The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

Technical Advisory Committee

Bryan Brown, City of Canby
Matilda Deas, City of Canby
Glen Hamburg, County Rep. for City of Estacada
Melissa Aherns, County Rep. for City of Gladstone
Michael Walter, City of Happy Valley
Peter Walter, City of Oregon City
Laura Terway, City of Oregon City
Kelly O'Neill, City of Sandy
John Boyd, City of West Linn
John Williams, City of West Linn
Miranda Bateschell, City of Wilsonville
Kim Rybold, City of Wilsonville
Chris Neamtzu, City of Wilsonville

Clackamas County

Dan Chandler, Assistant County Administrator
Martha Fritzie, Senior Planner
Trent Wilson, Project Performance & Research Analyst
Jennifer Hughes, Senior Planner
Julie Larson, Administrative Assistant

Consulting Team (ECONorthwest)

Beth Goodman, Project Director
Robert Parker, Senior Project Adviser
Margaret Raimann, Technical Manager
Sadie DiNatale, Associate

Clackamas County Contact

Dan Chandler J.D., Assistant County Administrator
Clackamas County, 2051 Kaen Road, Oregon City, OR 97045
503-742-5394 | dchandler@co.clackamas.or.us

ECONorthwest Contact

Beth Goodman, Project Director
ECONorthwest, 222 SW Columbia, Suite 1625, Portland, OR 97201
503-222-6060 | goodman@econw.com

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 2 of 22

Key Findings

The Clackamas County Housing Needs Analysis was developed to support the work of the Clackamas County Coordinating Committee (C4) and the Clackamas County Affordable Housing and Homelessness Policy Task Force. The Housing Needs Analysis presents data and analysis about housing affordability, changes in demographics, changes in the housing market, land supply, and other factors contributing to issues of housing affordability in the County.

- **Clackamas County is growing.** Since 2000, the County grew by 56,576 people (14%), 22,949 households (15%), and 24,051 dwelling units (18%).
- **Demographics are changing across Clackamas County and the State.** The largest age groups are the Baby Boomers and the Millennials. Growth of these groups is driving a need for smaller units to accommodate the increasing number of one- and two-person Baby Boomer households and Millennial (and younger) households that will have growing families over the next 20 years.
- **Housing stock across the county remained predominately single-family detached.** As of 2012-2016, the County's housing mix was 76% single-family detached, 20% multifamily, and 4% single-family attached (e.g. townhomes). Metro requires urban areas of Clackamas County and the cities within the Metro Urban Growth Boundary to plan for at least 50% of its housing stock to be multifamily or single-family attached. Clackamas County and most of the cities within the County will need to plan for a wider variety of housing types over the next 20 years.
- **Housing affordability is a growing concern across the County and across the Portland Region.** Clackamas County's median household income was $68,915 in 2012-2016 – about $17,235 (33%) more than it was in 2000. Despite growing incomes, rates of cost-burdened households have increased faster. In 2000, the median home value was 3.7 times the median household income. By 2012-2016, the median home value is 4.6 times the median household income.
- **A growing number of households are paying more than they can afford for housing.** In 2000, 26% of households were cost burdened and by 2012-2016, 34% of households were cost burdened. Renters struggle with housing affordability in particular. As of 2012-2016, 49% of renters were cost burdened, up from 39% in 2000.
- **Housing prices are continuing to increase.** From February 2015 to February 2019, the median sales price grew by $136,655 (46%), to a median of about $435,000.
- **Rental costs are also increasing.** According to data from CoStar, multifamily rent in Clackamas County increased from an average of $855 in 2010 to $1,255 in 2018, an increase of nearly $400 or 47%.

The changes in demographics and increases in housing costs are driving need for more diverse housing types, including smaller single-family detached units, cottage housing, duplexes, triplexes, quad-plexes, townhouses, and all types of multifamily housing.

Clackamas County is growing!

From 2000 to 2012-2016, Clackamas County increased by 56,576 people (14%), 22,949 households (15%), and 24,051 dwelling units (18%).

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 3 of 22

Introduction

Clackamas County embarked on discussions about housing affordability and approaches to foster the maintenance and development of affordable housing for all income levels. The Clackamas County Board of Commissioners formed the Clackamas County Affordable Housing and Homelessness Policy Task Force to research, recommend, and support new policies and strategies to address housing affordability and homelessness in Clackamas County.

Unless otherwise specified, the source for data presented in this report is the U.S. Census American Community Survey.

The Clackamas County HNA provides information to help the County and cities meet the requirements of Goal 10 to provide opportunities for development of housing that meets the needs of households at all income levels.

The Clackamas County HNA presents a full, adoption-ready housing needs analysis for Urban Unincorporated Clackamas County.

The HNA presents a baseline housing needs analysis within the context of current policies for participating cities to support local discussions of housing needs.

The products of the Clackamas County HNA are:

- **Clackamas County Housing Needs Analysis report.** The report presents information about buildable lands, demand for new housing, and housing affordability for unincorporated Clackamas County and participating cities (as described on the next page of this summary). The focus is on growth in Clackamas County and its cities over the 2019-2039 period. This report is nearly 500 pages long and presents extensive technical information about housing needs and residential land capacity.
- **Summary Report of Clackamas County Housing Needs Analysis**. The Summary Report, which you are reading, focuses on issues of changing demographics and housing affordability for unincorporated Clackamas County and participating cities within the county.

Clackamas County, with support from the Department of Land Conservation and Development and cities within the County, contracted with ECONorthwest to develop the HNA. The report is intended to support the work of the Task Force by presenting data and analysis about housing affordability, changes in demographics, changes in the housing market, land supply, and other factors contributing to issues of housing affordability.

The focus of the HNA is on unincorporated Clackamas County, both areas within the Metro Urban Growth Boundary (UGB) and areas outside of any city's UGB. The full HNA technical report presents extensive information about land sufficiency for unincorporated areas in Clackamas County, with emphasis on Clackamas County's unincorporated areas within the Metro UGB. The map on the following page describes the geographies used in this analysis.

In addition, the HNA presents baseline housing needs analyses for participating cites in Clackamas County. The baseline housing needs analyses present assessments of housing needs and whether the cities can accommodate growth on existing lands in their UGB under current policies. The baseline HNAs are intended to provide information for future discussions of housing needs in the cities. They do not reflect potential changes in policies resulting from additional understanding of the conditions of the local housing market.

This report summarizes the results of the full HNA. It focuses on issues most directly related to meeting housing needs of current and new residents: changes in demographics and housing preferences, changes in the housing market, housing affordability, and a summary of land sufficiency. This report presents information for Clackamas County and all of the cities in the County, regardless of whether they participated in the full HNA.

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 4 of 22

Geographies used in this analysis

The full Clackamas County Housing Needs Analysis focused on Urban Unincorporated Clackamas County (unincorporated areas within Metro's UGB) and Rural Unincorporated Clackamas County (unincorporated areas outside of any city's UGB). This analysis focused on growth and land sufficiency in these unincorporated areas of the County, determining whether the County has sufficient land to accommodate expected growth in unincorporated areas.

The HNA considered housing needs in Clackamas County as a whole, presenting data for each of the cities in the County: Barlow, Canby, Estacada, Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, West Linn, and Wilsonville.

In the HNA report, ECONorthwest conducted baseline HNA's for participating cities including the cities of: Estacada, Gladstone, Happy Valley, Molalla, Oregon City, West Linn, and Wilsonville.

Other cities within Clackamas County did not participate in the HNA. While this Summary presents information about these cities, the full HNA report does not present a baseline HNA for the non-participating cities.

GEOGRAPHIES USED IN THE ANALYSIS

Source: ECONorthwest.

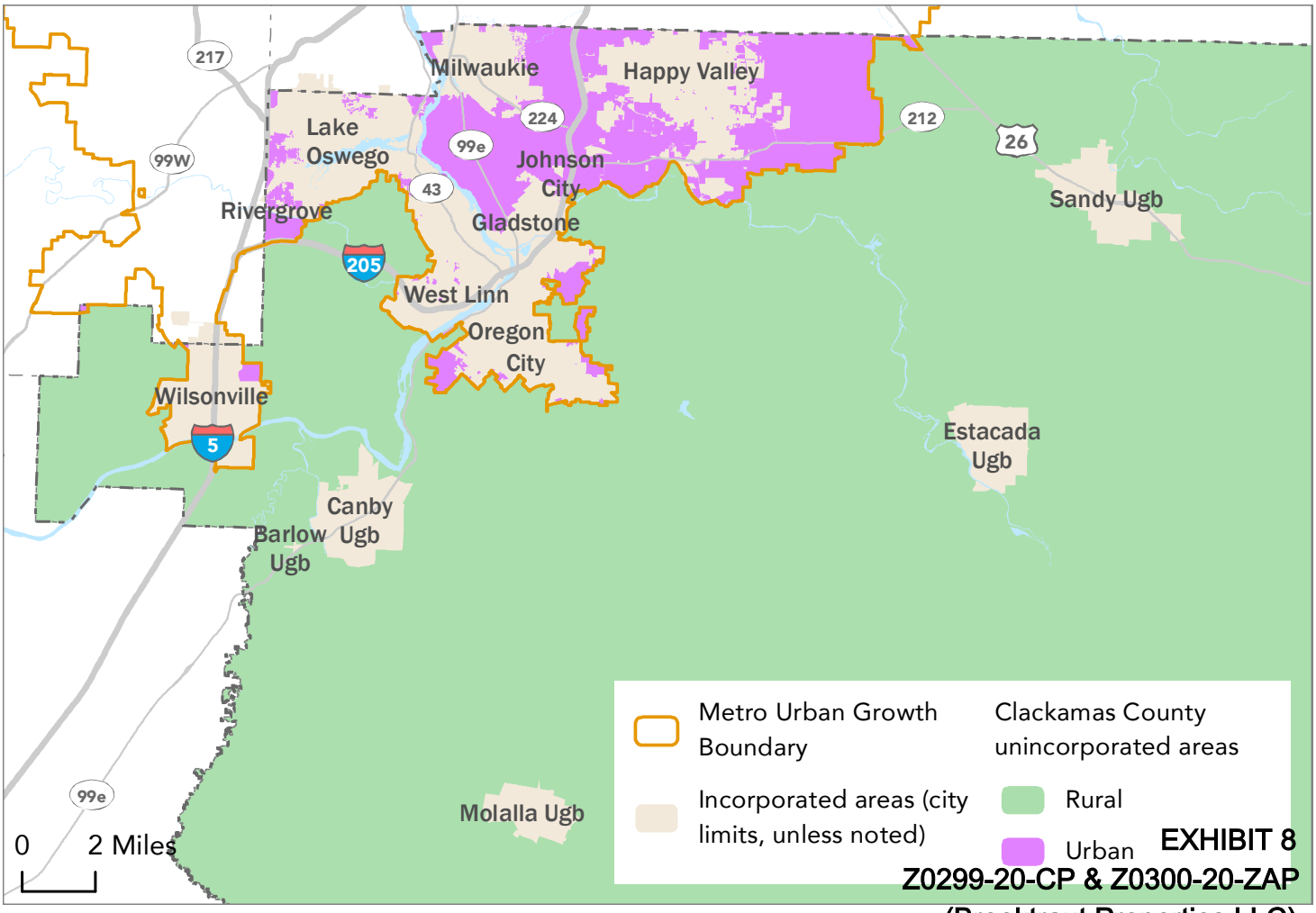


EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 5 of 22

Factors Affecting Housing Need

Studies and data analysis have shown a clear linkage between demographic characteristics and housing choice, as shown in the exhibit below.

KEY RELATIONSHIPS INCLUDE:

- **Housing needs change over a person's lifetime.**
- **Homeownership rates increase as income increases.**
- **Homeownership rates increase as age increases.**
- **Choice of single-family detached housing increases as income increases.**
- **Renters are much more likely to choose multifamily housing than single-family housing.**
- **Income is a strong determinant of homeownership and housing-type choice for all age categories.**

Population and housing characteristics are useful for better understanding the residents of Clackamas County. Population growth, age of residents, household size and composition, and home ownership provide useful context about how the characteristics of Clackamas' households compare to the Portland Region (Clackamas, Washington, and Multnomah counties combined) and Oregon. Unless otherwise noted, all data in this document are from the U.S. Census 2012-2016 American Community Survey.

The HNA focuses on key determinants of housing choice: income, age, and household composition.

As the adults in households age, income generally increases and their household composition changes. Incomes generally increase until retirement, allowing households to afford to spend more on housing as they age. At the same time, household composition changes, generally with addition of children for younger households and departure of children for older households. The changes in these three factors illustrate the housing life cycle that most households experience in one form or another.

HOUSING LIFE CYCLE

Source: ECONorthwest.

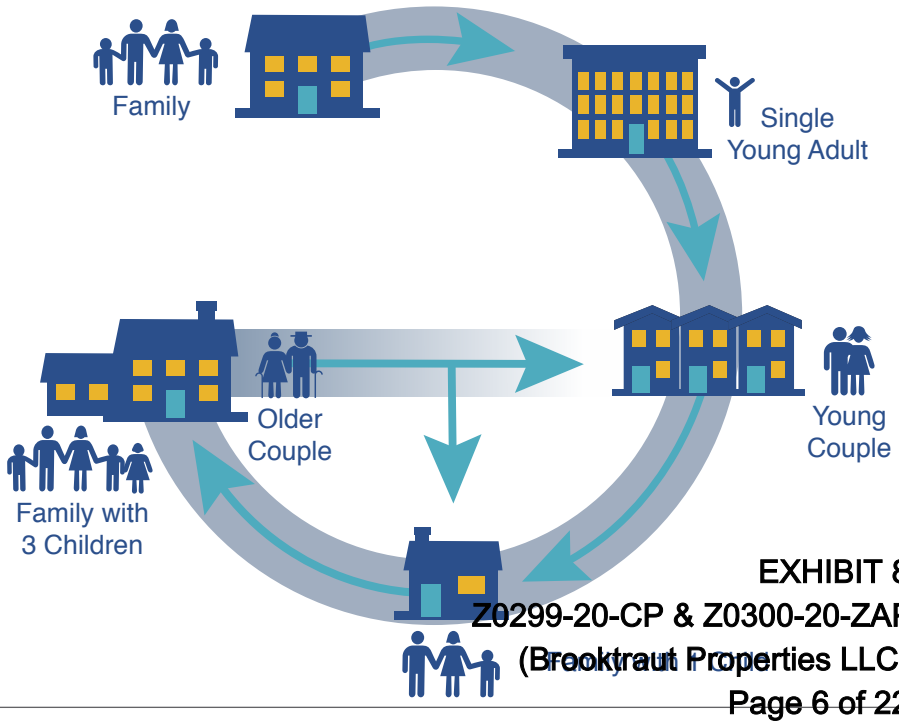


EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktrail Properties LLC)
Page 6 of 22

POPULATION CHANGES

POPULATION, 2017

Source: Portland State University, Population Research Center

413,000	1,811,860	4,141,100
Clackamas County	Portland Region	Oregon

AVERAGE POPULATION GROWTH PER YEAR, 1990-2017

Source: Portland State University, Population Research Center

CLACKAMAS COUNTY	1.5%
PORTLAND REGION	1.6%
OREGON	1.4%

Growth in population drives growth in housing.

Clackamas County population is growing at about the same rate as the Portland Region and the State, adding nearly 140,600 people between 1990-2017. About 57% of Clackamas County's growth was the result of people moving into Clackamas County from another part of Oregon, the U.S., or from outside of the U.S.

Population in urban unincorporated Clackamas County accounted for nearly 25% of the County's population and rural unincorporated Clackamas County accounted for nearly 19% of the County's population.

POPULATION BY CITY IN CLACKAMAS COUNTY, 2017

Source: Portland State University, Population Research Center (with the exception of Urban and Rural Unincorporated Clackamas County which used ACS 2012-2016 data).

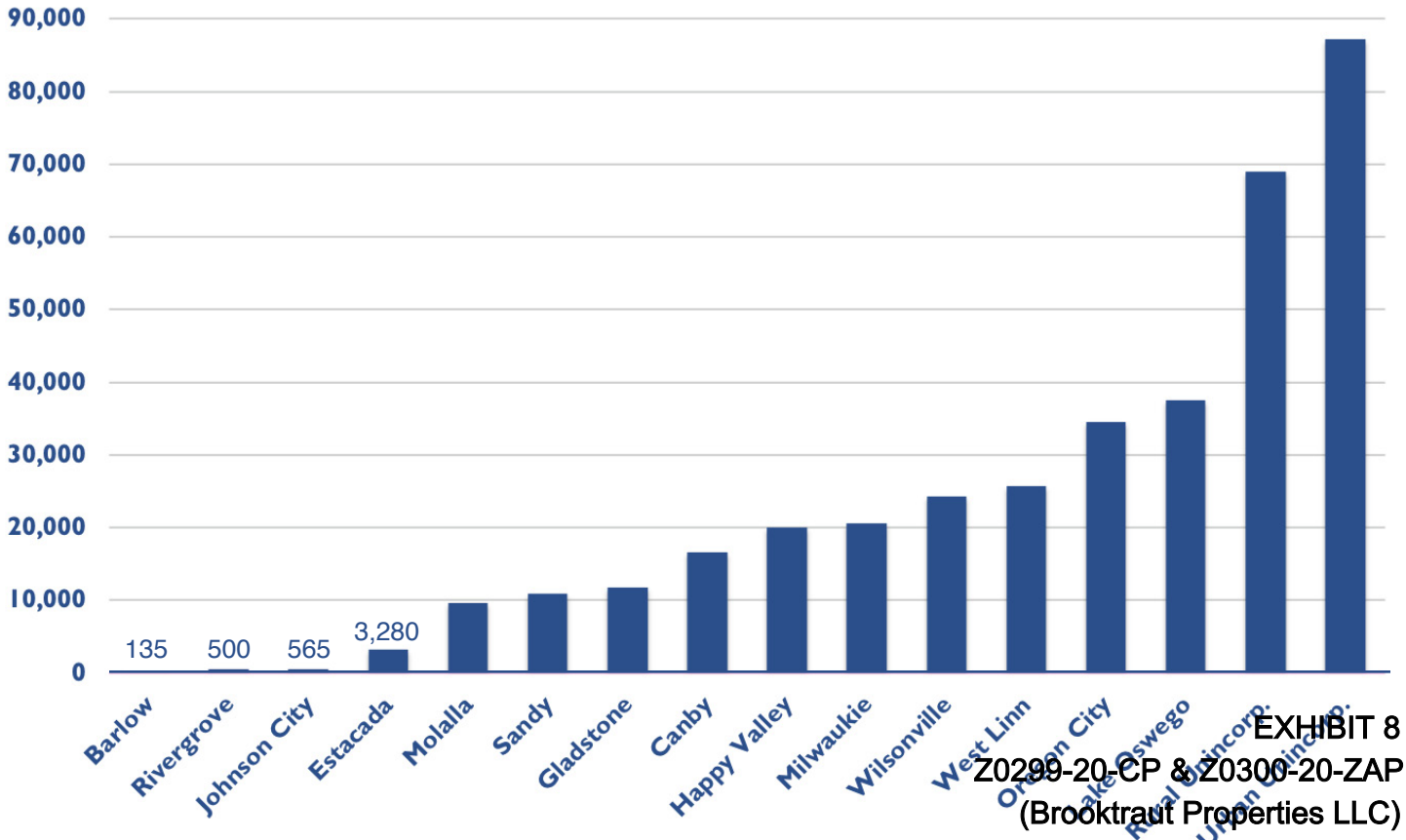


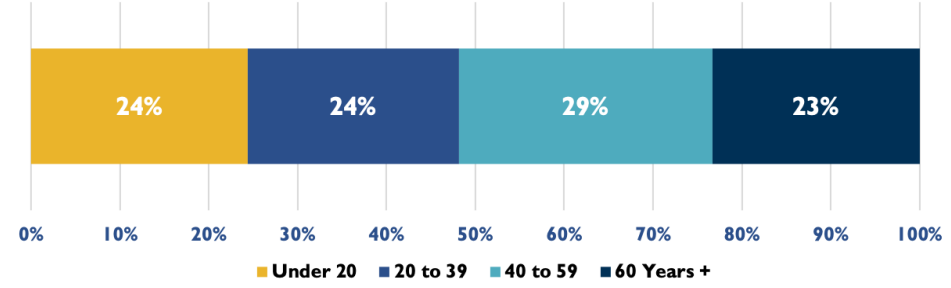
EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 7 of 22

AGE DISTRIBUTION

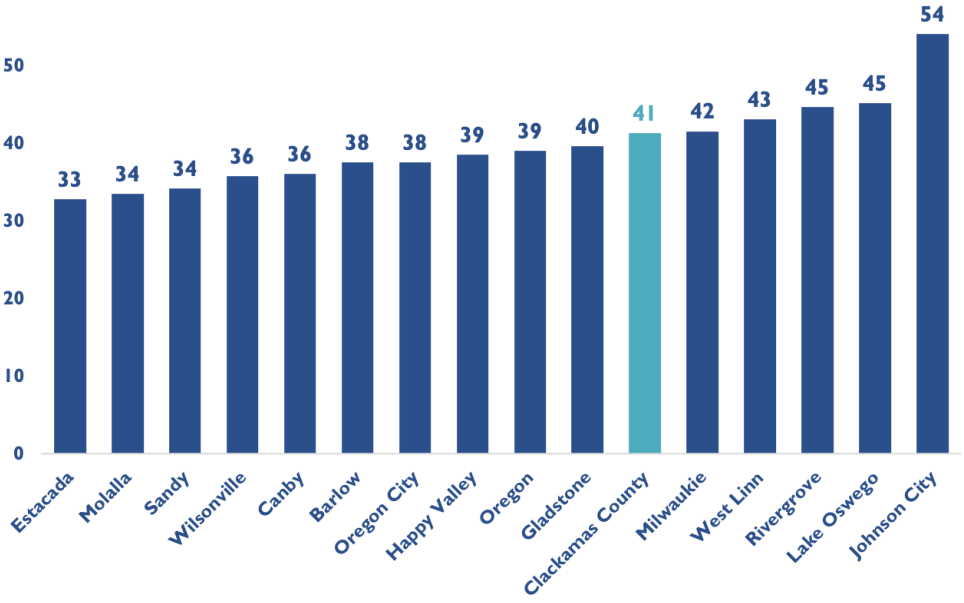
The population in Clackamas County is getting older, consistent with state and national trends.

The Millennial generation (born 1980 to 2000) accounts for about 24% of the population and the Baby Boomer generation (born 1946 to 1964) accounts for a bit more than 25% of the population in Clackamas County.

AGE STRUCTURE FOR CLACKAMAS COUNTY, 2012-2016



MEDIAN AGE, 2012-2016



Changes in the age composition will result in changes in housing need.

Growth of households with people over 60 years old will drive need for smaller units for one- and two-person households and affordable to retirees. The Millennial generation and younger generations will form households over the next 20 years, driving need for housing large enough to accommodate families with children and affordable to younger households.

PERCENT POPULATION 60 YEARS AND OLDER, 2012-2016

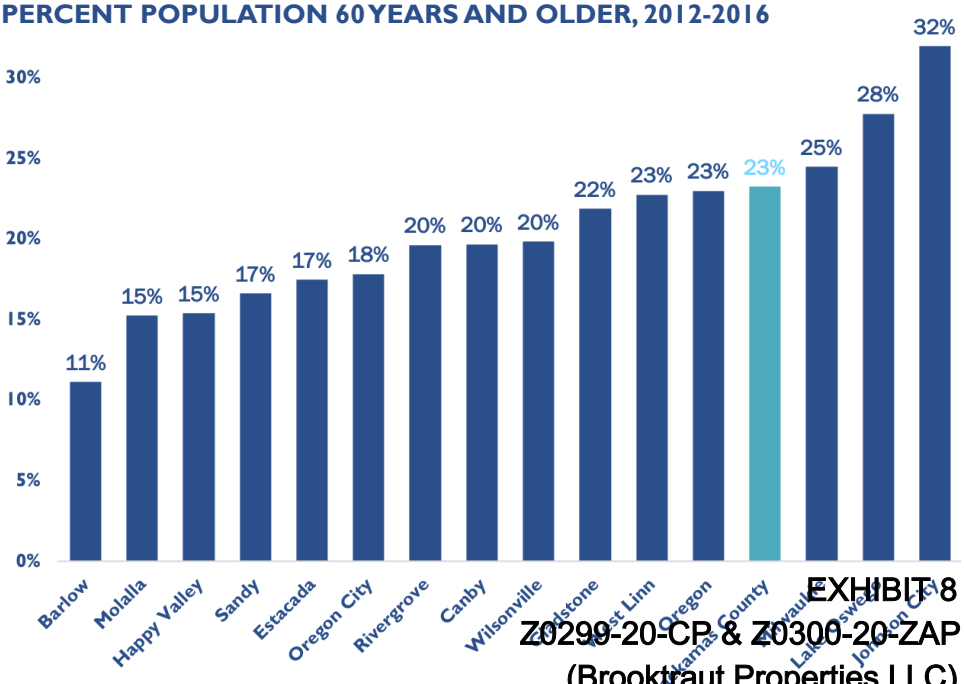
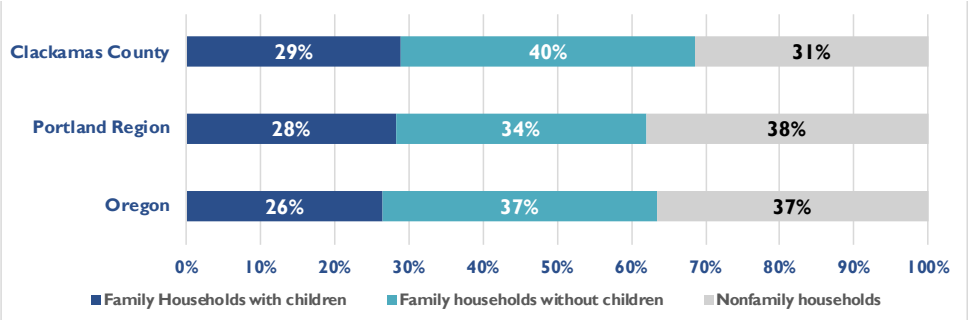


EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 8 of 22

HOUSEHOLD COMPOSITION, CLACKAMAS COUNTY, 2012-2016



Clackamas County on average has a higher share of family households with children and family households without children when compared to the Portland Region and State.

HOUSEHOLD COMPOSITION BY CITY IN CLACKAMAS COUNTY, 2012-2016

Clackamas County has higher share of family households with children when compared to the State average. Ten cities have higher than average share of family households with children than the County average.

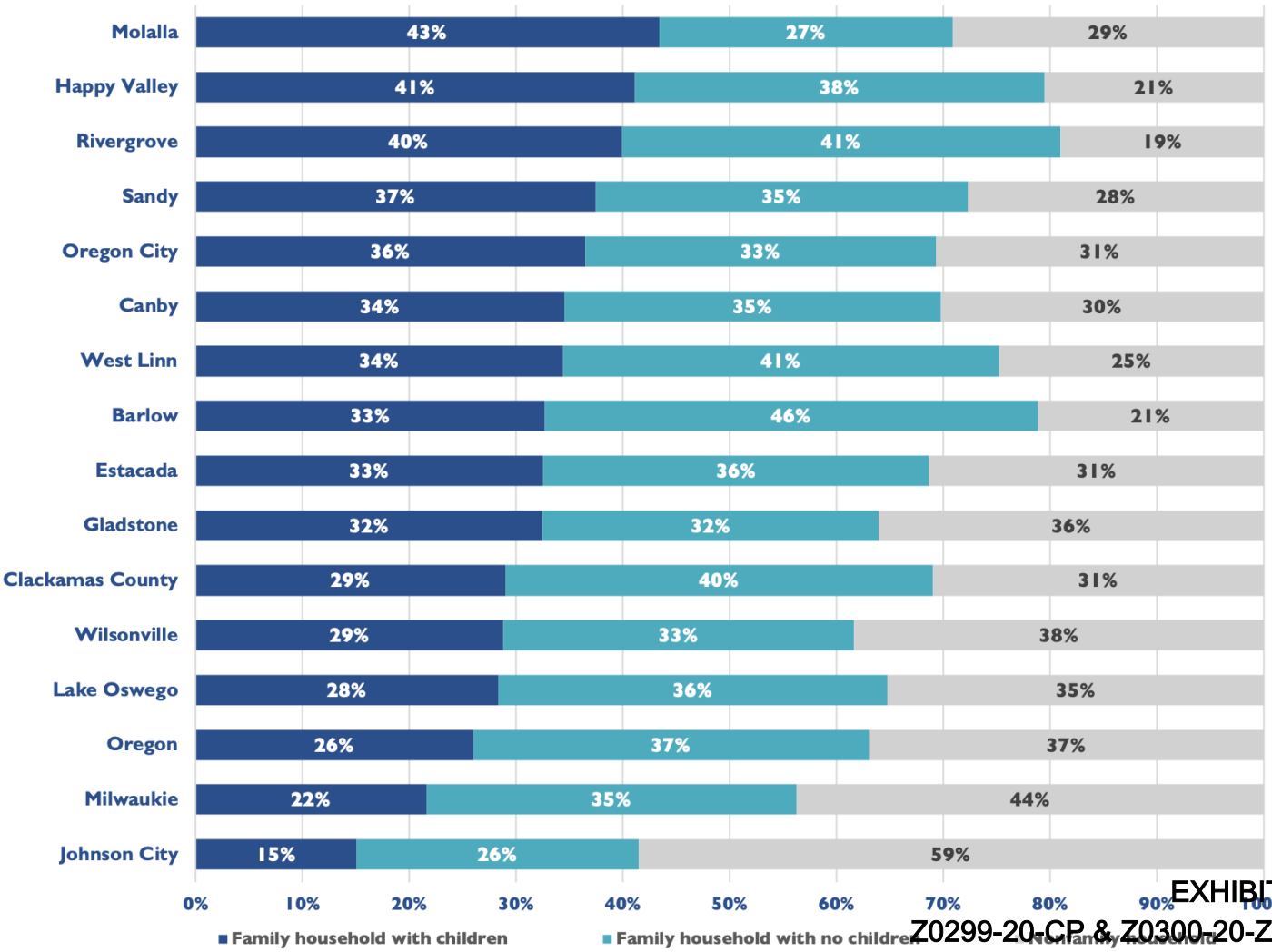


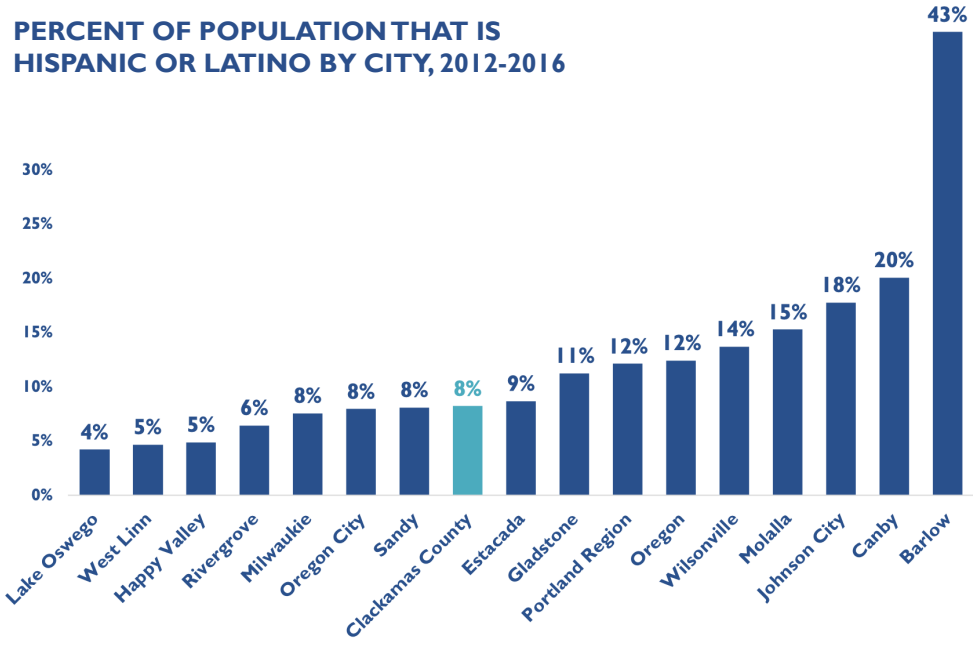
EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 9 of 22

ETHNIC AND RACIAL DIVERSITY

Clackamas County is less ethnically diverse than the Portland Region and State.

Barlow and Canby are the most ethnically diverse cities in Clackamas County.

PERCENT OF POPULATION THAT IS HISPANIC OR LATINO BY CITY, 2012-2016



Clackamas County is less racially diverse when compared to the State average.

Happy Valley and Rivergrove are more racially diverse when compared to the State and County average.

PERCENT OF POPULATION BY RACE, EXCLUDING WHITE ALONE BY CITY, 2012-2016

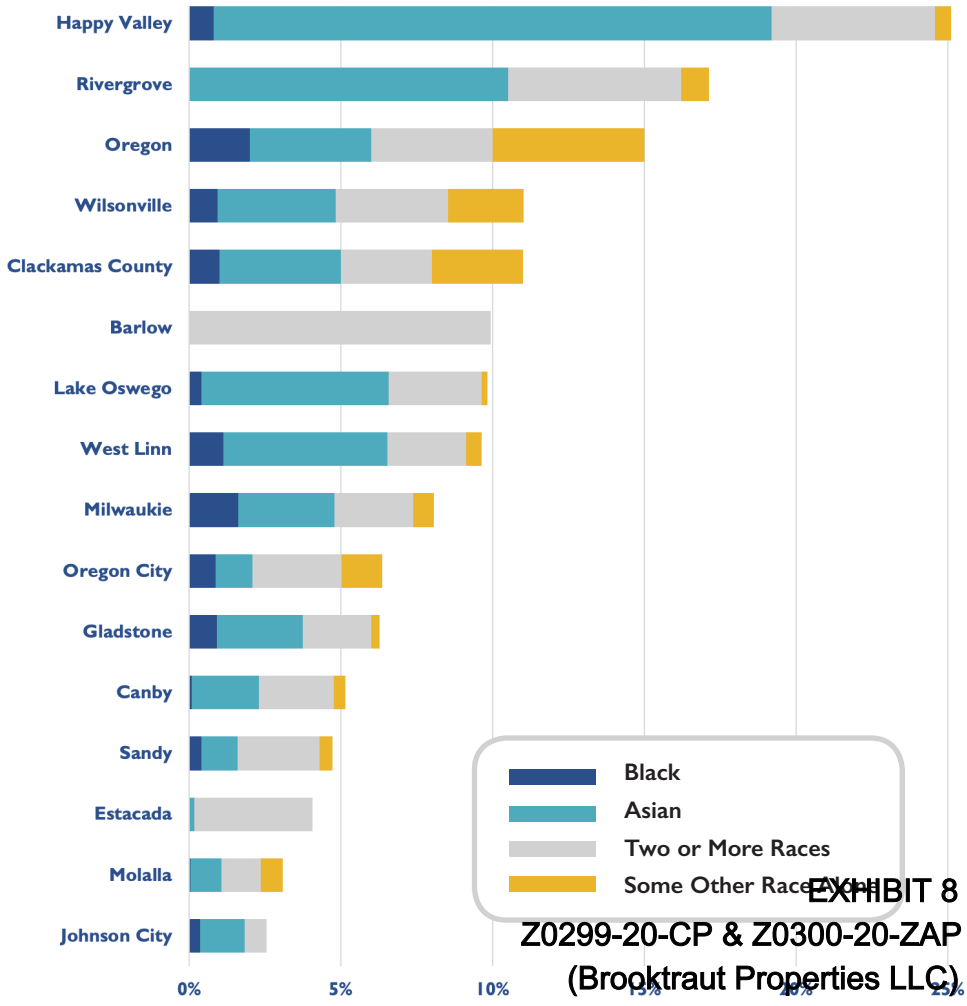
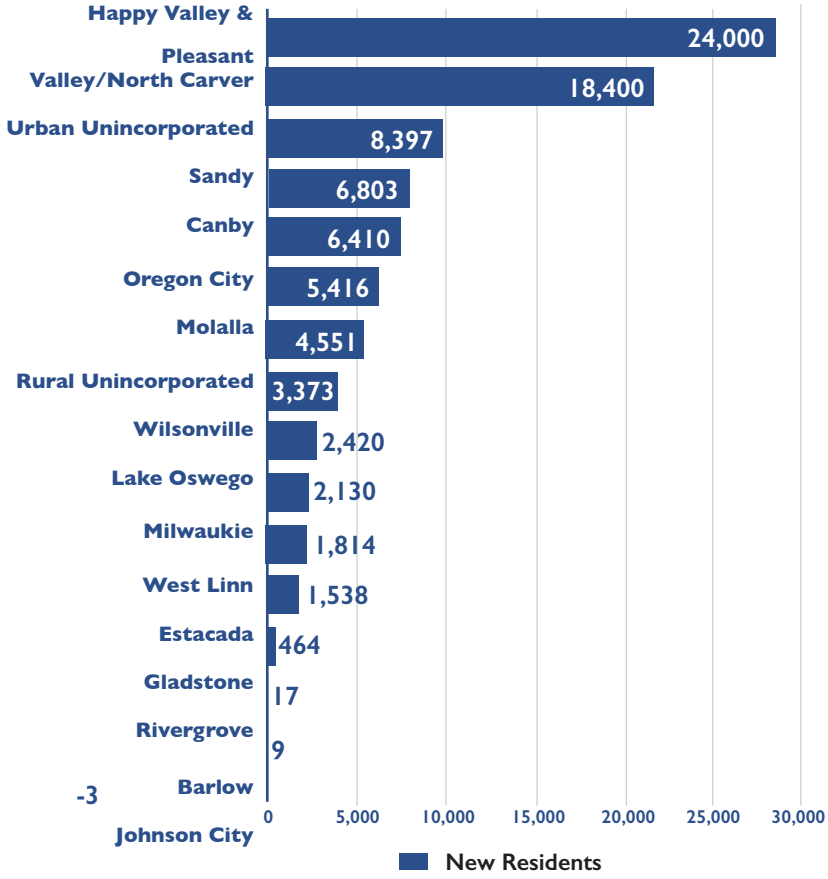


EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 10 of 22

FORECAST OF POPULATION GROWTH FROM 2019-2039

POPULATION FORECAST GROWTH OF NEW RESIDENTS BY CITY, 2019-2039

Source: Portland State University,
Population Research Center & Metro 2040 Household Distributed Forecast

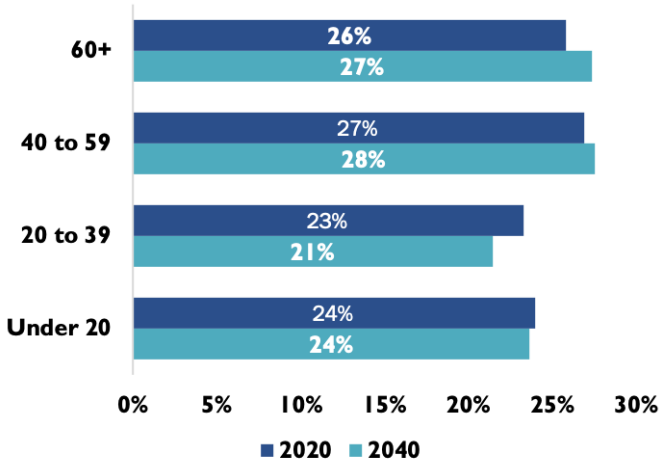


Estimate for Happy Valley and Pleasant Valley/North Carver is based on the forecast for new dwelling units in the area, assuming an average household size of 3.03 persons per household, consistent with Happy Valley's average household size from the Census' 2012-2016 American Community Survey.

The areas with the largest forecast for population growth are:

Happy Valley (including Pleasant Valley/North Carver), Urban Unincorporated Clackamas County, and the City of Sandy. Johnson City is expected to decline by three people.

PERCENT POPULATION AGE CHANGE FOR CLACKAMAS COUNTY, 2020-2040



People over 60 years old are forecast to grow faster than other age groups.

People age 60 and older are forecast to increase from 26% of the population to 27% of the population between 2020 and 2040.

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 11 of 22

Housing Market

Analysis of historical development trends in Clackamas County and its cities provides insights into how the local housing market functions in the context of the Portland Region. This report groups housing into the three housing types shown below.

A majority, about 75%, of Clackamas County's housing stock is single-family detached housing, more than the Portland region.

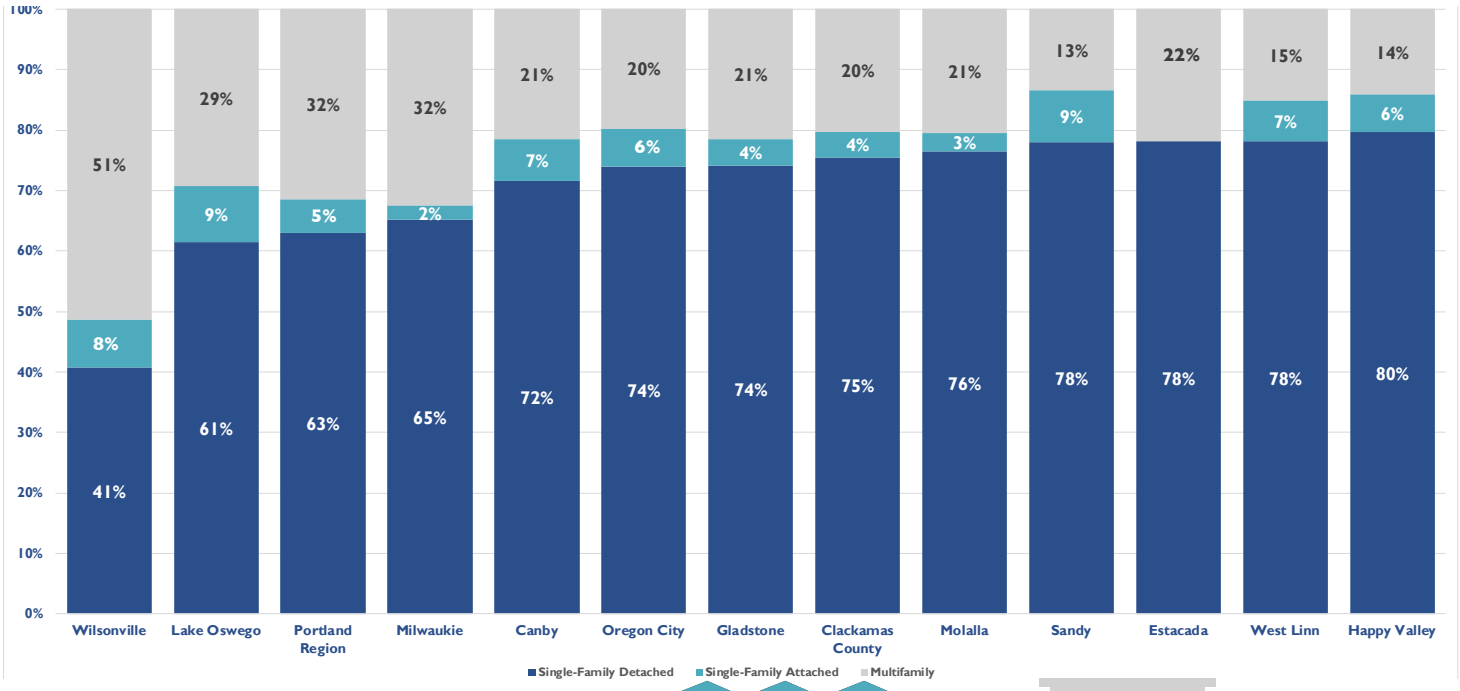
SINGLE-FAMILY DETACHED
(includes mobile and manufactured homes)

SINGLE-FAMILY ATTACHED
(Townhouses)

MULTI-FAMILY
(Condos, apartments, duplexes)

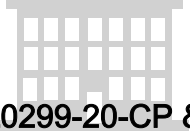
MIX OF HOUSING TYPES BY CITY, 2012-2016

The majority of housing stock in all of the cities in the County is single-family detached housing, with the exception of Wilsonville's housing stock that is comprised of 41% single-family, 51% multifamily, and 8% single-family attached housing.



SINGLE-FAMILY DETACHED

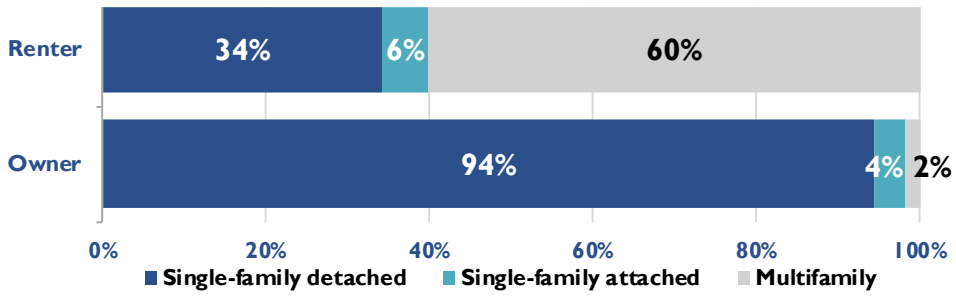
SINGLE-FAMILY ATTACHED



MULTI-FAMILY

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 12 of 22

HOMEOWNERSHIP RATES BY TYPE OF UNIT, CLACKAMAS COUNTY, 2012-2016



SINGLE-FAMILY DETACHED

SINGLE-FAMILY ATTACHED

MULTI-FAMILY

Clackamas County's home ownership rates are higher when compared to the Portland Region.

A majority of Clackamas County renters live in multifamily housing and most homeowners live in single-family detached housing.

HOMEOWNERSHIP RATES BY CITY, 2012-2016

Clackamas County's homeownership rates are higher when compared to the Portland region. Wilsonville has the lowest homeownership rate of about 44%.

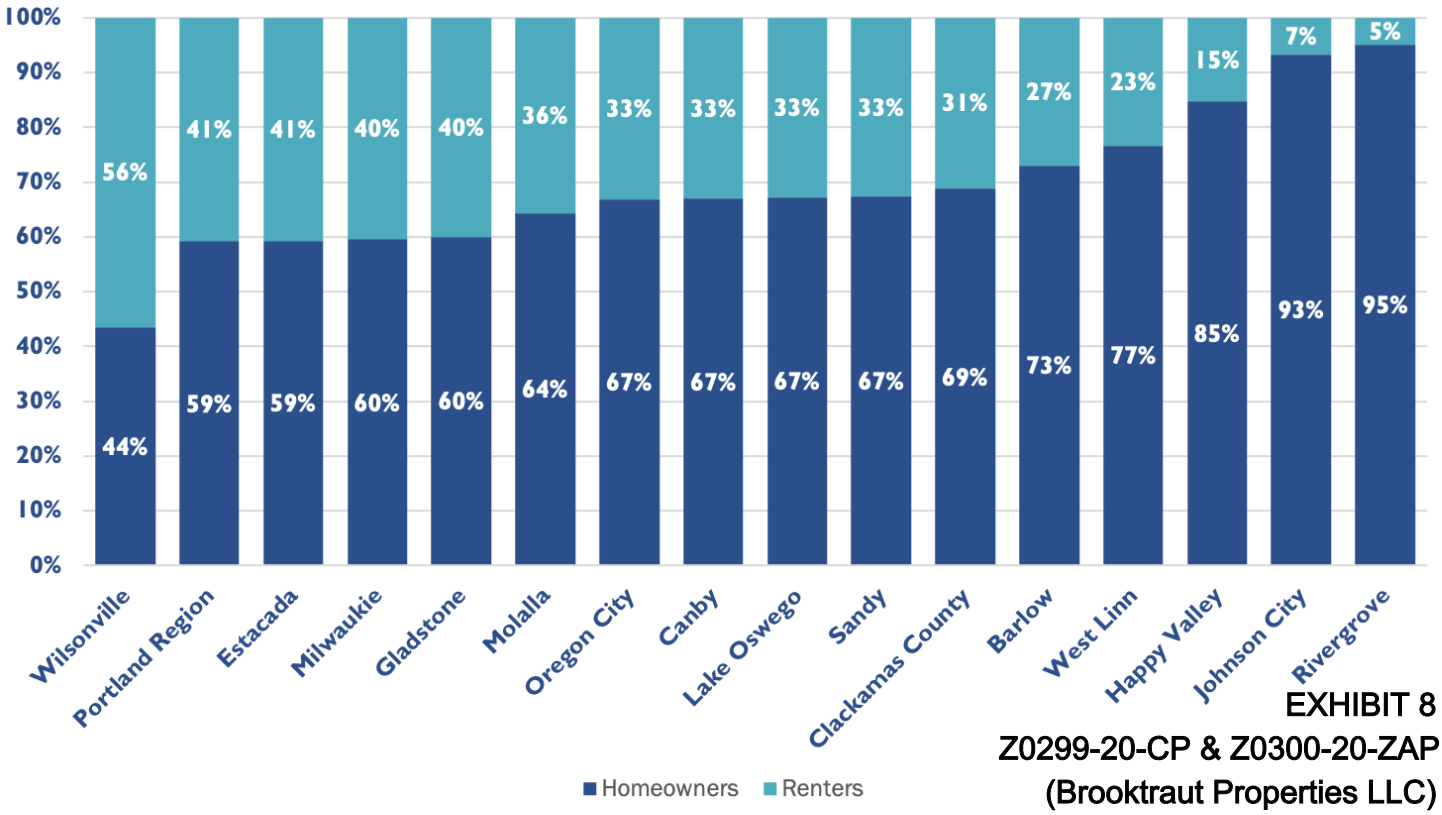


EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 13 of 22

Housing Affordability

A household is considered cost burdened if they spend 30% or more of their gross income on housing costs.

A household is severely cost burdened if they spend 50% or more of their gross income on housing costs. Housing costs include rent and selected utilities or mortgage, interest, property taxes, and selected utilities.

Renters are the most cost burdened.

Similar to the Portland region, more renter households are cost burdened and severely cost burdened than owner households in Clackamas County.

The term affordable housing refers to a household's ability to find housing within its financial means. Housing affordability affects both higher- and lower- income households and is an important issue for Clackamas County and the Portland region. Low-income households have fewer resources available to pay for housing and have the most difficulty finding affordable housing. Key points about affordability in Clackamas County:

- A household would need to have a combined income of about $50,000 to afford the county's average multifamily rent of $1,253. **About 35%** of the households in Clackamas County have income below this level.
- A household would need to have income of at least $105,000 to afford the county's median sales price of a home of $434,900. **About 70%** of Clackamas County's households have income below this level.
- Clackamas County currently has a deficit of thousands of housing units affordable to households earning between $10,000 and $35,000 per year. This results in many of these households living in housing they cannot afford.

PERCENT OF CLACKAMAS COUNTY'S HOUSEHOLDS THAT ARE COST BURDENED BY OWNERSHIP STATUS, 2012-2016

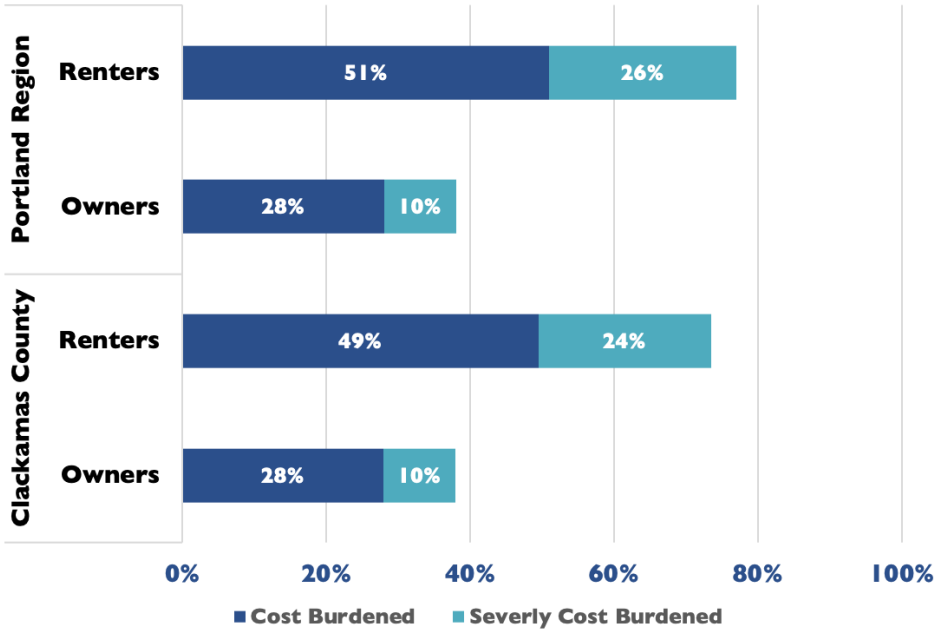
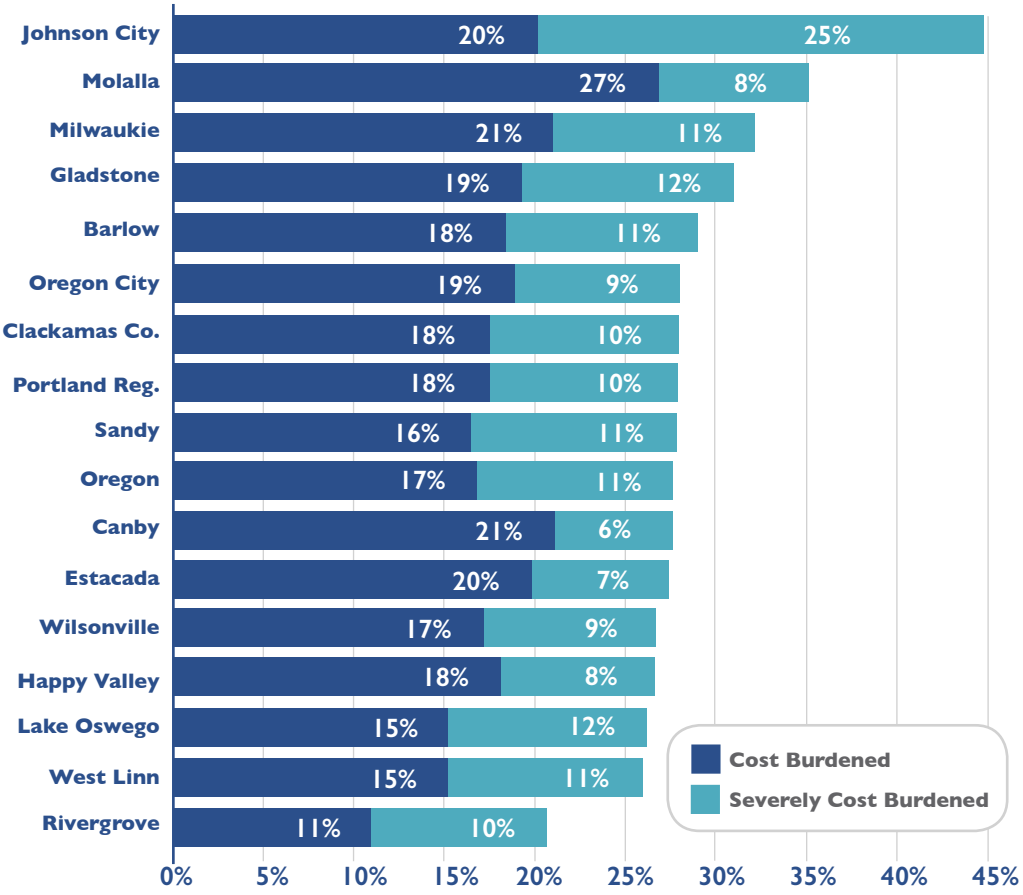


EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 14 of 22

PERCENT OF CLACKAMAS COUNTY'S HOUSEHOLDS THAT ARE COST BURDENED BY CITY, 2012-2016



Gladstone, Milwaukie, Molalla, and Johnson City are the most cost burdened in the county.

Gladstone, Milwaukie, Molalla, and Johnson City have the greatest share of households that are cost burdened and severely cost burdened in Clackamas County that total more than 30% of all households in each city.

MEDIAN HOUSEHOLD INCOME, 2012-2016

Rivergrove, Happy Valley, Lake Oswego, and West Linn have higher median household incomes than the County average. Barlow and Johnson City have the lowest median household incomes.

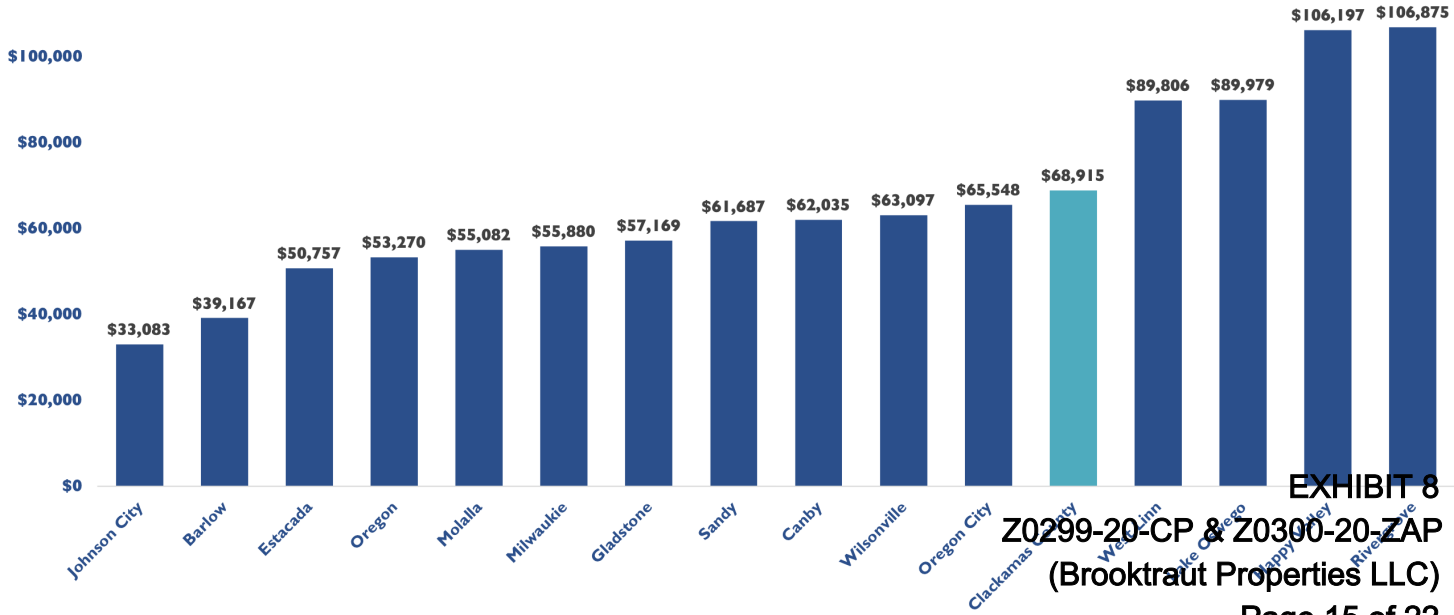


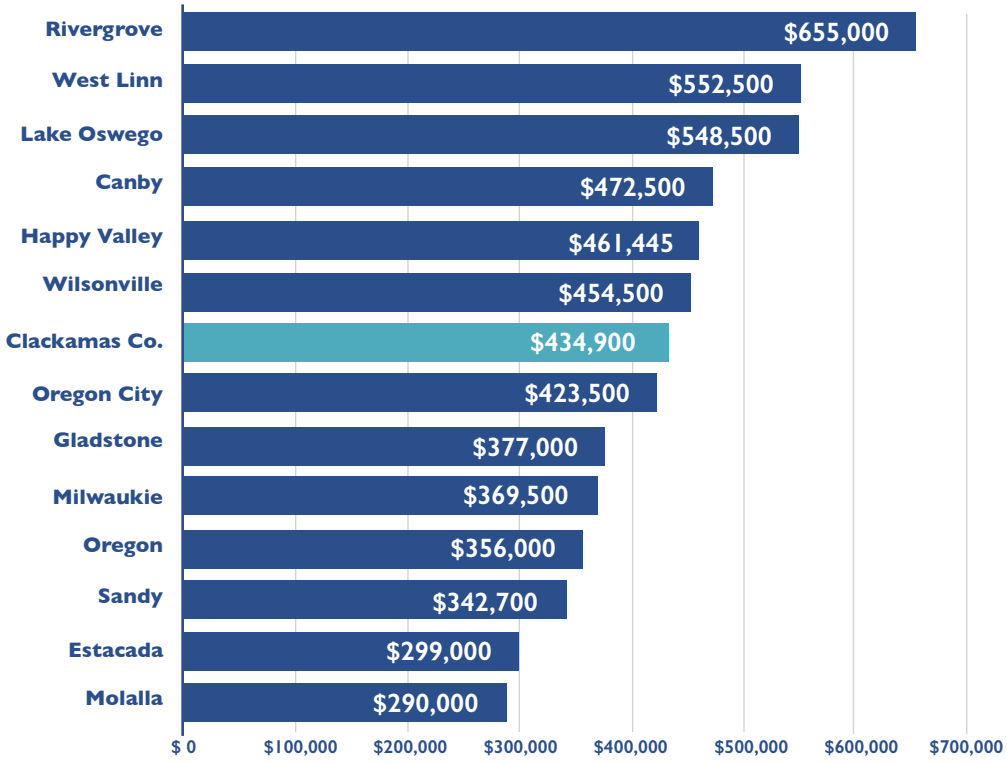
EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 15 of 22

HOUSING AFFORDABILITY

Clackamas County has higher housing sales prices.

The cities with the highest sales prices are Rivergrove, West Linn, and Lake Oswego.

MEDIAN HOUSING SALES PRICE BY CITY, FEBRUARY 2019 Source: Zillow



Cities with higher housing sales prices also have higher average rents.

MEDIAN MULTIFAMILY RENT BY CITY, 2018 Source: Costar

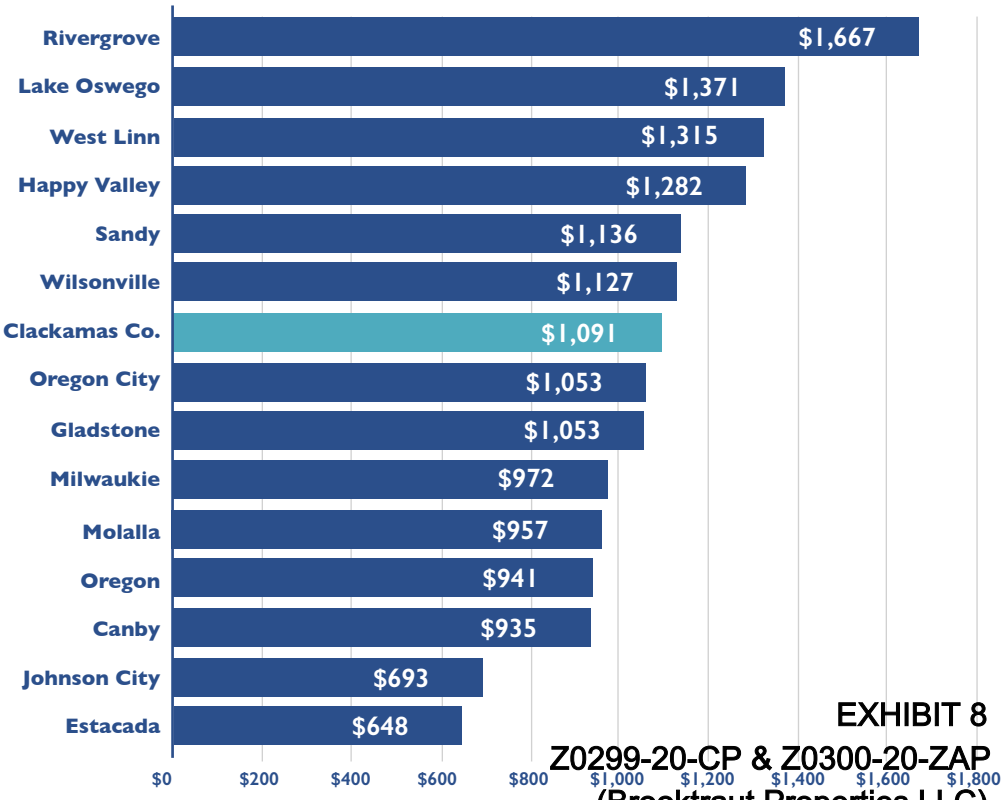
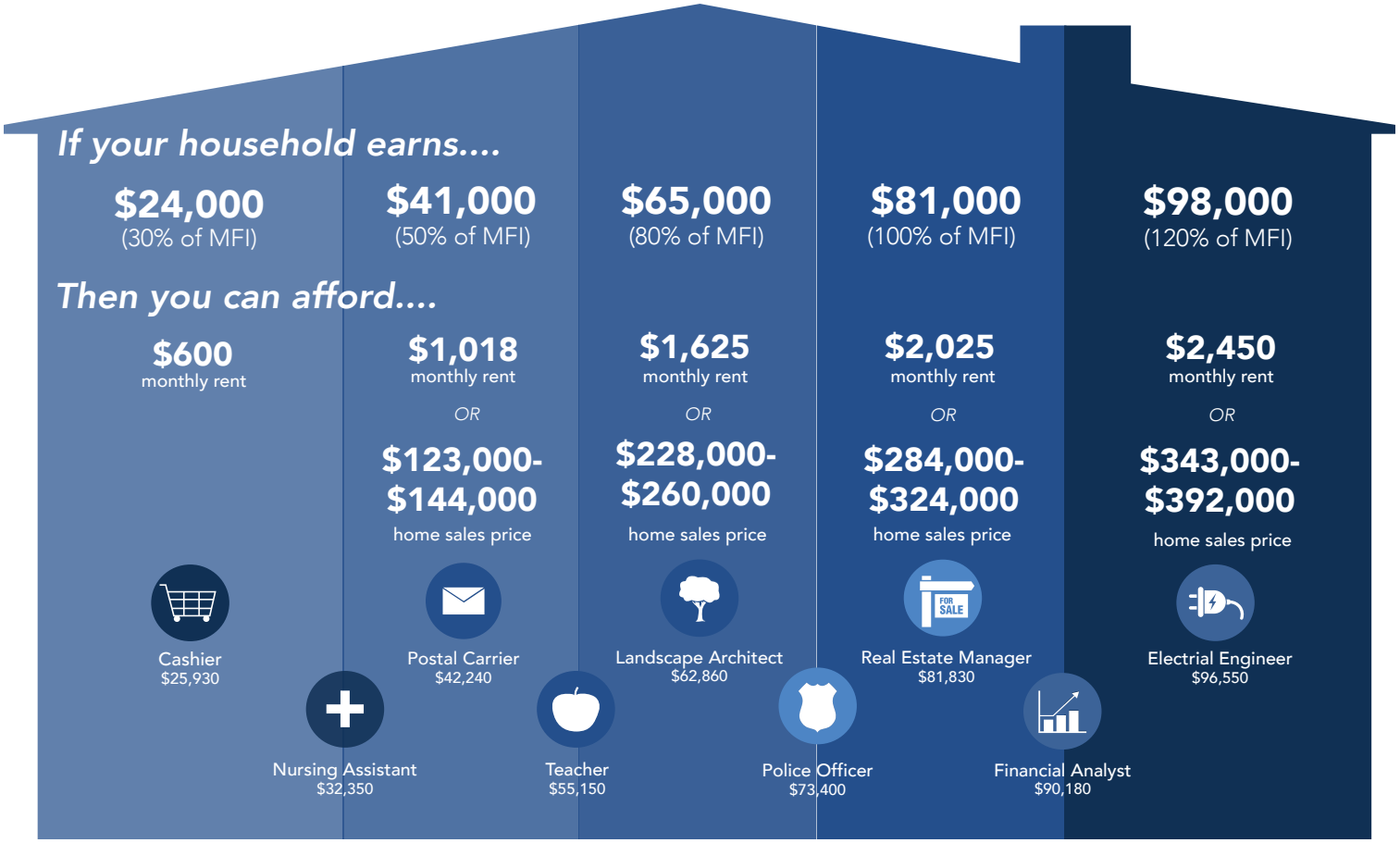


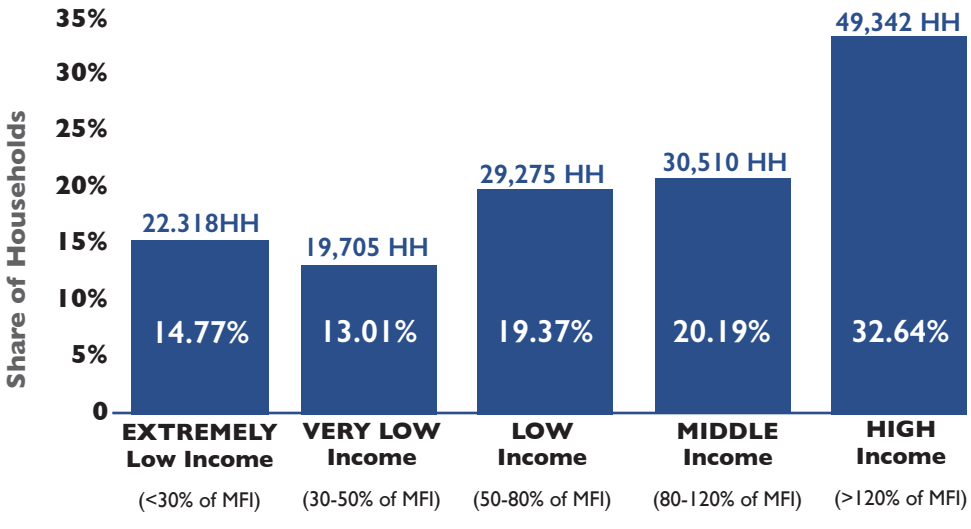
EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 16 of 22

FINANCIALLY ATTAINABLE HOUSING BY MEDIAN FAMILY INCOME, CLACKAMAS COUNTY, 2018

The graphic below shows housing affordability by income, categorizing incomes by Clackamas County's Median Family Income (MFI). The graphic shows the amount a household with the given income can afford to spend on housing, assuming the household spends no more than 30% of gross income on housing costs.



SHARE OF CLACKAMAS COUNTY'S HOUSEHOLD BY MEDIAN FAMILY INCOME, 2012-2016



Twenty-eight percent of Clackamas County households earn 50% of MFI or less, about $40,700 per year or less.

They cannot afford a two-bedroom apartment at the county's Fair Market Rent of $1,330.

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 17 of 22

Housing Forecast and Land Sufficiency

Every city and urban unincorporated areas have plan designations where there is not enough capacity to accommodate the forecast of growth.

The most common designations with deficits are medium- and high-density plan designations.

The forecasts for new housing are based on the forecast for population growth (for geographies outside the Metro UGB) or household growth (for geographies in the Metro UGB).

FORECAST OF NEW HOUSING BY TYPE OF HOUSING, CITY, AND UNINCORPORATED AREA, 2019-2039

Jurisdiction	Single-family Detached	Single-family attached	Multifamily	Total
Gladstone	159	64	95	318
Estacada	485	56	153	694
West Linn	498	250	250	998
Clackmas County Rural Unincorporated	1,813	19	38	1,870
Molalla	1,327	306	409	2,042
Wilsonville	1,238	248	990	2,476
Oregon City	1,429	572	857	2,858
Happy Valley, incl. Pleasant Valley/N. Carver	3,986	837	3,151	7,974
Clackmas County Urban Unincorporated	4,087	817	3,271	8,175

LAND CAPACITY AND SUFFICIENCY TO ACCOMMODATE GROWTH, 2019-2039

Housing Needs Analyses compare the capacity of vacant and partially vacant residential land (in terms of dwelling units) with demand for housing. Some jurisdictions do not have enough land (in all or some plan designations) to accommodate growth of single-family detached, single-family attached (townhouses), or multifamily housing.

Jurisdiction	Capacity for new housing (dwelling units) on vacant residential land	Is there Enough Capacity to Accommodate the Housing Forecast?	What Plan Designations (if any) do not have Enough Capacity?
Gladstone	86	No, deficits of capacity in all plan designations	Low Density Residential Medium Density Residential High Density Residential
Wilsonville	336	Yes, in some plan designations but some designations have deficits of capacity	Residential Planned Development 4-5 DU/Acre and 6-7 DU/Acre
West Linn	341	No, deficits of capacity in all plan designations	Low Density Residential Medium Density Residential Medium-High Density Residential
Molalla	422	No, deficits of capacity in all plan designations	Low Density Residential Medium Density Residential Medium-High Density Residential
Happy Valley, including Pleasant Valley/North Carver	2,193	No, deficits of capacity in all plan designations	Very Low Density Residential Low Density Residential Medium Density Residential High Density Residential Mixed Use Residential
Estacada	2,261	Yes, in some plan designations but some designations have deficits of capacity	Multiple Family Residential
Clackamas County Rural Unincorporated	2,307	Yes, all plan designations have enough capacity	N/A
Clackamas County Urban Unincorporated	3,178	No, deficits of capacity in all plan designations	Low Density Residential Medium Density Residential Medium-High Density Residential High Density Residential
Oregon City	6,573	Yes, in some plan designations but some designations have deficits of capacity	(High Density Residential)

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 18 of 22

Conclusions

The broad conclusions of the Clackamas County HNA are as follows. The full technical report provides more information about conclusions specific to Urban and Rural Unincorporated areas and for each participating city.

- **Population is expected to grow in unincorporated parts of the county and in most cities between 2019-2039.** Population growth will increase demand for new housing. The places with the largest forecast for number of new dwellings (and population) are: Urban Unincorporated Clackamas County, Happy Valley, Sandy, Canby, Oregon City, Molalla, Urban Unincorporated Clackamas County, and Wilsonville. The places forecast to have the least growth are Johnson City, Barlow, and River Grove.

- **Demographic changes will also result in changes in the type of new housing needed.** Key demographic changes in Clackamas County are the continued aging of the Baby Boomers and household formation of Millennials and younger households.

  - As the Baby Boomers continue to age, they will make a variety of housing choices. The majority of Baby Boomers are expected to remain in their homes as long as possible, downsizing or moving when illness or other issues cause them to move. Demand for specialized senior housing, such as age-restricted housing or housing in a continuum of care from independent living to nursing home care, may grow throughout the County.

  - Millennials and younger age groups will be a key driver in demand for housing for families with children over the next 20 years. The ability to attract Millennials and younger populations will depend on the County's availability of affordable renter and ownership housing. It may also depend on the location of new housing in Clackamas County as many Millennials prefer to live in more urban environments.

- **Households in Clackamas County, like those in the rest of the Portland Region, are struggling with decreasing affordable housing, as housing prices and rents increase faster than incomes.** At least one-quarter of households in all cities (except Rivergrove) and unincorporated parts of the county are cost burdened, with 30% or more of households cost burdened in Gladstone, Milwaukie, Molalla, and Johnson City. Cost burden is higher among renters than homeowners.

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 19 of 22

CONCLUSIONS

- **Cities and the County (in unincorporated areas) need to identify opportunities to support development of housing that is affordable at all income levels.** The HNA groups housing affordability into two broad groups:

  - Housing that is affordable to extremely-low and very-low income households (i.e., those earning less than 50% of Median Family Income or $41,000 for a family of four). This grouping includes people experiencing homelessness. Housing for these households is generally developed with subsidy from the federal, state, and local governments.

  - Housing that is affordable to low-income and middle-income households (i.e., those earning between 50% and 120% of Median Family Income or $41,00 to $98,000 for a family of four). Housing in these income categories is frequently called "naturally occurring housing" or "workforce housing."

  - An important source of funding to support development of housing affordable to households earning less than 80% of Median Family Income (less than $65,000 for a family of four) is funding from the Metro Bond, which is expected to be used to develop about 2,500 new units in Clackamas County.

  - Cities and the County will need to identify additional ways to support all types of housing development that is affordable to all income levels. Some approaches include: changes in zoning code to support affordable housing development, density bonuses for affordable housing development, use of surplus publicly-owned land for affordable housing development, property tax abatements, systems development charge waivers or changes in the way they are charged, and other tools.

- **The demographic changes and increasing housing affordability challenges will result in increased demand for a wider range of new housing.** These types of housing include: small-lot single-family detached housing, accessory dwelling units, cottage housing, townhouses, duplexes, triplexes and quad-plexes, smaller-scale multifamily housing such as garden apartments, and larger scale-multifamily housing including multistory apartments and condos, and mixed-use developments. Cities and the County should plan for this wider range of housing types to meet future housing demand.

- **The County and Cities will need to plan to comply with the requirements of House Bill (HB) 2001.** HB 2001 was passed after the majority of work on the Clackamas County HNA was completed. It requires cities with population between 10,000 and 25,000 people to allow for development of a duplex on each lot zoned for residential use where single-family detached housing is allowed. Cities larger than 25,000 and cities or counties within the Metro UGB must allow for: (1) development of a duplex on each lot zoned for residential use where single-family detached housing is allowed and (2) development of middle housing types (i.e., cottage clusters, duplexes, triplexes, quad-plexes, and townhouses). in areas zoned for residential use that allow development of single-family dwellings.

  The State will develop a model code for complying with HB 2001 by December 31, 2020. Cities with population between 10,000 and 25,000 have until June 20, 2021 to comply with HB 2001. Cities larger than 25,000 and cities or counties within the Metro UGB have until June 20, 2022 to comply with HB 2001.

- **The County and most cities have land deficits they should address.** Within Urban Unincorporated areas, Clackamas County has a deficit of land in all plan designations to accommodate the forecast of population and housing growth. All of the cities that participated in the study had deficits of land in some plan designations, most frequently in medium and high density plan designations. The County and the cities will need to identify strategies to accommodate housing needs within their planning areas. These strategies may include: changes to the development code that allow for more efficiently use of land (resulting in increasing capacity for housing development), re-zoning and redesignating land (especially up-zoning lower density areas to medium and high density designations), planning for redevelopment that results in increases in density and housing capacity, supporting development of new multifamily development (especially affordable housing) using the tools described above, and other approaches to increasing the capacity of existing residential land. Some cities may need an expansion of their UGB (or the Metro UGB) to accommodate the forecasts of growth.

- **The participating cities with baseline HNAs should use this opportunity to refine and finalize their HNAs.** Then to develop strategies to meet unmet housing needs, both in terms of land and in terms of housing affordability.

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 21 of 22

ECONorthwest

ECONOMICS · FINANCE · PLANNING

www.ECONW.com

OREGON
KOIN Center
222 SW Columbia St., Suite 1600
Portland, OR 97201
503-222-6060

OREGON
The Washburne Building
72 W Broadway, Suite 206
Eugene, OR 97401
541-687-0051

WASHINGTON
Park Place
1200 6th Avenue, Suite 1305
Seattle, WA 98101
206-823-3060

IDAHO
Eagles Center
[illegible]
Boise, ID 83702
208-515-3353

EXHIBIT 8
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 22 of 22

Hamburg, Glen

From: Snuffin, Christian
Sent: Tuesday, July 7, 2020 4:39 PM
To: Chris Clemow
Cc: Hamburg, Glen
Subject: RE: Clackamas County File Number ZPAC0045-20 - Trautman Properties - TIS Scope of Work

Hi Chris,

Thank you for providing me the opportunity to review the transportation impact study memo for the proposed Trautman comp plan amendment. I have reviewed the memo and concur with its findings that the zone change will have de minimus transportation system impacts and that no further intersection analysis will be needed for TPR compliance.

A couple of minor comments: The address used for our office is incorrect. Also, is this a "scope of work" since the memo itself is sufficient?

Glen Hamburg (copied) is the project planner for this application.

Please feel free to contact me should you have any questions. Thanks again

Christian Snuffin, PE, PTOE | Senior Traffic Engineer
Transportation Safety | Clackamas County Department of Transportation and Development
150 Beavercreek Road | Oregon City, OR 97045 | ☎ ~~503-742-4716~~ 503-680-5623

Note: Due to COVID-19, the County's offices are closed. I am working my regular hours but working remotely.

From: Chris Clemow [mailto:cclemow@clemow-associates.com]
Sent: Tuesday, July 7, 2020 4:05 PM
To: Snuffin, Christian <CSnuffin@clackamas.us>
Subject: Clackamas County File Number ZPAC0045-20 - Trautman Properties - TIS Scope of Work

Warning: External email. Be cautious opening attachments and links.

Christian,

We are working on a project in Clackamas County that includes a zone change and a resulting small increase in potential site trip generation. As such, we have prepared the attached preliminary traffic analysis and proposed scope of work for County review and approval.

I presume these materials should be sent to you, and they have been addressed accordingly. However, if they should be sent to someone else, please let me know.

Thank you,
Chris

Christopher M. Clemow PE, PTOE

EXHIBIT 9
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 1 of 2

Transportation Engineer
cclemow@clemow-associates.com
541-579-8315
PORTLAND | EUGENE | BEND

Spam Email
Phishing Email

Hamburg, Glen

From: Gary Shepherd <Gary.Shepherd@oregonmetro.gov>
Sent: Monday, August 31, 2020 2:05 PM
To: Hamburg, Glen
Subject: Re: 16147 SE 135th Ave Map Amendments

Warning: External email. Be cautious opening attachments and links.

Thank you for asking - I will pass to those who review these in the first instance and see that they get back to you promptly. Thanks again for the heads up! Gary

Gary Shepherd
Senior Assistant Attorney
Office of Metro Attorney
600 NE Grand Avenue
Portland, OR 97232
503-806-1626 (cell)
503-797-1600 (office - out currently)
gary.shepherd@oregonmetro.gov

Confidential Notice: This email may contain confidential or privileged information. If you receive this email in error, please do not read, disclose, copy, or distribute the email. Instead, please notify me immediately by replying to this message and by calling 503-797-1600. I also ask that you please delete the original message. Thank you.

From: Hamburg, Glen <GHamburg@clackamas.us>
Sent: Monday, August 31, 2020 1:57 PM
To: Gary Shepherd
Cc: Land Use Notifications
Subject: [External sender]16147 SE 135th Ave Map Amendments

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello Mr. Shepherd,

I was hoping to confirm that Metro received a copy of the attached notice of upcoming land use hearings at Clackamas County, and to see if there were any questions or concerns about the proposal before finalizing the staff recommendation to our Planning Commission.

The applicant's proposal is a Comprehensive Plan Map amendment and concurrent zone change from medium density residential to light industrial, matching the zoning/land uses already around it. The subject property is 16147 SE 135th Ave (Tax Lot 22E11D-01601). An very similar proposal concerning adjacent properties to the south was approved by the County back in 2001. The subject property is already identified as on Metro's Title 4 map as "Industrial".

EXHIBIT 10
Z0299-20-CP & Z0300-20-ZAP
(Brooktraut Properties LLC)
Page 1 of 4

I've attached a copy of the pending application, which includes a TIS. I'll be sure to send you a copy of the full staff report and recommendation next week when it's available. In the meantime, I can see that any comments Metro has are included with the record and addressed.

All the best,

Glen Hamburg
Senior Planner
Clackamas County Planning & Zoning
150 Beavercreek Rd
Oregon City, OR 97045

The Clackamas County Department of Transportation and Development is dedicated to providing excellent customer service. Please help us to serve you better by giving us your feedback. We appreciate your comments and will use them to evaluate and improve the quality of our public service.

Spam Email
Phishing Email

Hamburg, Glen

From: Daniel Kaempff <Daniel.Kaempff@oregonmetro.gov>
Sent: Monday, August 31, 2020 3:58 PM
To: Hamburg, Glen
Cc: Jennifer Villarreal; Land Use Notifications
Subject: Re: 16147 SE 135th Ave Map Amendments

Warning: External email. Be cautious opening attachments and links.

Hello Glen,

Not sure if we've met, but I'm the Metro planning department liaison to Clackamas County. I'll review the full application and staff report when it's available next week. But based on what I'm seeing here, I don't anticipate there being any substantive comments. This looks pretty straightforward and as you point out, is consistent with the Title 4 map.

Thanks,
Dan

Dan Kaempff, TDM-CP
Principal Transportation Planner

My gender pronouns: he/his/him
Why include this?

Metro | oregonmetro.gov
600 NE Grand Ave
Portland, OR 97232-2736

Note: To help prevent the spread of COVID-19, Metro Regional Center is temporarily closed and I am working offsite.

From: Land Use Notifications
Sent: Monday, August 31, 2020 14:44
To: Daniel Kaempff
Cc: Land Use Notifications; Jennifer Villarreal
Subject: RE: 16147 SE 135th Ave Map Amendments

Hello Dan,
Can you please respond?
Thank you,
Laura

From: Hamburg, Glen [mailto:GHamburg@clackamas.us]
Sent: Monday, August 31, 2020 1:58 PM
To: Gary Shepherd <Gary.Shepherd@oregonmetro.gov>
Cc: Land Use Notifications <landusenotifications@oregonmetro.gov>
Subject: [External sender]16147 SE 135th Ave Map Amendments

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello Mr. Shepherd,

I was hoping to confirm that Metro received a copy of the attached notice of upcoming land use hearings at Clackamas County, and to see if there were any questions or concerns about the proposal before finalizing the staff recommendation to our Planning Commission.

The applicant's proposal is a Comprehensive Plan Map amendment and concurrent zone change from medium density residential to light industrial, matching the zoning/land uses already around it. The subject property is 16147 SE 135th Ave (Tax Lot 22E11D-01601). An very similar proposal concerning adjacent properties to the south was approved by the County back in 2001. The subject property is already identified as on Metro's Title 4 map as "industrial".

I've attached a copy of the pending application, which includes a TIS. I'll be sure to send you a copy of the full staff report and recommendation next week when it's available. In the meantime, I can see that any comments Metro has are included with the record and addressed.

All the best,

Glen Hamburg
Senior Planner
Clackamas County Planning & Zoning
150 Beavercreek Rd
Oregon City, OR 97045

The Clackamas County Department of Transportation and Development is dedicated to providing excellent customer service. Please help us to serve you better by giving us your feedback. We appreciate your comments and will use them to evaluate and improve the quality of our public service.

Spam Email
Phishing Email