

Memorandum

Date: November 19, 2010

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager 

Subject: Agenda Update

Attached is some updated information for the November Council meeting:

- 1) A revised agenda for November 22 with a minor change to the agenda's format.
- 2) A memorandum from Human Resources Director Jeri Knudsen regarding the AFSCME contract renewal.
- 3) Additional information on the media outreach programs of the Regional Coalition for Clean Rivers and Streams.
- 4) Information from Street Supervisor Sam Foxworthy regarding the cost of maintaining the section of Rosemont Road that is on the agenda.

Attachment



CITY OF
West Linn

22500 Salamo Road
West Linn, Oregon 97068
<http://westlinnoregon.gov>

CITY COUNCIL MEETING

Monday, November 22, 2010

6:00 p.m. – Work Session – Council Chambers

6:30 p.m. – Meeting – Council Chambers

- 1. Call to Order & Pledge of Allegiance**
- 2. Approval of Agenda**
- 3. Community Comments**
- 4. Report from the City Manager**
 1. Agenda Bill 2010-11-22-01: AFSCME Union Employees Contract
- 5. Business from the City Council**
- 6. Business Meeting**
 2. Agenda Bill 2010-11-22-02: IGA with Clackamas County Service District 1 regarding educating the public about protecting local rivers and streams.
 3. Agenda Bill 2010-11-22-03: IGA with the Oregon DEQ regarding granting permit issuance and inspection responsibilities to the City for project sites between one and five acres.
 4. Agenda Bill 2010-11-22-04: Motion delegating authority to the City Manager to sign a Joint Funding Agreement with United States Department of the Interior U.S. Geological Survey for funding a hydrologic streamflow data collection station on the Tualatin River in West Linn.
 5. Agenda Bill 2010-11-22-05: Resolution 2010-37 to request transfer of jurisdiction of a portion of Rosemont Road from Clackamas County to the City of West Linn
- 7. Adjournment of Business Meeting**
- 8. Executive Session, pursuant to ORS 192.660, if needed**

Meeting Notes:

The Council Chambers is equipped with an induction loop and a limited number of neck loops for the hearing impaired. Please let the City know if you require any special assistance under the Americans with Disabilities Act, please call City Hall 48 hours prior to the meeting date, 503-657-0331.

Community Comments provide an opportunity for statements from citizens regarding issues related to City government, properly the subject of Council/Commission consideration and not issues on the agenda. Persons wishing to speak shall be allowed to do so only after completing forms provided in the foyer in advance of Community Comments. All remarks should be addressed to the governing body. The City Council/Planning Commission will not engage in discussion with those making comments. The time limit for each participant is three (3) minutes or will be set by the Mayor or Chair.

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When needed, the Council will meet in Executive Session pursuant to ORS 192.660.

Memorandum

Date: November 14, 2010
To: Chris Jordan, City Manager
From: Jeri Knudson, Director of Human Resources
Cc: 
Subject: Tentative Three Year Agreement with AFSCME Union

On November 1, 2010, the City of West Linn Bargaining team and the AFSCME Union Bargaining team reached a tentative three year Contract, July 1, 2010 – June 30, 2013.

The tentative agreement was unanimously ratified by the Union members on November 8, 2010.

To summarize, the monetary changes are as follows:

One percent (1%) base pay adjustment retroactive to July 1, 2010, and one half percent contribution to a 457 deferred compensation account.

Effective July 1, 2011 - 1.5% to 4.5% based on CPI-W. In addition, the City will contribute one percent (non-cumulative) to a 457 deferred compensation account.

Effective July 1, 2012 – an increase of 1.5% to 4.5% based on CPI-W, and a one percent (non-cumulative) contribution to a 457 deferred compensation account;

The addition of a floating holiday;

And, in the third year of the proposed three year agreement, the City will increase the Voluntary Employee Benefit Account (VEBA) contribution by \$20.00 per month.

Please let me know if you have any questions about the tentative agreement.



Fiscal Year 2009-2010 Summary Report

OVERVIEW

This report details the Regional Coalition for Clean Rivers and Streams (Coalition) activities for the fiscal year July 1, 2009 - July 31, 2010 (2009-2010), which is comprised of portions of contract years three and four. Activities for contract year two and the first half of year three are included in reports dated July 1, 2008, and June 30, 2009. Activities for contract year one and the first half of year two are included in reports dated July 26, 2007 and September 30, 2008.

During the 2009-2010 fiscal year Coates Kokes (CK) and the Coalition utilized the existing television commercial, website and social media profiles to implement a diverse campaign. CK began developing new creative elements to enhance the Coalition's existing social media presence. Additionally, CK initiated a new wave of research on behalf of the Coalition.

Below is a summary of the activities and budget expenditures from fiscal year 2009-2010 and a look forward at the remainder of the year with a budget breakdown and activities slated.

WORK COMPLETED

Television

CK ran the existing television spot, created in contract year one, for the media schedule. No new television creative was produced during this fiscal year. (For details on the broadcast schedule, see Media Buy, below.)

Social Media

CK continued to maintain and update the Coalition's Twitter and Facebook accounts. Additionally, as research is showing consumers are no longer focusing their time on a select group of web pages but rather sharing their time between various online outlets (EX: social media, traditional media, websites, etc.), CK suggested establishing a more robust Facebook presence to help support the Coalition's existing website and the outreach efforts. Specifically, CK:

- 1 Designed a tab for Facebook that included some assets from the website (see below). The tab was designed to 'tease' the viewer with a few tips and then direct them to visit www.cleanriversandstreams.org for more information.
- 2 Established concepts for multiple 15 second videos bringing static website scenarios (EX:

person washing their car) to life. CK began shooting and producing the first video in the series in the summer, 2010. Each video is designed to demonstrate how everyday actions at home can impact rivers and streams. Once all three videos are completed, Coates Kokes will post them on Facebook and the Coalition's YouTube page.



Website

Last year, CK developed a quiz for the website. The quiz ran from July 28, 2009 through August 9, 2010. The quiz required participants to answer three questions to assess their knowledge about watershed health. Participants' were entered into a monthly drawing for prizes that addressed or encouraged behaviors or actions identified on the Coalition website, such as gift cards for car washes, doggy poop bags, and organic fertilizer. Over the course of the year, nearly 200 visitors participated in the quiz.

CK also updated the website to include a Facebook "LIKE" button. When visitors click the 'LIKE' button, a notification is posted on their Facebook wall notifying their Facebook friends that they have visited and "LIKE" the site.



Web-based Ads (OregonLive.com/Columbian.com)

Using portions of the existing illustration, a set of web ads was created in fiscal year 08-09 that included a tip and a “call to action” inviting viewers to take the quiz for a chance to win a prize. The ads (sample below) ran the first part of fiscal year 09-10. Campaign results are listed below in the addendum.



Web-based Ads (Facebook)

CK also developed a similar set of ads for Facebook and included a portion of the existing illustration, a tip and a “call to action” inviting the viewer to “learn more.” The ads (samples below) ran February through March 2010. Campaign results are listed below in the addendum.

An additional flight is slated to run September-October 2010.



Research

Funds from the 2010-2011 contract year were allocated to conduct a market research project. City of Gresham and Clean Water Services agreed to provide extra funding for the project with the understanding that they will receive additional data specific to their service areas. The Coalition members considered various research methods and approaches and after thorough discussion agreed to execute an online based survey and online panel.

The Coalition and CK agreed to hire a third party consultant to assist with the research. CK interviewed Davis, Hibbitts & Midghall, Riley Research Associates and Conkling Fiskum & McCormick. After meeting with each group, CK selected Davis, Hibbitts & Midghall (DHM) as their preferred vendor for the project. The initial survey is tentatively scheduled to begin fall/winter 2010 with a follow up survey in spring 2011.

Media Buy

The main goal of the media buy was to continue providing information that will encourage behavior change and drive traffic to the website. CK recommended a combination of web advertising and cable television media. The media dollars were targeted to oregonlive.com, columbian.com and Comcast Cable due to their reach across the region. A small Facebook advertising campaign was also recommended due to its ability to geotarget for a minimal cost. The media schedule ran as follows:

- September 1 October 25, 2009 oregonlive.com/columbian.com
- May-June 2010 Comcast Cable
- September-October 2010 Facebook

BUDGET

Below details the budget allocation for the year three contract (April 2009 - March 2010).

CLEAN RIVERS COALITION

April, 2009 - March, 2010 Monthly Budget Recap

Through March 31, 2010, billing

Last Updated April 8, 2010

Page 1 of 2



	Budget	Previous Billing	Current Billing	Total Billing
TASK 1: Account Management for Year 3 and Planning for Year 4				
Account Management & Planning				
Agency Fees	\$ 5,000	\$ 5,743.75	\$ 687.50	\$ 6,431.25
Task 1 subtotal	\$ 5,000	5,743.75	687.50	6,431.25
TASK 2: Creative and Public Relations Activities				
Television Media and Time				
Agency Fees	\$ 750	\$ 750.00	\$ -	\$ 750.00
Television Media	\$ 17,496	\$ 17,193.00	\$ -	\$ 17,193.00
Web-Based Ads Media and Time				
Agency Fees	\$ 3,000	\$ 3,743.75	\$ -	\$ 3,743.75
Internet Media	\$ 9,265	\$ 9,901.04	\$ 1,444.65	\$ 11,345.69
Website				
Quiz				
Agency Fees	\$ 5,000	\$ 5,468.75	\$ -	\$ 5,468.75
Updates				
Agency Fees	\$ 1,000	\$ 1,431.25	\$ 131.25	\$ 1,562.50
Expenses	\$ -	\$ 31.86	\$ -	\$ 31.86
Social Media				
Agency Fees	\$ 6,000	\$ 5,581.25	\$ 62.50	\$ 5,643.75
Public Relations				
Agency Fees	\$ 6,000	\$ 6,025.00	\$ 1,437.50	\$ 7,462.50
Expenses	\$ 1,000	\$ 642.05	\$ -	\$ 642.05
Other Activities				
Brand Handle				
Agency Fees	\$ 5,000	\$ 4,993.75	\$ -	\$ 4,993.75
Collateral				
Agency Fees	\$ 3,000	\$ 2,293.75	\$ 218.75	\$ 2,512.50
Expenses	\$ 3,000	\$ 1,049.77	\$ 1,076.02	\$ 2,125.79
Unspecified Activities	\$ 4,489			
Television Dupes/Dubs		\$ 49.15	\$ -	\$ 49.15
Domain Administration		\$ 31.90	\$ -	\$ 31.90
		\$ -	\$ -	\$ -
Task 2 Subtotal	\$ 65,000	\$ 59,186.27	\$ 4,370.67	\$ 63,556.94
Total	\$ 70,000	\$ 64,930.02	\$ 5,058.17	\$ 69,988.19

BUDGET SPENT SINCE MARCH 2010

The initial budget for year four contract (March 23, 2010 - March 23, 2011) totaled \$70,000. Through creative executions, social media maintenance and part of the media buy, a total of \$33,329.25 has been spent. The remaining \$30,670.25 will be spent on the remainder of the media buy, continuing with social media updates, completing the 15 second social media videos, and planning and executing the research.

ADDENDUM

Media Breakdown:

Impressions- number of times a viewer loads the webpage where the ad/spot is embedded.

Clicks- number of times a viewer clicks on the ad/spot.

Click Through Rate (CTR)- measures the spot's ability to drive qualified actions. A CTR is calculated by dividing the number of times viewers clicked on the ad/spot by the total number of times the ad/spot was viewed.

Reach- the number of different people who are exposed with an advertising message at least once.

Frequency- the number of times each person is exposed to the same message.

Cost Per Point (CPP)- the cost of buying one Rating Point, or one percent of the target population.

Gross Ratings Points (GRP)- a ratio measuring the value of a media schedule in advertising, calculated by multiplying reach by frequency.

Media	Date Range	Impressions	Clicks	CTR	Budget
Oregonlive.com	Sept 130	114,989	84	0.07%	\$941.18
Oregonlive.com	Oct 131	99,994	100	0.1%	\$941.18
Columbian.com	July 1418	5,379	7	0.13%	\$117.65
Columbian.com	September 130	38,211	41	0.11%	\$611.77
Columbian.com	October 131	39,553	30	0.08%	\$611.77
Interactive Total		298,126	262	.09	\$3,223.55
			Cost per click	\$12.30	

Medium	Date Range	Impressions	Clicks	CTR	Budget
Comcast Cable (online)	May 24June 13	229,963	7,259	3.16%	\$3,000
			Cost per click	\$0.41	

Medium	Date	Reach	Frequency	CPP	GRP	Budget
Comcast Cable ORDERED	May-June	75.4%	3.3	\$76.21	249.3	\$19,000
Comcast Cable DELIVERED		87.3%	3.8	\$56.87	334.1	\$19,000
PSAKatty Carwash		+ 200 additional cobranded spots at no additional charge				

Media	Date Range	Impressions	Clicks	CTR	Budget
Facebook	Feb 1March 22	12,071,481	1,015	0.01%	\$1,772.07
Interactive Total			Cost per click	\$0.15	

Note: The newest numbers say that an average click thru rate is anywhere from 0.023% depending on the industry. However, it is important to remember that click thru rates are not the only metric of success; in fact impressions can be just as important.

Additionally, it is important to remember that each creative message was designed to be self contained thus not necessarily requiring the viewer to 'click' for more information.

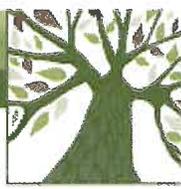
Social Media Breakdown:

Channels	Username	Followers, Friends, etc
Twitter	CleanRiverTips	460 Followers; Following 445; 234 Tweets; 26 Listed
Facebook	Clean Rivers and Streams	142 Fans

Website traffic:

These numbers are based on "sessions," which is defined as a series of clicks on your site by an individual visitor during a specific period of time. A session is initiated when the visitor arrives at your site, and it ends when the browser is closed or there is a period of inactivity. Sessions quantities will vary to some degree based on what type of visitor tracking method is employed.

Month	Sessions		Difference
July	0 (08)	488 (09)	488
August	186 (08)	872 (09)	686
September	494 (08)	528 (09)	34
October	359 (08)	968 (09)	609
November	346 (08)	647 (09)	301
December	475 (08)	551 (09)	76
January	407 (09)	802 (10)	395
February	366 (09)	1,140 (10)	774
March	452 (09)	1,267 (10)	815
April	640 (09)	784 (10)	144
May	685 (09)	820 (10)	135
June	554 (09)	643 (10)	89
Total	4,964	9,510	



CITY OF West Linn

November 16,2010

Gene,

The section of Rosemont Rd. being discussed is approximately .8 mile, both developed and undeveloped roadsides. Maintenance costs have many variables, age of the street, developed verses undeveloped, topography and street classification. I did a rough estimate combining budgets numbers from Materials and Services and Personal Services, approximately \$1,000,000.00, divide by 107 street miles equals approximately \$9,000.00 per mile for maintenance. But this includes many other elements, street lights, snow plowing, special projects, hazardous tree removal, pedestrian improvements and support services, so this may not be the best basis for accuracy.

I estimate the average ROW maintenance for this section of Rosemont Rd., which includes roadside mowing, striping, shoulder work and minimal patching could be accomplished for approximately \$4000.00 to \$6000.00 a year. Any crack sealing, structural repairs or overlay work would be classified as capital maintenance.

Please let me know if more information is needed.

Thank You,
Sam Foxworthy
Street Supervisor



Memorandum

Date: November 19, 2010

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager *ef*

Subject: City Manager Evaluation Process and Information

In the Council’s packet today is all the correspondence received by the City Attorney’s office regarding the City Manager’s performance. This is being delivered to the Council in accordance with section 21(b) of the West Linn Charter.

In accordance with direction received from the Council at the November 15 work session, staff prepared the following process for the evaluation. This was distributed to the Council earlier this week via e-mail. One change has been made, as requested by one member of the Council.

Date	Item
Wednesday, November 17	Public comment period closes
Friday, November 19	Chris Jordan’s self evaluation due
Friday, November 19	Packet including public comments and Chris Jordan’s self evaluation sent to Council in hard-copy format
Monday, November 29	City Council evaluations using attached Word document due to Kathy Mollusky (kmollusky@westlinnoregon.gov)
Early December	Donna Zajonc compiles all evaluations into a summary document including all Councilor responses and attaches public comments
Mid December	To complete the 2010 CM evaluation process, Donna Zajonc, Scott Burgess, and Chris Jordan meet to refine the evaluation statements into an actionable, goal-oriented evaluation summary for full Council discussion
Early January	At its annual retreat, the 2011 City Council focuses attention on the summary document as a means to provide goals for Chris Jordan during 2011

Memorandum

Date: November 19, 2010

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager *cf*

Subject: Miscellaneous Items

River Heights Trees

As the Council is aware, the trees in the River Heights neighborhood and some other streets in that area, have become increasingly dangerous. Trees and limbs have fallen damaging vehicles and creating a public safety problem. Practically every week for the past few months, there have been reports of problems in this area. We have become increasingly concerned about this problem and have suggested that the City may need to remove these trees to prevent serious problems in the future. Last week, we sent a letter to the homeowners stating this.

This has lead to numerous phone calls and e-mails on this topic. Although many of the correspondents are not pleased with the City's letter, we are actually happy that we now have an engaged neighborhood. Last Monday evening, Ken Worcester attended an impromptu meeting at the home of former of City Councilor Michele Eberle which has now lead to us calling a much larger meeting for December 9 at 6:00 at City Hall. We hope to be able to outline some options and get some input from the neighborhood that evening.

Water Rates

While we will continue to struggle with attempting to identify adequate resources for our water fund, I believe the Council might find it interesting to note the actions this past week of the Tigard City Council. That City Council, which does not have the same type of community voting requirement as West Linn, decided to increase water rates 30% on January 1, 2011, followed by increases of 14% in 2012, 2013, and 2014. This totals an increase of 93% over the four year period.

SAIF Dividend

The city workers compensation insurance provider – SAIF Corporation – this week declared a \$100 million dividend due to the safe practices of employers across the state. This will result in a dividend payment to the City of West Linn of \$52,000.

Future Agendas

The schedule for future agendas is attached.

Attachment

City Council Meetings – Upcoming Agenda Items – Tentative Schedule of Meetings

<u>November 22, 2010</u>	<u>December 13, 2010</u>	<u>January 10, 2011</u>	<u>Work Sessions</u>
<p>AFSCME Union Contract</p> <p>IGA with Clackamas County – Clean River partners</p> <p>IGA with DEQ – granting permit/inspection one to five acres</p> <p>JFA with Dept of Interior Geological Survey – hydrologic streamflow data on Tualatin River</p> <p>RES 2010-37- transfer portion of Rosemont from Clackamas to WL</p>	<p>CDC Amendments: Temporary Signs in the ROW; Pre-application Requirements</p> <p>IGA – CM up to \$25K</p> <p>Reception for Councilor Burgess</p>		<p><u>November 15, 2010</u></p> <ul style="list-style-type: none"> • Sustainability Advisory Board • Police Station Update <p><u>November 29, 2010 Special Meeting:</u></p> <ul style="list-style-type: none"> • Appeal of Extension for West Linn Corporate Park <p><u>December 6, 2010</u></p> <ul style="list-style-type: none"> • Budget Committee • Infill/PUD ask force <p><u>January 3, 2011</u></p> <ul style="list-style-type: none"> • Swearing In Ceremony

Pending:

- Meeting with the WL/WV School Board
- ODOT – WL OC Historic Bridge (September 20) – Potentially meeting onsite
- Proposed changes to the Municipal Tree Ordinance
- Open Space encroachment policy
- Stafford Hamlet Value and Vision Presentation
- Advisory Board/Committees Annual Reports
- Sept 27, Oct 11, Nov 8, Nov 15 Minutes
-



Memorandum

Date: November 19, 2010

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager *CJ*

Subject: November 29 Special Meeting Agenda

The City Council is scheduled to hold a public hearing on November 29, 2010 at 6:30 on an appeal filed by the Savannah Oaks Neighborhood Association of the Planning Commission's approval of a two-year extension for a project at Tannler and Blankenship.

Attached to the meeting agenda the Council is receiving today is a packet of materials totaling approximately 15-20 pages. The actual record for this hearing is approximately 700 pages. In the interest of saving trees, staff decided to identify the most important materials and provide hard copies to the Council. The remainder of the record is available on the City's website at:

<http://westlinnoregon.gov/planning/appeal-planning-commission-decision-extend-approval-three-build-office-complex-corner-tannl>

We encourage the Council to go to the website and review the record. Please request from Kathy Mollusky hard copies of any other pages and we would be happy to provide them. The Council will have access to the record electronically at the Public Hearing.



CITY OF
West Linn

22500 Salamo Road
West Linn, Oregon 97068
<http://westlinnoregon.gov>

CITY COUNCIL SPECIAL MEETING

Monday, November 29, 2010

6:30 p.m. – Meeting – Council Chambers

1. Call to Order & Pledge of Allegiance
2. Business Meeting
 1. Agenda Bill 2010-11-29-01: Appeal of Planning Commission decision to extend approval of a three build office complex at the corner of Tannler Drive and Blankenship Road ***PUBLIC HEARING**
3. Adjournment of Business Meeting

Meeting Notes:

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When needed, the Council will meet in Executive Session pursuant to ORS 192.660.



AGENDA BILL 2010-11-29-01

Subject: The Savanna Oaks Neighborhood Association's appeal of the Planning Commission's decision to authorize a two-year extension of an approval for an office development and approval of an associated lot line adjustment at the northwest corner of Tannler Drive and Blankenship Road.

For Council: November 22, 2010

Land Use Case Number: AP-10-03

Public Hearing: Yes

City Manager's Initials: *CJ*

Attachments:

1. Staff Memo to City Manager
2. Public hearing notice
3. Savanna Oaks Neighborhood Association (SONA) appeal application
4. Correspondence received following the Planning Commission's decision
5. Planning Commission's decision
6. Correspondence and information received prior to the Planning Commission's decision
7. Planning Commission Meeting draft minutes of October 13, 2010
8. Staff Report to the Planning Commission

Initiated by:

- SONA

Budget Impact:

- Staff time and the cost of noticing and copying.

Sustainability Considerations:

- N/a

Policy Question(s) for Council Consideration:

- Did the Planning Commission's decision to approve MISC-10-14 comply with the applicable standards in CDC Sections 99.325 and 85.210?

Summary:

On March 1, 2007, the City Council voted unanimously to deny a neighborhood association's appeal of an office development proposed for the northwest corner of Tannler Drive and Blankenship Road. CDC Section 99.325 allows extensions of approvals provided that the application is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved; there are no demonstrated material misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment and drainage; or the applicant has modified the approved plans to conform with the above criteria

Memorandum

Date: November 15, 2010

To: Chris Jordan, City Manager

From: Zach Pelz, Planner

Subject: The Savanna Oaks Neighborhood Association appeal of the Planning Commission's decision regarding MISC-10-14/LLA-10-03 – Approval of a two-year extension for an office development at the northwest corner of Tannler Drive and Blankenship Road.

Purpose

On November 29, 2010 the City Council will hear the Savanna Oaks Neighborhood Association's (SONA) appeal of the Planning Commission's decision to approve a two-year extension of an office development and an associated lot line adjustment at the northwest corner of Tannler Drive and Blankenship Road (MISC-10-14). The following is staff's evaluation of the arguments presented by the SONA as they relate to the applicable extension and lot line adjustment criteria in West Linn Community Development Code (CDC) Sections 99.325 and 85.210, respectively.

Background

The project in question has been the subject of three local land use decisions since December 2006: Planning Commission approval of DR-06-24, City Council denial of the appeal of the Planning Commission's decision (AP-07-01), and Planning Commission approval of an extension request and associated lot line adjustment (MISC-10-14). These cases are described below.

The Planning Commission originally approved the applicant's request for Design Review approval (DR-06-24) on December 28, 2006. On January 3, 2007, the Tanner Basin Neighborhood Association (TBNA) filed an appeal (AP-07-01) of the Planning Commission's approval of DR-06-24 on the following grounds: inadequate traffic mitigation, per CDC 55.100(I)(1); an improper lot line adjustment, per CDC 85.210(A)(3); an inadequate noise study, per CDC 55.100(D); drainage way and slope issues, per CDC 55.100(B)(3); project phasing, deferred compliance with approval criteria, improper building location; and, subsequent completion of the Tanner Basin Neighborhood Plan which included goals and policies in conflict with the applicant's proposal.

On March 1, 2007, the City Council voted unanimously (5-0) to deny the TBNA's appeal and uphold the Planning Commission's approval of the project. The City Council's final decision included additional conditions of approval addressing tree protection, pedestrian connectivity, and noise impact. The City Council's decision became effective on March 23, 2007.

On March 22, 2007, TBNA filed notice of intent to appeal the City Council's decision to LUBA. The appellant later withdrew their appeal (LUBA no. 2006-067), which LUBA dismissed on May 4, 2007.

On June 11, 2010, the applicant requested an extension of the project approval. (The three-year expiration date for the approval granted in AP-07-01 was March 23, 2010. The applicant's proposal satisfies the eligibility criteria for a two-year extension established in CDC Section 99.325, as it was

The applicant presented a comprehensive analysis of the project's anticipated impact to the 10th Street corridor and has proposed countermeasures to mitigate that impact. In its Final Decision on AP-07-01, the West Linn City Council found that the proposed traffic mitigation measures were appropriate and that the applicant's analysis correctly examined the 10th Street Corridor on a scale appropriate to the magnitude of the project. Furthermore, the Council found that the applicant's traffic mitigation (a new traffic signal, lane widening, increased queue storage and additional turn lanes) would significantly benefit the Tenth Street corridor.

At the Planning Commission hearing, the applicant's traffic engineer presented evidence, in the form of a traffic analysis update dated July 11, 2010, indicating that traffic volumes in the area had declined since the original traffic analysis. The applicant's engineer stated that this decline was consistent with traffic volume trends throughout the region and that a number of factors, including; increased unemployment and a struggling economy, contributed to this decline. The applicant's engineer explained to the Planning Commission that the methodology used to conduct this traffic analysis update was consistent with accepted standards and that it normalized vehicle counts to account for surrounding land uses, time and day of week and other environmental conditions.

The applicant's engineer admitted that while a decline in traffic volumes from the original traffic analysis did represent a change in fact, per the language in CDC Section 99.325(2), the traffic mitigation measures were unlikely to change and therefore a complete traffic impact analysis was not warranted.

The Planning Commission's Final Decision, Finding No. 5, addresses this issue:

"The Planning Commission found the applicant's traffic analysis update, dated June 11, 2010, with traffic counts conducted in May 2010 (pp.112-133 of staff report), adequate to support the validity of the applicant's original traffic impact analysis prepared August 2006 and adequate to satisfy criterion 99.325(A)(2) regarding "changes in fact that directly impact the project". The Planning Commission further determined that because the Veteran's Administration (VA) clinic opened in April 2010, the traffic analysis update did include at least a portion of the new trips generated by that facility."

Phased Development. The appeal lists staged development as one of the appellant's concerns. They argue that the approved project phasing could allow for long term, partially developed properties (Attachment 3, page 5, President's Report).

In its Final Decision in AP-07-01, the City Council dismissed the TBNA's argument that the project was improperly phased. The City Council found that the applicant's proposal to construct Building "A" next to Blankenship Road in Phase I was appropriate because, "if the later stage of the development was never constructed, the first stage standing alone would satisfy all relevant CDC approval criteria." The Council also determined rough proportionality between project impacts and mitigation measures mandated the allowance of staged transportation improvements.

Staff has discovered no material misrepresentations, errors, omissions, or changes in facts regarding phased development that directly impact the project and therefore found the applicant's request for a two-year extension to be consistent with CDC Section 99.325.

Noise. The appeal lists noise as one of the appellant's concerns

In its Final Decision in AP-07-01, the City Council found that an above-ground stormwater detention facility was impractical due to the site's significant grade and the anticipated need for extensive retaining walls to accommodate an above-ground facility. The City Council also found that the applicant had prepared alternative site designs and had chosen the site plan that minimized grading disturbance on this site by terracing buildings up the slope from Blankenship Road and concentrating the required 835 parking spaces into a 4-level structure on a substantially reduced footprint. The resulting site plan preserves the northern 1/3 of the site as undisturbed open space.

Staff has discovered no material misrepresentations, errors, omissions, or changes in facts regarding site drainage or slope that directly impact the project and therefore finds the applicant's request for a two-year extension consistent with CDC Section 99.325.

Long-term Viability of Open Space at Northern Edge of Property. The appellant argues that the viability of the proposed open space would be much better in "Parks Department hands rather than the developer."

In its Final Decision on AP-07-01, the West Linn City Council issued a Condition of Approval (#6) to protect trees in the northern portion of the project site:

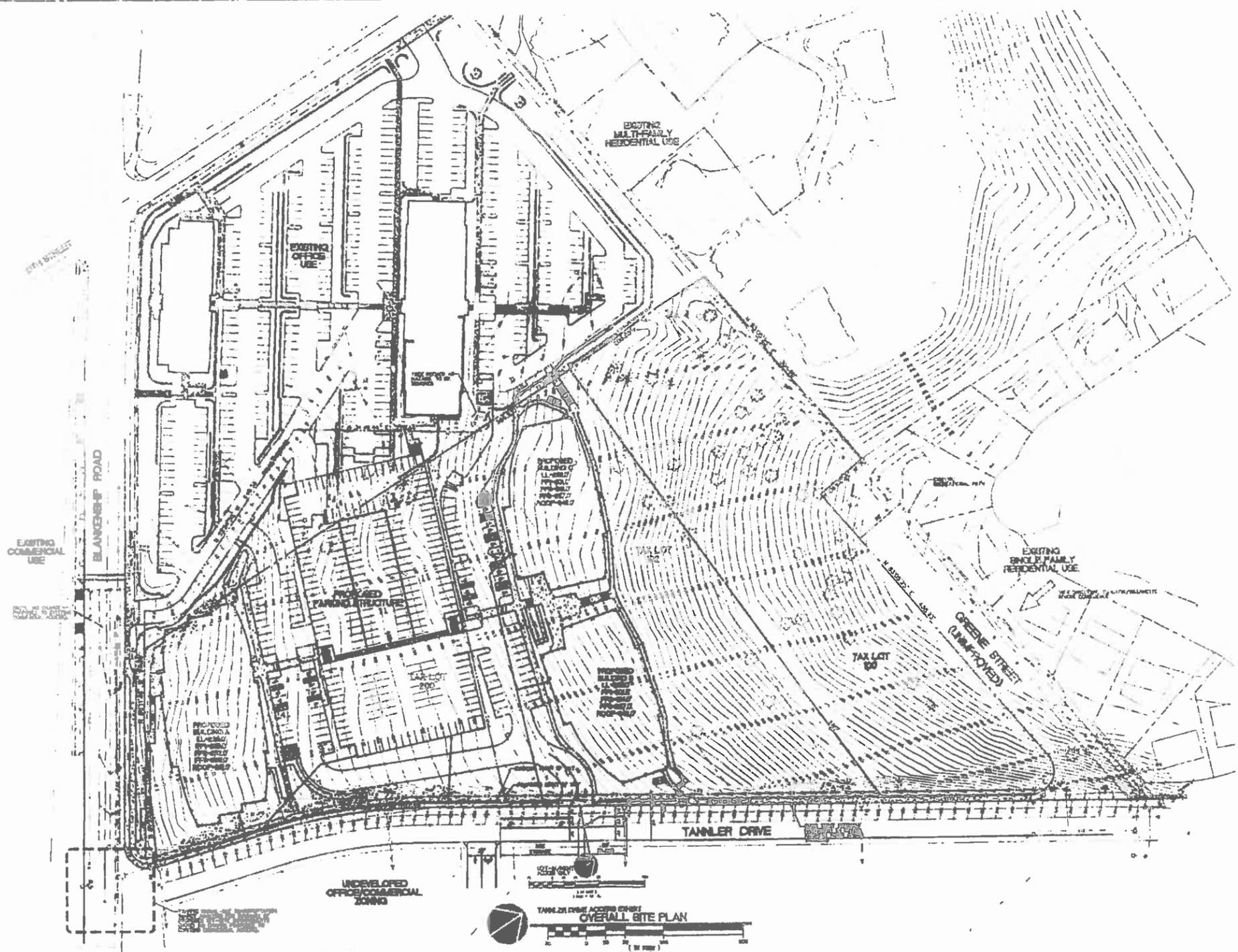
"In accordance with Section 55.100(B)(2)(b), the applicant shall place a tree conservation easement over the significant trees within the northern, undeveloped portion of the site that prohibits any disturbance or improvements without approval of the City of West Linn. Alternatively, the applicant may choose to dedicate this area to the city."

The City is authorized to impose exactions on development to a degree that is roughly proportionate to the impact from that development and where it can demonstrate a rational nexus between the impact of the development and the need for the exaction. The City understands that trees and open space contribute to long-term physical and psychological health benefits for its residents and has enacted legislation to ensure these resources are protected. The City Council's Condition of Approval No. 6, ensures that significant trees in the northern portion of the site are protected and prohibits any disturbance of the undeveloped portion of the site without additional City approval.

Staff believes the City has exercised its authority to protect significant trees while respecting the legal development interests of the property owner. Additionally, staff has discovered no material misrepresentations, errors, omissions, or changes in facts regarding the preservation of open space in the undeveloped northern portion of the site that directly impact the project and therefore find the applicant's request for a two-year extension consistent with CDC Section 99.325.

Options

1. Deny the appeal from the Savanna Oaks Neighborhood Association and uphold the Planning Commission's decision in MISC-10-14/LLA-10-03.
2. Approve the appeal from the Savanna Oaks Neighborhood Association upon finding that the applicant has not or cannot, through additional conditions of approval, remedy any material misrepresentations, errors, omissions, or changes in facts discovered since the approval of AP-07-01.



SITE DATA

ORIGINAL SITE AREA
 ADJUSTED ORIGINAL SITE AREA
 ORIGINAL LANDSCAPE AREA PROVIDED
 PARKING LOT LANDSCAPE AREA PROVIDED
 OVERALL BUILDING AREA (SIGNED)
 MINIMUM PARKING REQUIRED
 MAXIMUM PARKING ALLOWED
 SURFACE PARKING PROVIDED
 STRUCTURAL PARKING PROVIDED
 TOTAL PARKING PROVIDED
 BICYCLE PARKING REQUIRED
 BICYCLE PARKING PROVIDED

EXISTING - PHASE 1
 223,826 SF (7.43 AC)
 208,000 SF (6.00 AC)
 160,700 SF (4.63 AC) - 300' x 500'
 12,000 SF (0.34 AC) - 20' x 300' - 2/1A
 28,000 SF
 200 (1 PER 200 SF OF GROSS)
 800 (MINIMUM PLUS 100)
 270
 2/1A
 200
 41 (0.8 SPACES PER 1,000 SF GROSS)
 2

PROPOSED - PHASE 2
 484,807 SF (14.19 AC)
 412,438 SF (11.93 AC) - 100'
 231,000 SF (7.5 AC) - 400'
 6,878 SF (0.20 AC) - 270' (PARKING LOT AREA - 20' x 50' x 270')
 228,000 SF
 200 (1 PER 200 SF OF GROSS)
 871 (MINIMUM PLUS 100)
 77
 257 (INCLUDES HANDICAP SPACES)
 142 (0.8 SPACES PER 1,000 SF OF GROSS)
 112 (0.7 AT 20' x 50' x 270' WITH PARKING STRUCTURE - COVERED/20' OR TOP DECK)
 11

* BASED ON ORIGINAL SITE AREA (EXISTING)
 ** BASED ON ADJUSTED ORIGINAL SITE AREA (EXISTING)
 *** WILLAMETTE 300 PHASE 1 DEVELOPMENT WILL HAVE 14 SPACES ELIMINATED

TAX LOT: 200000, 2001, 2002

LOT ADJUSTMENTS

	EXISTING	PROPOSED
TAX LOT 200	223,826 SF (7.43 AC)	172,794 SF (5.00 AC)
TAX LOT 100	90,823 SF (2.62 AC)	178,432 SF (5.17 AC)
TAX LOT 100	180,120 SF (5.23 AC)	144,433 SF (4.19 AC)
SHORE ST D.E.V.	27,482 SF (0.80 AC)	27,482 SF (0.80 AC)
EXISTING DEVELOPMENT (TAX LOT 200)	223,826 SF (7.43 AC)	220,000 SF (6.38 AC)

PROPERTY DATA SUMMARY

EXISTING OVERALL PROPERTY AREA	484,807 SF (14.19 AC)
PROPOSED LOT LINE ADJUSTMENT AREA	+32,810 SF (0.95 AC)
PROPOSED TANNER REDUCTION AREA	-5778 SF (0.16 AC)
PROPOSED OVERALL PROPERTY AREA	481,839 SF (13.99 AC)



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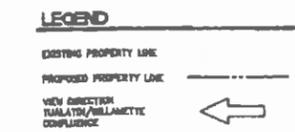
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SHEET TITLE
**OVERALL
 SITE
 PLAN**

DRAWN BY: JBR
 CHECKED BY: JBR
 SHEET

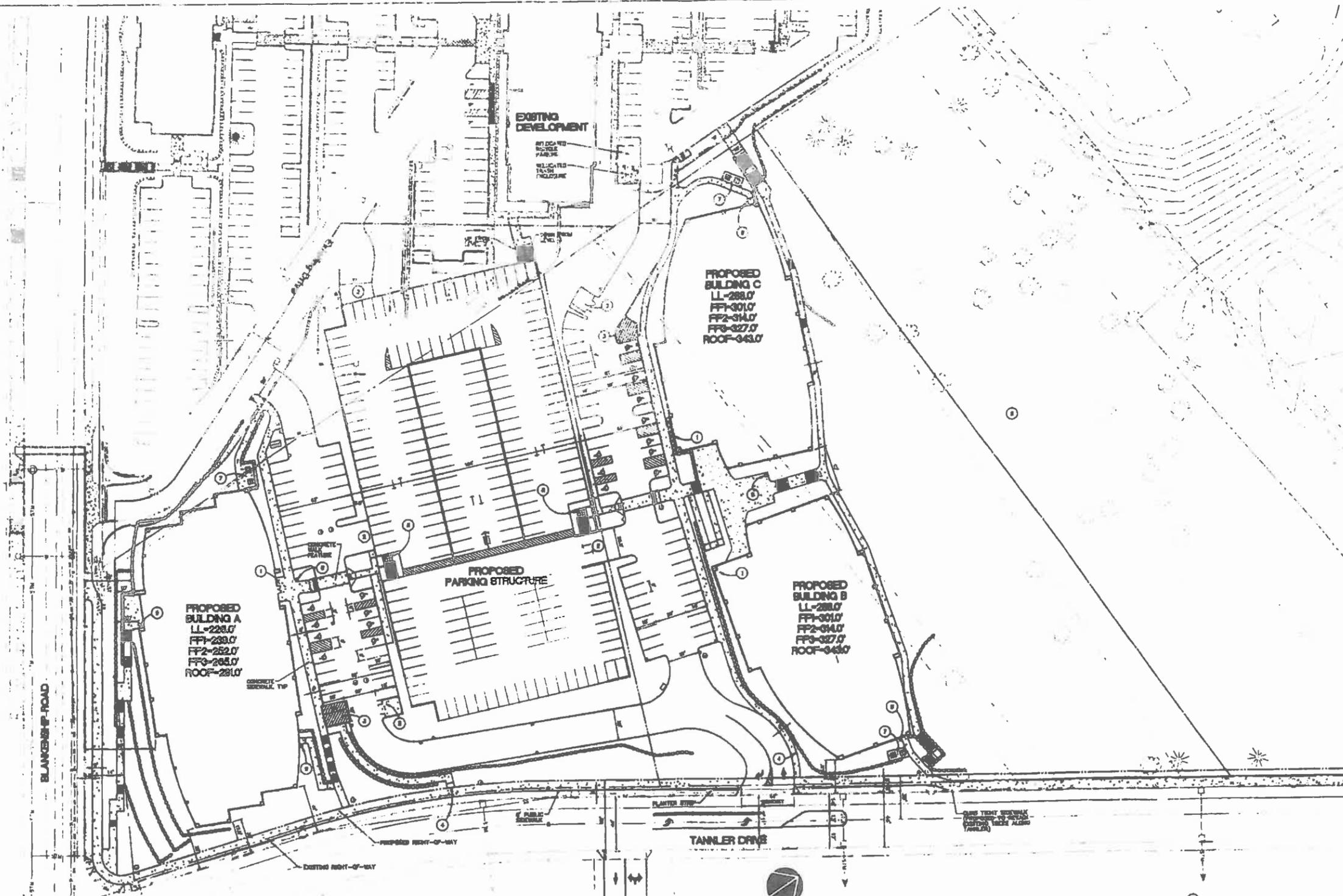
C2.0



LAND USE EXTENSION 8/22/06
 DESIGN REVIEW SUBMITTAL 8/22/06

JOB NO. 2000000.00

61



- LEGEND**
- PEDESTRIAN WALKWAY/PLAZA
 - LOADING AREA
 - LANDSCAPE IMPROVEMENT AREA
 - RETAINING WALL
 - FIRE HYDRANT
 - CATCH BASIN
 - MANHOLE
 - PROPERTY/RIGHT-OF-WAY LINE



- KEYNOTES**
1. 11 BICYCLE PARKING SPACES UNDER ENTRANCE CANOPY
 2. PARKING STRUCTURE ACCESS
 3. LOADING SPACE
 4. ADA ACCESS TO PUBLIC S.W.W.
 5. TRASH ENCLOSURE
 6. OPEN SPACE
 7. GENERATOR/TRANSFORMER LOCATION
 8. 8 TRASH RECEPTACLES ONE LOCATED NEAR ELEVATOR ON EACH FLOOR
 9. TRASH RECEPTACLE

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REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
 SITE PLAN

DRAWN BY: JEP
CHECKED BY: MSB
DATE: 8/22/06

C21

LAND USE EXTENSION 8/2/10
DESIGN REVIEW SUBMITTAL 8/22/06

ATTACHMENT 7: Planning Commission draft minutes of October 13, 2010



PLANNING COMMISSION / COMMISSION FOR CITIZEN INVOLVEMENT

Minutes of October 13, 2010

- Draft -

Members present: Chair Robert Martin, Vice Chair Michael Jones and Commissioners, Michael Babbitt, Laura Horsey, Christine Steel
Members absent: Dean Wood
Staff present: John Sonnen, Planning Director; Zach Pelz, Special Projects Planner; Khoi Le, Civil Engineer; and William Monahan, City Attorney

CALL TO ORDER

Chair Martin called the Planning Commission meeting to order in the Council Chambers of City Hall at 7:30 p.m.

APPROVAL OF MINUTES (N/A)

PUBLIC COMMENTS

David Rittenhouse, 2101 Greene St., President of the Savannah Oaks Neighborhood Association questioned whether MISC-10-14 was a *de novo* hearing. City Attorney Monahan advised it was a *de novo* (open) hearing on the question of whether the development approval met the applicable criteria for an extension of time. The Planning Commission would not reconsider the development review approval.

Alice Richmond, 3939 Parker Rd., invited people to donate children's toys for a benefit event.

PUBLIC HEARINGS

(Note: The staff reports and all related documents for the hearings are available through the Planning Department.)

MISC-10-14, Lot line adjustment and extension of previously approved 289,000 sq. ft. office campus and parking structure near 1870 Blankenship Drive

Chair Martin opened the public hearing and outlined the applicable criteria and procedure. He asked the Commissioners to declare any conflict of interest, bias *or ex parte* contact. All the Commissioners present had visited the site. Commissioners Jones and Babbitt served on the Planning Commission when it decided the original application. Commissioners Horsey and Steel each reported an *ex parte* contact. When invited by the Chair, no one in the audience challenged the authority of the Planning Commission or the ability of any individual Commissioner to hear the matter.

Staff Report

Zach Pelz, Special Projects Planner, presented the staff report (see Planning Staff Report dated October 13, 2010). In 2007 the City Council had heard an appeal of the Planning Commission decision to approve the development and upheld the decision after adding more conditions of approval. The staff found the approval qualified for a two-year extension to March 23, 2012. Extension provisions in CDC Chapter 99 called for making the proposal consistent with current code and correcting for errors, omissions or changes in fact since approval. But the City could not reverse previous judgment calls.

Pelz described the development. It was to be constructed in two phases. The approval required the developer to make street improvements. One improvement was to install a new traffic signal where the driveway intersected with Blankenship Road. The original lot line adjustment had been approved by the Planning Director in a separate review process, but never recorded, so it needed to be approved in the current process. Since the development had been approved the City had adopted new standards related to right-of-way and curb cut width, and ADA parking and signage. The current review dealt with those aspects and other things that had not been considered during the original approval process, including the location of bicycle parking, drainage across a walkway, and the location and amount of carpool and van pool parking. It also considered changes in surrounding properties. The applicant had modified the location of the access across from Tannler East. That met recommended Condition 5, Access Spacing. The staff had added Condition 7, Lot Line Adjustment, so the proposed lot line between lots 801 and 200 would be composed of straighter segments than the applicant proposed. The staff revised Condition 3(a) so it did not call for bumper guards. Interior sidewalks were wide enough that no bumper guards were required. Condition 4 was necessary to ensure the applicant corrected a situation where drainage crossed a walkway.

During the questioning period, Pelz confirmed that part of the proposed lot line adjustment was along infrastructure, but staff was recommending a different, straighter, demarcation because the code called for generally straight segments. He explained the new traffic signal was to be where the driveway met Blankenship Road because ODOT did not want it to be at the Tannler/Blankenship intersection where it might cause traffic to back up and block another intersection. He was not sure in which phases the street improvements would be constructed.

Applicant

Reece Conrad, Group Mackenzie, 1515 SE Water Ave. Ste. 100, Portland, Oregon 97214, stated that the applicant had no objection to the staff-recommended conditions of approval as long as the typographical error in Condition 3(b) was corrected to refer to "CDC Section 46.090(H)." During the questioning period Conrad indicated the applicant was willing to work out a straighter lot line adjustment that eliminated a zigzag, but they preferred to keep the segment they proposed along the driveway. He clarified that the applicant did not yet know how they would phase the roadway improvements. They would likely start with the traffic mitigation improvements associated with the building on the lower part of the hill because they planned

to build that building first. He clarified that the applicant did not know exactly when they would start the project because they had not yet found an occupant. But they had so much invested in the development already that they wanted to reach the point of "substantial construction" before the extension expired. He clarified the property owner and the City still had to work out how who would own the conservation easement area. He explained the applicant had not recorded the originally approved lot line adjustment because they had failed to keep track of that requirement.

Brent Ahrend, Group Mackenzie, the applicant's traffic engineer, anticipated that the signal at the driveway exit would cause the largest percentage of drivers to choose to exit there. Trip generation estimates were that if all 830 parking spaces were occupied, almost half of those drivers would exit the site during the PM Peak hour. The signal and turn lane were designed to accommodate that. Babbitt questioned the conclusion that traffic volume had decreased significantly between the 2006 and 2010 studies. Ahrend explained that 2006 study projections had factored in future volume generated by future new development in the area that had now been built. While traffic volume on Tannler had not changed much, traffic volume on Blankenship was lower now, likely because of the economy. The left turn from Tannler onto Blankenship was rated Level of Service (LOS) F because the delay there was greater than 50 seconds. But the signal at the site driveway would create more gaps in traffic on Blankenship and give drivers turning left onto Blankenship from Tannler more opportunities to make that turn.

Proponents

Alice Richmond, 3939 Parker Rd., observed that the extension was necessary due to the economic crisis. The applicant's representatives had explained how they would control traffic. She was not concerned about a 50-second delay at the intersection because the development would place offices and businesses where West Linn residents could patronize them without having to drive to another city. It would also generate tax revenue.

Opponents

David Rittenhouse, President of the Savannah Oaks Neighborhood Association, explained the neighborhood was concerned about traffic, an inadequate noise study, drainage/slope issues, the proximity of Building A to Blankenship Road, and the underground catch basin. He observed that the applicant did not propose any improvements to the Tannler/Blankenship intersection, which was failing. He questioned whether a "one-day study" of traffic was adequate. He suggested the proposed traffic mitigation was much less likely to be adequate now and when the economy improved than when the application was approved. He based that conclusion on the traffic study the applicant had submitted four years ago that anticipated a 3% annual growth rate in traffic and on the fact that traffic improvements had been made in a couple of other places along the corridor since then that improved the flow. He observed the proposed signal was across from an Albertson's center entrance and would cause congestion problems there as more and more drivers opted to turn at the signal rather than at the

Tannler/Blankenship intersection. He contended the noise study was inadequate because it did not offer proof that noise would meet the code standard. He said the application did not meet the code that called for looking for ways to preserve the existing topography. He advised the code called for all offsite improvements to be completed before any building permit was issued – it should not be allowed to be done in stages. He objected to allowing deferred compliance with the conditions of approval. He held that Building A was too tall and too close to Blankenship Road. The resulting “canyon” effect would affect pedestrians and the ambiance of the area. He advised the underground catch basin should be open because the City preferred such facilities to be outside where they were easier to monitor and maintain.

Rittenhouse testified that he had just received a packet containing many conditions of approval that neither he nor the Willamette Neighborhood Association had time to examine. But during the questioning period, he explained he would not ask for a continuance because that would extend the process another two weeks. Babbitt advised that the conditions of approval that the staff was recommending that related to the current extension request were in the staff report. The others Rittenhouse was referring to were likely the conditions of approval of the development application that had been in the record for several years since the original development application hearing and appeal. He recalled the development review process had addressed the issues that Rittenhouse raised. The original application contained a noise study that concluded the development met the code. The Planning Commissioners had initially been inclined to locate the signal at the Tannler/Blankenship intersection, but they had agreed to locate the signal at the driveway because ODOT did not want it at the intersection (where it would cause queuing issues). Rittenhouse served on the Tenth Street Task Force. He recalled the Task Force had considered alternatives and then recommended realigning Tannler to the west, through the complex. He explained he was not fighting the theory of having a light where it was proposed, but he was opposed to the actual application because the street that was to go through the complex was not a public street. He did not think it would work as ODOT said it would.

Ed Schwarz, 2205 Tannler Dr., asked the Commissioners to deny the extension and allow the “flawed” project to die so the applicant would have to submit a better application. His main concerns were that Building A would loom over Blankenship Road and that the application did not sufficiently mitigate traffic. He perceived that traffic was worse than it was three years ago, especially with the additional traffic generated by the new vet clinic. He held that a project the size the applicant proposed should have a much more extensive public and staff review. It was “the wrong project in the wrong place at the wrong time.” He advised that the code allowed the Commission to deny it because it said the Planning Commission “may” grant an extension. He recalled the expert the Savannah Oaks Neighborhood Association had hired to review the applicant’s noise study had found it inadequately demonstrated the development would meet the code.

Roberta Schwarz, 2206 Tannler Dr., pointed out the applicant had conducted the traffic study about a week before the vet clinic opened. She reported that the lot line adjustment had never been presented to the Savannah Oaks Neighborhood Association. She reasoned that because

the proposed development was worse than a similar, earlier, development that people disliked, the City did not intend to allow developments as large as the applicant's project to have an extension of approval time. She stressed that the applicant would build a seven-story building right next to the sidewalk. She stressed that the intersection had a Level of Service F and would continue at that rating. Her own experience was it had gotten harder to make a left turn there. She questioned why the City should make it harder for residents to get in and out of their homes in return for empty office space. The applicant did not have anyone ready to move in and did not know when they would have an occupant. She asked the Planning Commission to deny the application.

Rebuttal

Conrad recalled the previous development approval process had examined noise and drainage so those issues were not pertinent to the extension hearing. The building along Blankenship complied with all the height and setback requirements and the applicant had used terracing and landscaping to minimize its appearance. Ahrend said traffic volume had decreased since the 2006 study. He clarified that the May traffic count did include vet center traffic. The center had actually opened in April, but the opening ceremony was not until June. Even if it had not been counted, that use would generate about 20 Peak Hour trips, which would not be enough to bring the volumes back up to where they were in 2006. He observed that Rittenhouse had testified that he and the Tenth Street Task Force liked the alternative that directed traffic through the site, but he did not want it there because it came out at the Albertson's driveway. He pointed out that one condition of approval of the development permit was that the applicant would work with the City to change their traffic mitigation plan if the City and ODOT found a better way to mitigate traffic in the Tenth Street corridor.

Mike Robinson, Perkins Coie LLC, 1120 N.W. Couch Street, Portland, Oregon 97209-4128, advised that the application met Chapter 99 criteria for an extension and the applicant agreed with the staff report and recommendations. The applicant was seeking to preserve their investment in a bad economy. The extension ordinance was being properly used. There was nothing in the record of City Council approval of the extension ordinance that showed they intended it to only apply to small projects. The City had had three years to write code to ensure a development like this could not be approved again, but it had not done that. The development met the applicable approval criteria three years ago and still did. No one had proved otherwise. Staff had done a thorough analysis that looked at every new CDC criterion that had been adopted since the original development approval. The fact that Rittenhouse was able to say everything he wanted to say that night showed the hearing was a *de novo* hearing. He held the application met the applicable criteria and it was the Planning Commissioners' duty to approve the extension.

During the questioning period, Robinson advised that if the project reached the point of "substantial construction" before the extension period expired the developer was allowed to continue and finish the project. The entire project did not have to be finished and occupied by the expiration date. He pointed out the CDC defined "substantial construction." Pelz

projected the code definition onto the large meeting room screen for all to read. It said any of the following had to have taken place to be "substantial construction:"

- Utilities installed to serve the project
- Approved grading had been undertaken representing at least 25% of all the required preliminary grading
- Foundation excavation had occurred
- Foundation or building construction had occurred
- Street improvements were being installed, or,
- Major physical improvement required as part of the approved permit had clearly begun.

When asked, Pelz said he understood that reaching "substantial construction" by the extension expiration date would vest the entire development, not just one phase of it. He observed the original development approval did not establish any time limits for phasing and the Section 99.325 extension provision did not mention phasing. Monahan confirmed that once vested, the developer had an indefinite time in which to finish the development.

Horsey observed the City Council approval record showed they talked about the phases. Section 99.125 required an applicant to set the scope of phases. She suggested the Planning Commission require the applicant to tie each of the street, sidewalk, trail, landscaping, lighting and other improvements called for in the conditions of approval to a phase. Monahan and Sonnen pointed out that the Council decision imposed Condition 9, which connected some improvements to phases.

Condition 9. Prior to occupancy of the lower building on the site, the applicant shall have completed all street and traffic improvements listed as "Phase I mitigation" in the application, particularly, the November 3, 2006 letter from the applicant's traffic engineer, including the recommendations from city traffic consultant Carl Springer in his memorandum dated October 30, 2006, and the recommendations of the Oregon Department of Transportation (ODOT) contained in their letters of November 21, 2006. Prior to occupancy of either of the two upper buildings on the site, the applicant shall have completed all improvements listed as "Full Development Mitigation" in the application, as stated in the same letter as above, and as modified or amended by the recommendations of Carl Springer and ODOT dated October 30, 2006 and November 21, 2006 respectively. All improvements must be coordinated with and approved by the City, and ODOT in their areas of responsibility.

Horsey suggested there might be an omission in the application itself to be addressed in the extension hearing, because it did not conform to Section 99.125 requirements that an applicant who proposed a project in phases had to set forth the timing of each phase in the application. Pelz recalled that appellants had based part of their appeal (AP 07-01) on a contention of improper phasing. The Findings explained why the Council had dismissed that argument. Horsey asked how the staff connected improvements to phases in practice. Sonnen explained they were guided by Section 99.125 regarding project phasing: "Each phase shall also install all necessary improvements to serve the development within that phase." Anything necessary to support the demands of what was to be built in each phase would also have to be built. That would include stormwater facilities and offsite work. Khol Le, Engineering Department, pointed out that Condition 9 required Phase 1 mitigation (the major traffic improvements) to be done prior to occupancy of Building A. He advised that the City typically

required the other street, lighting and sidewalk improvements connected with it to be done as well. Robinson said he thought the applicant would not only do what Condition 9 required but would work with the staff to do everything that fit the lower stage before the building was occupied.

Babbitt asked for clarification that each individual phase had to reach the point of "substantial construction." Robinson said that was not his understanding. A staged development had been approved and an extension would extend the multiphase development approval. So if the project reached the point of substantial construction within the extension period, both phases were vested. That was consistent with Oregon vesting law. After vesting the developer had as much time as they needed to build Phase 1 and Phase 2. Monahan confirmed that. Robinson distinguished between how the code treated land divisions and other applications, such as design review. Land divisions had to be platted and recorded by the approval expiration date. Since the City did not allow bonding, all the improvements had to be installed by that date because a plat could not be recorded without the related improvements. But design review was different. The applicant just had to substantially complete the development (not each phase) before the expiration date. Then they could do their staged development. In this case there was no land division.

Pelz confirmed that the findings in West Linn City Council Final Decision Notice AP 07-01 addressed every issue that Rittenhouse had raised in his testimony that night. Among them were findings that the applicant's noise analysis was adequate; phasing of the development was appropriate; the underground detention tank was appropriate; and the applicant's traffic mitigation measures were appropriate. He acknowledged that the staff report did not include a copy of the Planning Commission decision or the minutes of the Planning Commission hearing.

Babbitt asked how the City would handle the situation if the Albertson's site were redeveloped and that applicant had to make street improvements, but the current applicant's site was still undeveloped and they had not made their street improvements. Monahan advised the City could only look at each individual application and apply rough proportionality to determine what level of improvements that applicant should be required to make.

Deliberations

Chair Martin closed the public hearing and polled the Commissioners. Babbitt indicated he did not feel his questions had been adequately answered. He was concerned about partial completion of only one phase. His personal feeling was that traffic in the area of the site had gotten worse. Steel indicated that her questions had been answered and she believed the application met Section 99.325 requirements for granting an extension. She observed that the hearing had ranged far afield from the applicable criteria. Commissioner Jones observed the Commissioners had spent much of the hearing discussing the original application, which had been approved, and issues that were not relevant to the extension decision. He had heard that traffic had not increased and there was no evidence to the contrary; and that the original conditions of approval were not "omissions." He had heard nothing that demonstrated the

extension should not be granted. He said it should be granted. Horsey related that she was inclined to approve the extension. She liked the way the plan used open space to buffer the nearby residential area. She accepted that the issues of noise, drainage, building height and setback were not pertinent to the extension decision. She appreciated that the applicant was willing to work with the City if a new solution for Tenth Street corridor traffic was found. But it was not clear enough which improvements were going to be connected to which phase and she was wrestling with the prospect that the development would reach the minimum necessary for vesting and then remain unfinished for an indefinite period. Chair Martin was not completely convinced there was less traffic now. When the economy rebounded traffic would become worse. The intersection was at LOS F. ODOT and the Tenth Street Task Force had not yet determined how to fix that, but the applicant had testified a signal at the driveway would improve the flow. That was the practical thing to do to bring about a better traffic situation. He saw no reason not to grant the extension. The applicant had done all they could to mitigate the traffic problem. To deny the extension and force the applicant back to the drawing board was not ethical and they would likely not be able to solve the traffic problem.

Commissioner Jones moved to approve MISC 01-04/LLA -10-03 with the modifications recommended by the staff and with the reference in Condition 3(b) corrected to "CDC Section 46.090(H)." Steel seconded the motion and discussion followed. Babbitt confirmed that he did not see anything in the code that would address the issue that once vested, the project could remain unfinished for a very long time. Horsey shared his concern. The vote was conducted and the motion passed 4:1. Babbitt voted against.

ITEMS OF INTEREST FROM STAFF (None)

ITEMS OF INTEREST FROM THE PLANNING COMMISSION

Babbitt and Horsey suggested the Planning Commission schedule a work session to discuss issues the extension hearing had raised, including, what was "substantial construction" and how should it be related to phased development? Horsey suggested the CCI should look into the notice issue that Rittenhouse had raised. Babbitt suggested the minutes of the Planning Commission development approval hearing should be should be part of the record in an extension application because they showed how the Commissioners had resolved issues.

ADJOURNMENT

There being no other business, Chair Martin adjourned the Planning Commission meeting at 10:42 p.m.

APPROVED:

Robert Martin, Chair

Date

ATTACHMENT 5: Planning Commission's decision

WEST LINN PLANNING COMMISSION

FINAL DECISION NOTICE

MISC-10-14/LLA-10-03

**IN THE MATTER OF THE PROPOSAL OF A TWO-YEAR EXTENSION OF APPROVAL
AND LOT LINE ADJUSTMENT FOR A 289,000 SQUARE FOOT OFFICE COMPLEX
(PREVIOUS APPROVAL FILE AP-07-01) AT THE NORTHWEST CORNER OF THE
INTERSECTION OF TANNER DRIVE AND BLANKENSHIP ROAD**

At their meeting of October 13, 2010, the West Linn Planning Commission held a public hearing to consider the request by Blackhawk, LLC to approve a two-year extension of development entitlements for a 289,000 square-foot office complex, originally approved as AP-07-01, as well as a new lot line adjustment, at the northwest corner of Tanner Drive and Blankenship Road. This proposal required approval of a two-year extension and lot line adjustment. The approval criteria regarding Extensions are found in Community Development Code (CDC) Section 99.325. The criteria for lot line adjustments are found in CDC Section 85.210. CDC Chapter 55 establishes the provisions for Design Review and Chapter 21 establishes the provisions for development in the OBC zone. The hearing was conducted pursuant to the provisions of CDC Chapter 99.

The hearing commenced with a staff report presented by Zach Pelz, Special Projects Planner. Rhys Konrad and Brent Ahrend of Group Mackenzie and Michael Robinson of Perkins Coie gave the applicant's presentation. Alice Richmond spoke in favor of the application. David Rittenhouse presented arguments in opposition to the application on behalf of the Savanna Oaks Neighborhood Association. Ed and Roberta Schwarz also testified in opposition to the application. Messrs. Konrad, Ahrend and Robinson provided the applicant's rebuttal.

A motion was made, seconded, and passed to approve the application with seven new findings, with revisions to Conditions of Approval 3(a) and 3(b), and with the removal of Condition of Approval 5.

The new findings are as follows:

1. The Planning Commission found that the provision of bumper stops near walkways adjacent to interior parking spaces was unnecessary as the applicant's plans indicated that such walkways were proposed to be 2-feet wider than the required minimum width of 6-feet; therefore, satisfying the criterion in CDC Section 46.150(A)(11). The Planning Commission further determined that because Condition of Approval 3(a) is still relevant to staff finding number 4 (regarding the need to submit signage detail and detail for possible bumper guards elsewhere on site), the condition would be modified to only remove that language requiring consistency with 46.150(A)(11).

2. The Planning Commission found that Condition of Approval number 3(b) included a scrivener's error and modified the reference in that condition from CDC Section 46.080(H) to 46.090(H).
3. The Planning Commission found that the City lacked the necessary authority to enforce Condition of Approval 5, which required the applicant to modify the proposed location of the site access onto Tannler Drive. CDC Section 48.025(B)(6) requires that established driveways which have access onto collector roadways be spaced a minimum of 150-feet apart. The Planning Commission found that although the existing configuration of the Tannler East property limited their future access to a point along Tannler Road that would be less than 150-feet from the applicant's proposed driveway location on Tannler Road, the access separation requirement refers to established driveways and therefore the applicant's proposal satisfied CDC Section 48.025(B)(6).
4. The Planning Commission determined that testimony presented in opposition to the application regarding building location, inadequate noise study, improper phasing, deferred compliance with CDC criteria, underground stormwater detention, and traffic mitigation, was adequately discussed and decided upon in the City Council's findings in AP-07-01, and was not subject to further review in this decision per CDC Section 99.325 as it did not pertain to errors and omissions, code changes, or other changes in fact.
5. The Planning Commission found the applicant's traffic analysis update, dated June 11, 2010, with traffic counts conducted in May 2010 (pp.112-133 of staff report), adequate to support the validity of the applicant's original traffic impact analysis prepared August 2006 and adequate to satisfy criterion 99.325(A)(2) regarding "changes in fact that directly impact the project". The Planning Commission further determined that because the Veteran's Administration (VA) clinic opened in April 2010, the traffic analysis update did include at least a portion of the new trips generated by that facility.
6. The Planning Commission determined that 2-year extensions of land use entitlements as granted under CDC Section 99.325 were not limited to small projects or individual homeowners as raised during public testimony, as no text in Section 99.325 provides for such limitations in the applicability of extensions.
7. The Planning Commission found that the City's notice satisfied CDC Section 99.090 and reflected the City Council's intent of de novo hearings for 2-year extension requests.

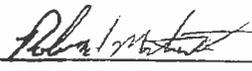
The approved conditions of approval are as follows:

1. Site Plan. With the exception of modifications required by these conditions, the project shall conform to the site plan in Exhibit PC-3, sheet C2.1, dated August 4, 2010.

2. **Previous Approval.** Unless modified by these conditions, the project shall conform to the conditions of original approval contained in file AP-07-01.
3. **Parking.**
 - a. The applicant shall provide to the City Engineer detailed specifications for signage and bumper guards with the submittal of the construction plan package.
 - b. The applicant shall identify the quantity and location of car/vanpool parking, consistent with CDC Section 46.090(H), at time of submittal of the construction plan package.
 - c. The applicant shall sign 3 of the 17 ADA accessible parking spaces as "Wheelchair Use Only," and include a clear aisle of at least 96 inches in width per CDC Subsection 46.150(B)(5). Detail regarding the location and design of these spaces, including the required signage, shall be submitted with the construction plan package.
 - d. The applicant shall indicate the location and design of on-site signage directing bicyclists to appropriate bicycle parking facilities at time of submittal of the construction plan package. Also, prior to the construction plan submittal, the applicant shall modify their plans to ensure that no bicycle parking is located more than 50-feet from the entrances to the three proposed buildings. The applicant shall maintain at least 15 covered bicycle parking spaces upon the relocation of these facilities to within 50-feet of the proposed building entrances.
4. **Drainage.** Prior to the issuance of grading permits, the applicant shall modify the drainage plan to prevent storm water drainage from crossing the designated walkway between the north entrance to proposed Building A and the proposed parking structure, subject to the City Engineer's approval consistent with Subsection 46.150(A)(17).
5. **Curb Cuts.** The applicant shall modify their plans to show a curb cut width for the access driveway onto Tannler Drive no greater than 36-feet, as measured at the face of the curb from curb wing-tip-to curb wing tip. These plans shall be submitted with the construction plan package.
6. **Lot Line Adjustment.** The applicant shall modify the proposed configuration of lots 801 and 200 to reduce the number of deviations from generally straight segments per CDC Section 85.210(A)(4) while maintaining consistency with the dimensional standards in 85.210(A)(2), as approved by the Planning Director.

This decision will become effective 14 days from the date of mailing of this final decision as identified below. Those parties with standing (i.e., those individuals who submitted letters into

the record, or provided oral or written testimony during the course of the hearings, or signed in on an attendance sheet or testimony form at either of the hearings, or who have contacted City Planning staff and made their identities known to staff) may appeal this decision to the West Linn City Council within 14 days of the mailing of this decision pursuant to the provisions of Chapter 99 of the Community Development Code. Such appeals require a fee of \$400 and a completed appeal application form along with a discussion of the specific grounds for appeal to the Planning Director prior to the appeal-filing deadline.



ROBERT MARTIN, CHAIR
WEST LINN PLANNING COMMISSION

10/19/2010

DATE

Mailed this 20 day of October, 2010.

Therefore, this decision becomes effective at 5 p.m., November 3, 2010.

Devrev/projects folder/projects 2010/MISC-10-14/MISC-10-14 Final Decision

June 11, 2010

City of West Linn
Attention: Tom Soppe
22500 Salamo Road
West Linn, OR 97068

Re: **Willamette 205 Corporate Center Phase II**
Extension Traffic Analysis
Project Number 2060016.10

Dear Tom:

Group Mackenzie prepared this traffic analysis update for the two-year design review extension for the Willamette 205 Corporate Center Phase II office building project. Engineering comments provided at the May 6, 2010 pre-application conference requested an updated traffic analysis and recommendations based on changes to the Community Development Code, the new Transportation System Plan, ITE Trip Generation rates, and other manuals such as MUTCD and Highway Capacity Manual. Based on our review, the original traffic analysis, prepared in August 2006, is still valid and there is no need to prepare an updated analysis for the reasons noted below.

COMMUNITY DEVELOPMENT CODE

Several changes to the applicable CDC have been made since the project approval. These changes are addressed below.

48.010 – requires implementation of access management techniques. The project proposes to share access with the adjacent building at a location on Blankenship opposite the Albertsons' driveway. A second site driveway is proposed directly to Tannler Drive, outside of the influence area of any other driveways or intersections. The driveways as proposed meet this standard.

48.0825 – addresses access control, requiring adequate levels of service on roadways and consolidated access locations if practicable. The original traffic analysis includes mitigation to provide adequate levels of service on area roadways, and a shared access is proposed on Blankenship Road. Driveway spacing standards for collector roadways such as Blankenship and Tannler along the site frontage are 150 feet for private driveways. As proposed, the site driveways meet this standard at approximately 250 feet on Blankenship and 645 feet on Tannler.

55.125 – This section of the code simply states changes to the site plan may be necessary based on the traffic analysis findings. The original traffic analysis already addressed access locations and site circulation, and did not recommend any changes to the currently proposed site plan. It also references 85.170(B)(2), which identifies the traffic study requirements. The original traffic study meets these requirements.

Heritage Building
601 Main Street, Suite 101 | Vancouver, Washington 98660
Tel: 360.695.7679 | www.grpmack.com | Fax: 360.693.6637

Group
Mackenzie,
Incorporated

Architecture
Interiors
Structural
Engineering
Civil Engineering
Land Use Planning
Transportation
Planning
Landscape
Architecture

Locations:

Portland, Oregon
Seattle, Washington
Vancouver, Washington

TRANSPORTATION SYSTEM PLAN/COMPREHENSIVE PLAN

The City of West Linn updated their TSP in 2008, after the original project approval. The TSP does not include any new roadways or projects in the site vicinity that would change the original traffic analysis findings. Improvements are still identified along the 10th Street corridor.

Along with the updated TSP, changes in the Comprehensive Plan Goal 12: Transportation were made in late 2008 (Ordinance No. 1584). Changes include an identified group of improvements on 10th Street including improved signal timing, adding lanes, and restricting movements. Updated policies include having new development pay their fair share toward transportation improvements, requiring traffic impact analyses, and mitigation of specific development impacts. The project meets these goals as currently approved and conditioned. No changes are required.

A level of service "D" condition is the preferred minimum for all facilities. The project meets this level of service standard, with all intersections operating at a "D" with proposed mitigation, except for an unsignalized left turn to Blankenship Road. It is recognized that not all unsignalized turning movements can be mitigated due to limits on traffic signal installation and the availability of alternate routes. The conditions of approval recognize that a traffic signal can be installed at the intersection of Blankenship with Tannler or at the Albertsons and site driveway location on Tannler, but not at both locations.

A new pedestrian policy requires developers to include pedestrian facilities and walkway connections within the development and to adjacent land uses. The proposed internal walkways and sidewalks along Tannler and Blankenship meet this requirement.

ITE TRIP GENERATION

The original analysis used the 7th Edition of ITE's *Trip Generation* to estimate trips for the three buildings, based on rates for Land Use Code 710, General Office Building. The 8th Edition of *Trip Generation* was published in 2008; however, there were no changes in the trip rates for General Office Building. The estimated trip generation would not change from the original analysis.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The MUTCD was updated in 2009 from the 2003 version used in the original traffic analysis. The only MUTCD reference was in the review of traffic signal warrants, specifically the peak hour warrant. No change was made in the peak hour warrant in the 2009 MUTCD. The original analysis is consistent with the current standard.

HIGHWAY CAPACITY MANUAL

The original analysis was prepared using the 2000 HCM. The 2010 HCM is scheduled for release in December 2010, so no changes in the capacity analysis would be required at this time.

TRAFFIC VOLUMES

Traffic counts used in the original analysis were conducted in February 2006. In addition to the counts, future traffic volume estimates included in-process projects and a general background growth rate of 3%. The in-process project list included the Tannler East project, all in-process projects included in the Tannler East traffic study (Willamette Marketplace, 145 residential lots), and the Fields Park II and Cove Place subdivisions.

Updated traffic counts were conducted in May 2010, at the intersections of Blankenship Road with Tannler Drive and Salamo/10th Street, to compare volumes with the original analysis. These two intersections are the closest to the site, and the location at which the project would have the greatest impact.

At the intersection of Blankenship/Tannler, traffic volumes have decreased from 2006 to 2010 by approximately 8%. At the Blankenship/Salamo/10th Street intersection, volumes have decreased by 3.5% in both the AM and PM peak hours. This decrease in volumes has occurred even with the development activity in the area that was included as in-process trips. The attached figure presents the 2006 and 2010 traffic counts.

With a reduction in traffic volumes since the original analysis, any update would show traffic conditions slightly improved. Therefore, the findings and recommendations of the original analysis are still valid, and an updated traffic analysis is not needed.

10TH STREET AREA PLAN

The City's TSP includes a 10th Street Area Plan as Appendix I. This plan identifies options for addressing many of the existing and anticipated future deficiencies in the corridor.

Three options are considered for the Tannler Drive intersection with Blankenship. Option 1 would install a traffic signal at the west driveway serving Albertsons and the driveway proposed to be shared with the project, while limiting the Tannler intersection to right turns. This is most similar to the project proposal. Option 2 would align Tannler to the east, opposite 10th Street, which would also work with the proposal. Option 3 would align Tannler through the project, aligning opposite the west Albertsons' driveway. This option would impact the project and has cost and grade issues.

Several improvements along the 10th Street corridor are recommended for advancement, including roadway widening to provide two through lanes, turn lanes at the Blankenship/Salamo intersection, added turn lanes at the northbound I-205 off-ramp, and upgraded traffic control at the west Albertsons' driveway. All of these improvements are conditioned in full or part on the proposed project.

A single-point urban interchange has been recommended for the long-term interchange improvement. Such an improvement would be expensive, requiring modification to the existing freeway overpass structures. In the interim, improvements can be made to the existing intersection alignment to address capacity concerns, as has been proposed and conditioned on the project.

Further, Condition 14 of the Final Decision allows for modification to the project conditions related to 10th Street improvements if an alternate improvement is found to be preferable by the City.

TRAFFIC CONDITIONS OF APPROVAL

The current project approval requires improvements at the proposed site access locations on Tannler Drive and Blankenship Road, as well as off-site improvements along the 10th Street corridor (Condition 9). Specifically, the following improvements will be made.

Phase 1 Mitigation

1. Widen the eastbound Blankenship approach to 10th Street to provide full-width through and right-turn lanes, providing 250 feet and 200 feet of queuing, respectively.
2. Install a traffic signal at the intersection of Tannler with Blankenship with permitted left-turn phasing on Blankenship and split phasing for Tannler and the Albertsons' driveway OR install a traffic signal at the intersection of Blankenship and the western Albertsons' driveway.
3. If a signal is installed at the Tannler/Blankenship intersection, lengthen the existing left-turn lane from Blankenship to the east Albertsons' driveway from 100 feet to 150 feet with a short transition area.
4. Provide two lanes southbound on 10th Street, ending in a left-turn trap lane at the I-205 northbound ramps.
5. Stripe the Tannler approach at Blankenship to provide a 300-foot left-turn lane.
6. Stripe a 100-foot left-turn lane on Tannler at the site access.
7. Lengthen the northbound off-ramp to provide 200 feet of storage in the left- and right-turn lanes.
8. Coordinate the proposed signal on Blankenship at Tannler (or the site driveway) and the 10th Street/I-205 northbound ramps with the existing signals on 10th Street at Blankenship/Salamo and the I-205 southbound ramps.
9. Provide sight distance in accordance with AASHTO standards at the site driveways on Blankenship and Tannler. Landscaping and retaining walls should be placed such that there are no obstructions within the clear vision area.

City of West Linn
Willamette 205 Corporate Center Phase II
Project Number 2060016.10
June 11, 2010
Page 5

10. Restripe the existing through-lane approach at the intersection of Blankenship and 10th Street to allow for left turns and through movements from the rightmost lane. This would require modifications to the traffic signal heads on this approach and minor changes to the signal operations.

Full Development Mitigation

1. Provide all Phase 1 mitigation measures.
2. If a traffic signal is installed at Blankenship/Tannler, modify signal timing to provide protected/permitted left-turn phasing for westbound left turns.
3. Add a second eastbound right-turn lane on Blankenship at 10th Street. With a signal at the Tannler intersection, this lane should extend back to the intersection with Tannler Drive to provide 200 feet of queuing. With a signal at the site driveway, the second lane can taper back to a single lane at the Tannler intersection.
4. Provide a second northbound through lane along 10th Street from 200 feet south of the I-205 northbound ramp intersection to Blankenship, where the two through lanes align with the existing left- and right-turn lanes.
5. Extend the northbound left-turn lane on 10th Street at the I-205 southbound ramp to 300 feet.

Based on our review of the updated City of West Linn code and policies, as well as accepted traffic engineering standards, the original traffic analysis is still consistent with the applicable documents. Further, traffic counts conducted in May 2010 are 3.5% lower than the 2006 counts used in the original analysis. Therefore, the original traffic analysis does not need to be updated for this application extension.

Please contact us if you have any questions regarding this analysis.

Sincerely,



Brent Ahrend, PE
Traffic Engineer

Enclosures: Volume Figure
Traffic Counts

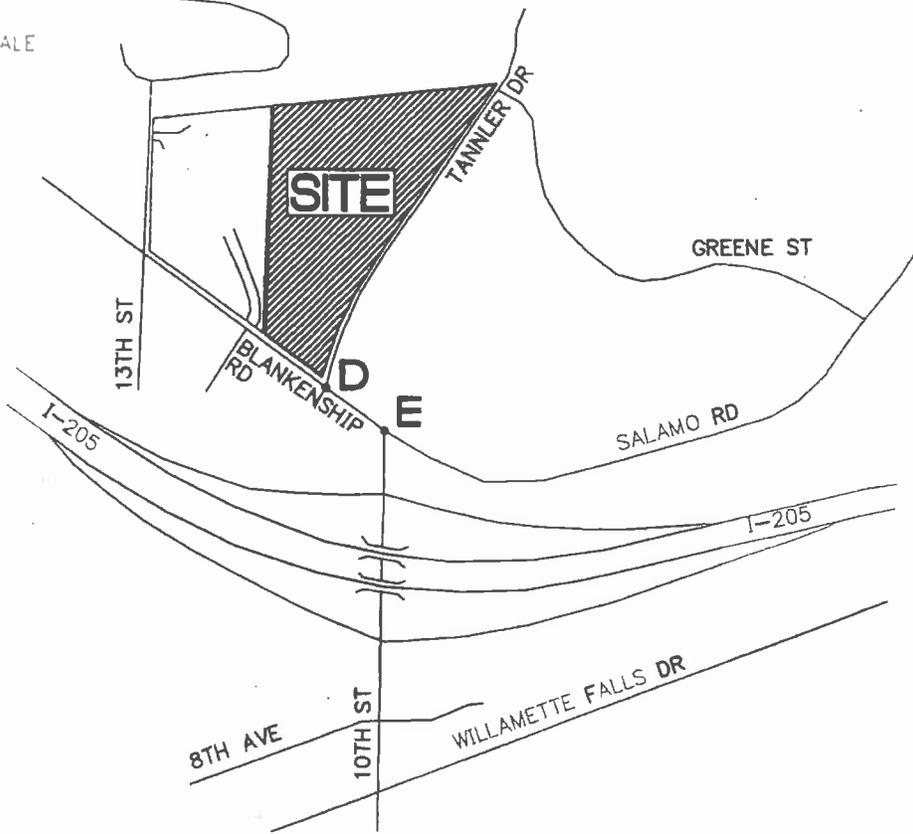
c: Jeff Parker – Blackhawk, LLC
Rhys Konrad, Tom Wright, Bob Thompson – Group Mackenzie



EXPIRES: 12/31/11

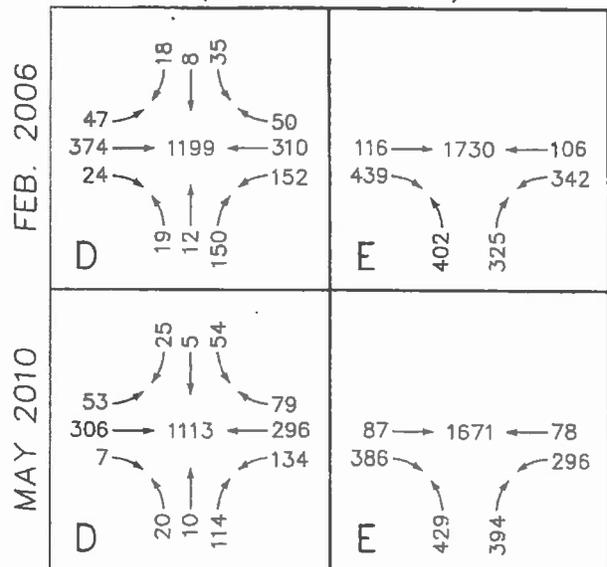
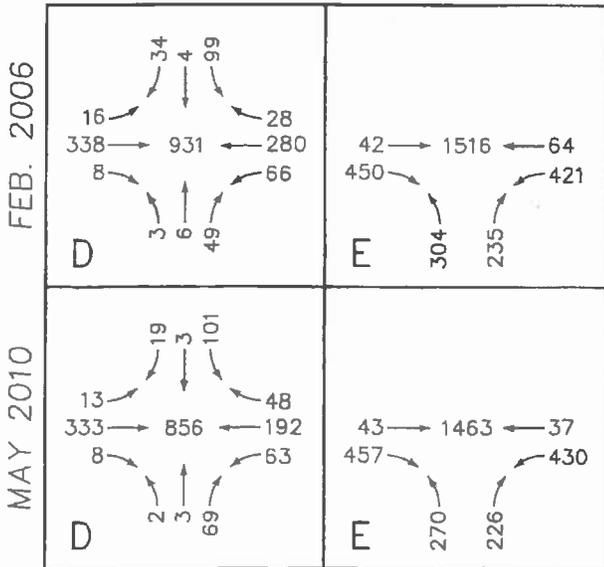


NOT TO SCALE



AM PEAK HOUR VOLUMES
(7:30-8:30 AM)

PM PEAK HOUR VOLUMES
(5:00-6:00 PM)



GROUP

MACKENZIE

Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9560 360.895.7678 253.471.0561 206.749.9993

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DATE: 06.11.10

DRAWN BY: DAH

CHECKED BY: BTA

JOB NO:
2060016.10

2006 AND 2010 WEEKDAY
PEAK HOUR TRAFFIC

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

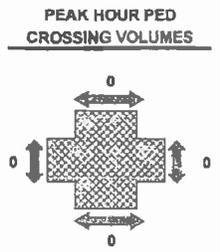
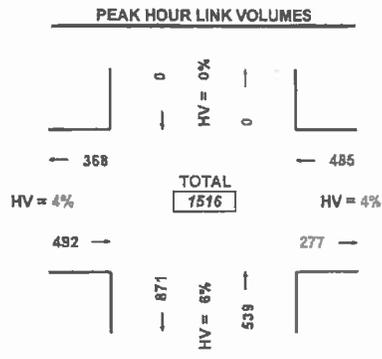
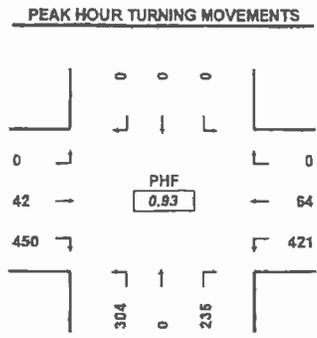
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INTERSECTION: 10th St.-/Blankenship Rd.-
 PROJECT ID#: 2060016
 QC JOB #: 10142103

START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/2/2006



QUALITY COUNTS
 10203 SW 60th AVENUE, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503 620-4545
 email: jrw@qualitycounts.net
 www.qualitycounts.net



PEAK HOUR: 7:30 AM TO 8:30 AM

PEAK 15 MINUTES: 7:30 AM TO 7:45 AM

5-MINUTE COUNT PERIOD BEGINNING AT	10th St.- (Southbound)			Blankenship Rd.- (Westbound)			10th St.- (Northbound)			Blankenship Rd.- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	0	0	0	0	1	31	9	0	15	31	2	0	0	0	0	0	89	0
7:05 AM	0	0	0	0	1	26	15	0	12	47	1	0	0	0	0	0	102	0
7:10 AM	0	0	0	0	2	31	10	0	17	43	5	0	0	0	0	0	108	0
7:15 AM	0	0	0	0	5	36	6	0	17	38	5	0	0	0	0	0	107	0
7:20 AM	0	0	0	0	7	33	11	0	17	39	0	0	0	0	0	0	107	0
7:25 AM	0	0	0	0	12	44	14	0	18	43	5	0	0	0	0	0	136	0
7:30 AM	0	0	0	0	4	46	13	0	17	41	4	0	0	0	0	0	125	0
7:35 AM	0	0	0	0	7	38	14	0	22	54	5	0	0	0	0	0	140	0
7:40 AM	0	0	0	0	7	45	14	0	24	47	5	0	0	0	0	0	142	0
7:45 AM	0	0	0	0	7	49	30	0	28	32	0	0	0	0	0	0	146	0
7:50 AM	0	0	0	0	1	34	24	0	29	36	4	0	0	0	0	0	128	0
7:55 AM	0	0	0	0	5	34	21	0	29	36	3	0	0	0	0	0	128	0
8:00 AM	0	0	0	0	7	32	16	0	21	37	5	0	0	0	0	0	118	0
8:05 AM	0	0	0	0	0	29	14	0	22	28	7	0	0	0	0	0	100	0
8:10 AM	0	0	0	0	3	23	18	0	26	37	1	0	0	0	0	0	108	0
8:15 AM	0	0	0	0	7	35	15	0	37	33	2	0	0	0	0	0	129	0
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8:45 AM	0	0	0	0	2	37	17	0	23	25	1	0	0	0	0	0	105	0
8:50 AM	0	0	0	0	4	27	27	0	25	27	6	0	0	0	0	0	116	0
8:55 AM	0	0	0	0	6	29	33	0	28	22	3	0	0	0	0	0	121	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
7:00 AM	0	0	0	0	59	447	181	0	245	487	39	0	0	0	0	0	1458	0
7:15 AM	0	0	0	0	85	443	195	0	270	488	44	0	0	0	0	0	1485	0
7:30 AM	0	0	0	0	84	421	235	0	304	450	42	0	0	0	0	0	1516	0
7:45 AM	0	0	0	0	55	388	278	0	322	407	37	0	0	0	1	0	1487	1
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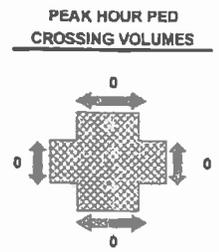
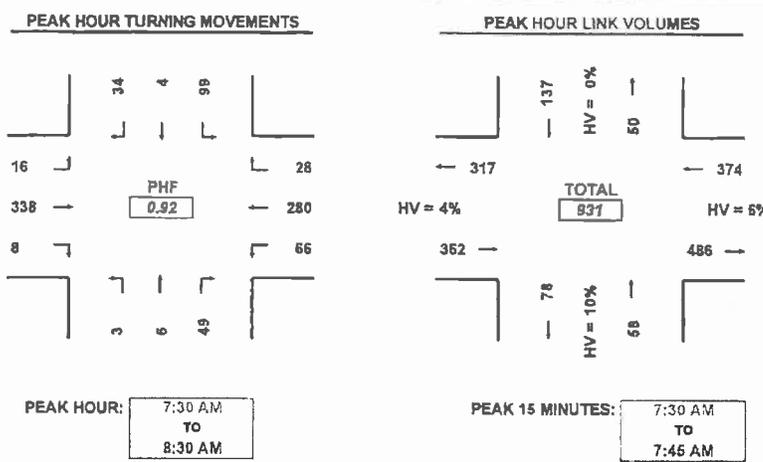
Version 3.1

INTERSECTION: *Tanner-Blankenship-*
 PROJECT ID#: 2060016
 QC JOB #: 10142104

START TIME: 7:00 AM
 END TIME: 9:00 AM
 DATE: 2/6/2006



QUALITY COUNTS
 15205 SW 89th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503-620-4545
 email: jrw@qualitycounts.net
 www.qualitycounts.net



5-MINUTE COUNT PERIOD BEGINNING AT	Tanner- (Southbound)			Blankenship- (Westbound)			Tanner- (Northbound)			Blankenship- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	1	1	9	1	13	5	3	0	0	1	16	0	0	0	0	50	0	
7:05 AM	0	0	9	2	8	3	3	0	1	1	36	1	0	0	0	64	0	
7:10 AM	2	0	6	1	9	2	5	0	0	1	35	1	0	0	0	62	0	
7:15 AM	5	1	6	1	15	8	4	0	0	1	30	0	0	0	0	71	0	
7:20 AM	3	1	8	1	12	9	9	0	0	1	26	3	0	0	0	73	0	
7:25 AM	3	0	6	1	20	3	6	0	0	1	35	0	0	0	0	75	0	
7:30 AM	2	0	10	0	22	2	1	0	0	1	39	2	0	0	0	79	0	
7:35 AM	7	0	14	5	16	3	3	0	0	1	37	0	0	0	0	86	0	
7:40 AM	4	1	10	2	24	7	4	1	0	1	34	0	0	0	0	88	0	
7:45 AM	2	0	9	2	32	4	1	1	1	0	22	1	0	0	0	75	0	
7:50 AM	5	0	6	2	22	6	2	0	0	0	32	3	0	0	0	78	0	
7:55 AM	2	0	9	5	24	4	3	0	0	0	24	3	0	0	0	74	0	
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8:10 AM	1	1	7	3	21	5	7	1	0	0	24	2	0	0	0	72	0	
8:15 AM	1	0	6	0	37	5	5	0	0	0	28	1	0	0	0	83	0	
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8:25 AM	2	1	6	3	27	5	9	1	1	1	22	1	0	0	0	79	0	
8:30 AM	2	1	5	5	19	8	6	0	0	1	26	1	0	0	0	74	0	
8:35 AM	2	0	5	4	27	3	5	1	1	0	27	0	0	0	0	75	0	
8:40 AM	0	0	7	1	18	11	8	0	0	1	19	2	0	0	0	67	0	
8:45 AM	3	0	5	2	18	5	8	0	1	0	13	1	0	0	0	56	0	
8:50 AM	1	0	6	1	19	8	6	0	1	1	15	3	0	0	0	61	0	
8:55 AM	2	0	5	3	21	11	5	0	0	0	16	0	0	0	0	63	0	
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
7:00 AM	36	4	102	23	217	56	44	2	2	9	366	14	0	0	0	0	875	0
7:15 AM	39	4	99	25	244	64	49	4	2	9	355	16	0	0	0	0	910	0
7:30 AM	34	4	99	28	280	66	49	6	3	8	338	16	0	0	0	0	931	0
7:45 AM	25	4	82	31	282	76	60	6	4	7	300	17	0	0	0	0	894	0
8:00 AM	22	4	74	28	262	86	73	5	5	8	266	14	0	0	0	0	847	0

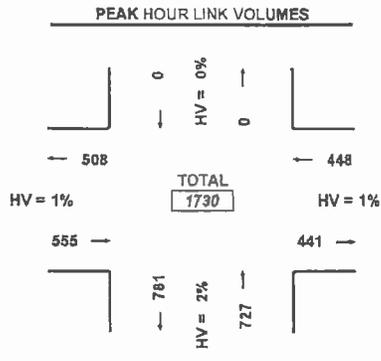
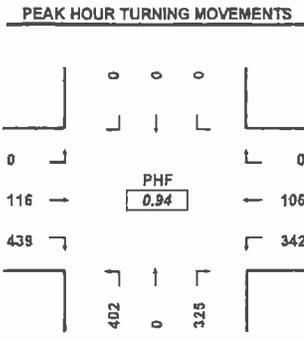
Version 3.1

INTERSECTION: Trees (10th St)--Blankenship Rd.--
 PROJECT ID#: 2060016
 QC JOB #: 10142110

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006



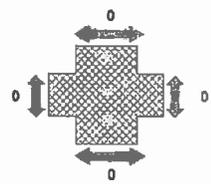
QUALITY COUNTS
 10250 SW 50th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503-620-4545
 email: jr@qualitycounts.net
 www.qualitycounts.net



PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Trees (10th St)--(Southbound)			Blankenship Rd.--(Westbound)			10th St--(Northbound)			Blankenship Rd.--(Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	0	0	0	5	15	22	0	32	29	7	0	0	0	0	0	110	0
4:05 PM	0	0	0	0	8	22	15	0	26	28	6	0	0	0	0	0	105	0
4:10 PM	0	0	0	0	4	12	28	0	34	41	4	0	0	0	0	0	123	0
4:15 PM	0	0	0	0	9	25	20	0	21	29	10	0	0	0	1	0	114	1
4:20 PM	0	0	0	0	9	28	21	0	33	35	12	0	0	0	0	0	138	0
4:25 PM	0	0	0	0	11	14	23	0	25	28	9	0	0	0	0	0	110	0
4:30 PM	0	0	0	0	6	28	19	0	37	38	9	0	0	0	0	0	137	0
4:35 PM	0	0	0	0	9	28	20	0	31	29	6	0	0	0	0	0	123	0
4:40 PM	0	0	0	0	9	15	25	0	34	35	8	0	0	0	0	0	126	0
4:45 PM	0	0	0	0	7	28	25	0	38	38	4	0	0	0	0	0	140	0
4:50 PM	0	0	0	0	6	21	15	0	38	39	11	0	0	0	0	0	130	0
4:55 PM	0	0	0	0	4	15	29	0	35	30	7	0	0	0	0	0	120	0
5:00 PM	0	0	0	0	7	33	22	0	32	36	9	0	0	0	0	0	139	0
5:05 PM	0	0	0	0	10	30	24	0	32	50	15	0	0	0	0	0	161	0
5:10 PM	0	0	0	0	20	28	30	0	39	35	7	0	0	0	0	0	159	0
5:15 PM	0	0	0	0	8	23	20	0	35	35	10	0	0	0	0	0	131	0
5:20 PM	0	0	0	0	4	25	30	0	26	34	11	0	0	0	0	0	130	0
5:25 PM	0	0	0	0	7	28	24	0	29	24	7	0	0	0	0	0	119	0
5:30 PM	0	0	0	0	8	29	23	0	44	30	11	0	0	0	0	0	145	0
5:35 PM	0	0	0	0	5	21	33	0	41	41	6	0	0	0	0	0	147	0
5:40 PM	0	0	0	0	14	35	31	0	27	51	12	0	0	0	0	0	170	0
5:45 PM	0	0	0	0	10	31	26	0	33	38	18	0	0	0	0	0	156	0
5:50 PM	0	0	0	0	5	27	34	0	36	33	4	0	0	0	0	0	139	0
5:55 PM	0	0	0	0	8	32	28	0	28	32	6	0	0	0	0	0	134	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	0	0	0	0	87	251	262	0	384	399	93	0	0	0	1	0	1476	1
4:15 PM	0	0	0	0	107	293	273	0	395	422	107	0	0	0	1	0	1597	1
4:30 PM	0	0	0	0	97	302	283	0	406	423	104	0	0	0	0	0	1615	0
4:45 PM	0	0	0	0	100	316	306	0	416	443	110	0	0	0	0	0	1691	0
5:00 PM	0	0	0	0	106	342	325	0	402	439	116	0	0	0	0	0	1730	0

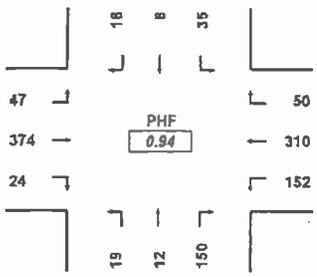
Version 3.1

INTERSECTION: Tannler--Blankenship Rd.--
 PROJECT ID#: 2060016
 QC JOB #: 10142111

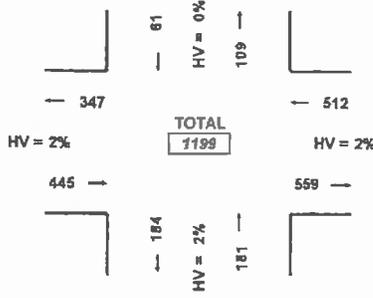
START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006

QC
QUALITY COUNTS
 16200 SW 34th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503-620-4545
 email: jrw@qualitycounts.net
 www.qualitycounts.net

PEAK HOUR TURNING MOVEMENTS



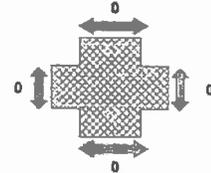
PEAK HOUR LINK VOLUMES



PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Tannler-- (Southbound)			Blankenship Rd.-- (Westbound)			Tannler-- (Northbound)			Blankenship Rd.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	2	0	2	2	22	11	9	1	1	0	26	4	0	0	0	0	80	0
4:05 PM	2	1	5	3	18	9	15	2	0	0	14	1	0	0	0	0	70	0
4:10 PM	1	1	5	6	21	5	6	0	2	2	34	2	0	0	0	0	85	0
4:15 PM	2	0	3	2	16	10	7	1	2	1	29	3	0	0	0	0	76	0
4:20 PM	1	1	3	2	24	16	12	0	0	0	31	1	0	0	0	0	91	0
4:25 PM	2	0	3	2	20	14	9	2	1	1	25	4	0	0	0	0	83	0
4:30 PM	0	0	5	6	21	15	9	0	1	2	34	1	0	0	0	0	94	0
4:35 PM	2	0	5	6	21	13	10	3	1	0	21	6	0	0	0	0	88	0
4:40 PM	1	0	3	7	18	14	9	0	1	1	31	5	0	0	0	0	90	0
4:45 PM	5	0	6	8	28	16	8	4	2	0	28	0	0	0	0	0	105	0
4:50 PM	3	0	4	6	23	12	15	0	1	1	31	3	0	0	0	0	99	0
4:55 PM	3	1	1	6	24	13	6	0	0	1	30	2	0	0	0	0	87	0
5:00 PM	3	0	1	3	19	13	12	1	0	3	32	4	0	0	0	0	91	0
5:05 PM	2	0	3	5	31	5	12	1	1	3	51	5	0	0	0	0	119	0
5:10 PM	0	2	3	2	35	22	14	0	0	3	25	2	0	0	0	0	108	0
5:15 PM	1	1	1	4	27	14	13	2	1	1	32	2	0	0	0	0	98	0
5:20 PM	4	0	1	3	22	9	8	2	1	1	37	5	0	0	0	0	93	0
5:25 PM	2	1	1	4	24	10	10	1	0	1	20	2	0	0	0	0	76	0
5:30 PM	0	0	3	3	32	15	7	0	1	3	32	5	0	0	0	0	101	0
5:35 PM	1	0	6	4	24	12	10	0	2	1	31	1	0	0	0	0	92	0
5:40 PM	1	0	2	5	30	17	21	3	4	0	40	4	0	0	0	0	127	0
5:45 PM	2	1	2	6	25	10	17	2	1	2	37	7	0	0	0	0	112	0
5:50 PM	1	0	6	5	19	16	9	0	3	6	22	4	0	0	0	0	91	0
5:55 PM	1	3	6	6	22	9	17	0	5	0	15	6	0	0	0	0	90	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	24	4	45	56	256	148	115	13	12	9	334	32	0	0	0	0	1048	0
4:15 PM	24	4	40	55	280	163	123	12	10	16	368	36	0	0	0	0	1131	0
4:30 PM	26	5	34	60	293	156	126	14	9	17	372	37	0	0	0	0	1149	0
4:45 PM	25	5	32	53	319	158	136	14	13	18	389	35	0	0	0	0	1197	0
5:00 PM	18	8	35	50	310	152	150	12	19	24	374	47	0	0	0	0	1199	0

Version 3.1

LOCATION: BLANKENSHIP RD @ 10TH 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KI 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Interval Begin	Southbound			Westbound SALAMO RD			Northbound 10TH ST			Eastbound BLANKENSHIP			Total				
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left		Ped4	Right	Thru	Left
7:00 AM	0	0	0	95	0	7	0	33	0	0	0	38	0	110	4	0	287
7:15 AM	0	0	0	98	0	9	0	17	0	0	0	47	0	110	4	0	285
7:30 AM	0	0	0	138	0	6	0	44	0	0	0	55	0	131	13	0	387
7:45 AM	0	0	0	112	0	8	0	67	0	0	0	84	0	117	10	0	398
8:00 AM	0	0	0	92	0	14	0	56	0	0	0	67	0	102	9	0	340
8:15 AM	0	0	0	88	0	9	0	59	0	0	0	64	0	107	11	0	338
8:30 AM	0	0	0	110	0	15	0	46	0	0	0	70	0	89	7	0	337
8:45 AM	0	0	0	108	0	15	0	61	0	0	0	75	0	87	13	0	359
Totals	0	0	0	841	0	83	0	383	0	0	0	500	0	853	71	0	2731
Entering			0			924	883				924						
Exiting			0			454	1694				583						
Vehicle Totals																	
Cars	0	0	0	816	0	79	0	337	0	0	0	477	0	833	69	0	2611
Light	0	0	0	20	0	4	0	38	0	0	0	22	0	19	1	0	95.6%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2%	1.4%	0	3.8%
Medium	0	0	0	4	0	0	0	1	0	0	0	1	0	0.0%	0.0%	0	0.0%
Heavy	0	0	0	1	0	0	0	7	0	0	0	0	0	0.1%	1.4%	0	0.3%

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LOCATION: BLANKENSHIP RD @ 10TH 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KI 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour: 7:30 AM - 8:30 AM

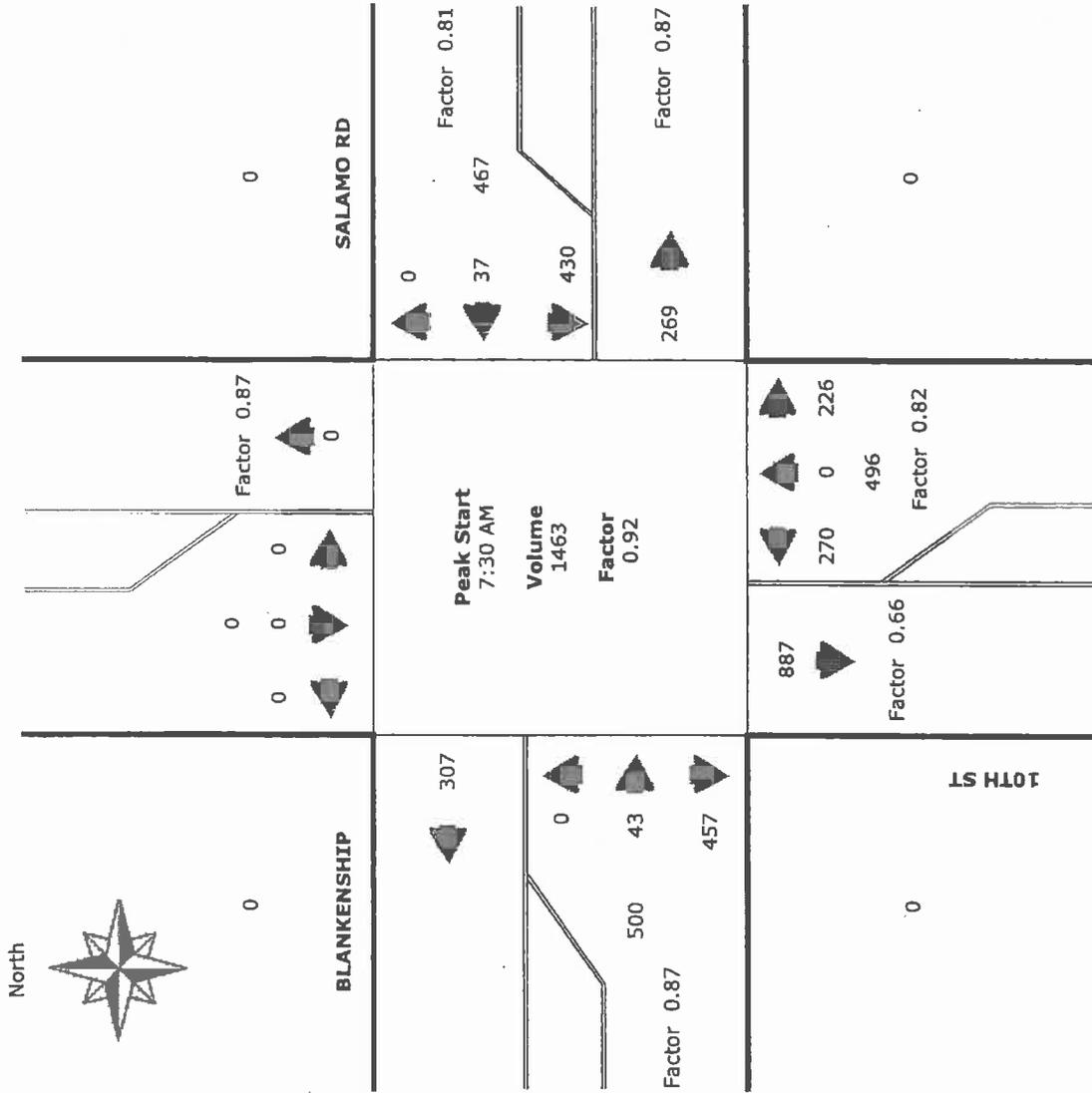
Interval Begin	Southbound			Westbound SALAMO RD			Northbound 10TH ST			Eastbound BLANKENSHIP			Total		
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left		Right	Thru
Totals	0	0	0	430	0	0	0	270	0	0	0	0	457	43	0
Factor				0.78				0.80					0.87	0.83	0.92
Entering Factor			0				496						500	0.87	
Exiting Factor			0				887						307		

Peak Vehicles

Cars	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left	Ped4	Right	Thru	Left	Total
Light	0	0	0	415	0	0	0	201	0	0	0	261	0	447	42	0	1402
				96.5%				88.9%				96.7%		97.8%	97.7%		95.8%
Bike	0	0	0	11	0	0	0	8	0	0	0	0	0	10	0	0	50
				2.6%				3.0%				0.0%		2.2%	0.0%		3.4%
Medium	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0.0%				0.0%				0.0%		0.0%	0.0%		0.0%
Heavy	0	0	0	4	0	0	0	1	0	0	0	1	0	0	1	0	7
				0.9%				0.4%				0.4%		0.0%	2.3%		0.5%
				0.0%				0.0%				0.0%		0.0%	0.0%		0.3%

Peak Hour Detail

Peak Hour Diagram



LOCATION: BLANKENSHIP RD @ TANNIER DR 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KF 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Interval Begin	Southbound TANNIER		Westbound BLANKENSHIP		Northbound RETAIL DRIVEWAY		Eastbound BLANKENSHIP		Total								
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left		Right	Thru	Left					
7:00 AM	0	6	3	28	0	2	30	11	0	12	1	0	4	70	4	171	
7:15 AM	0	5	0	20	0	3	39	15	1	15	0	0	0	2	85	0	185
7:30 AM	0	7	1	32	0	9	42	12	1	18	0	0	0	2	94	2	220
7:45 AM	0	2	0	26	0	15	53	18	0	14	1	0	0	1	82	3	215
8:00 AM	0	4	0	19	0	11	57	16	0	15	1	2	0	2	82	5	214
8:15 AM	0	6	2	24	0	13	40	17	1	22	1	0	0	3	75	3	207
8:30 AM	0	2	2	19	0	8	60	22	3	14	0	1	1	1	62	6	201
8:45 AM	0	3	0	14	0	6	59	22	2	16	0	2	0	2	74	2	202
Totals	0	35	8	182	0	67	380	133	8	126	4	5	1	17	624	25	1615
Entering			225			580				135				666			
Exiting			96			932				158				420			
Vehicle Totals																	
Cars	0	34	7	182	0	63	362	127	8	121	3	4	1	17	607	24	1560
Light	0	97.1%	87.5%	100%	0	94.0%	95.3%	95.5%	100%	96.0%	75.0%	80.0%	100%	100%	97.3%	96.0%	96.6%
Bike	0	2.9%	12.5%	0.0%	0	6.0%	4.7%	3.8%	0.0%	3.2%	25.0%	20.0%	0.0%	0.0%	2.5%	4.0%	3.2%
Medium	0	0.0%	0.0%	0.0%	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heavy	0	0.0%	0.0%	0.0%	0	0.0%	0.0%	0.8%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.2%
125																	

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LOCATION: BLANKENSHIP RD @ TANNIER DR 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KF 10-020

Site: 0015
Date: 5/19/2010
Wednesday

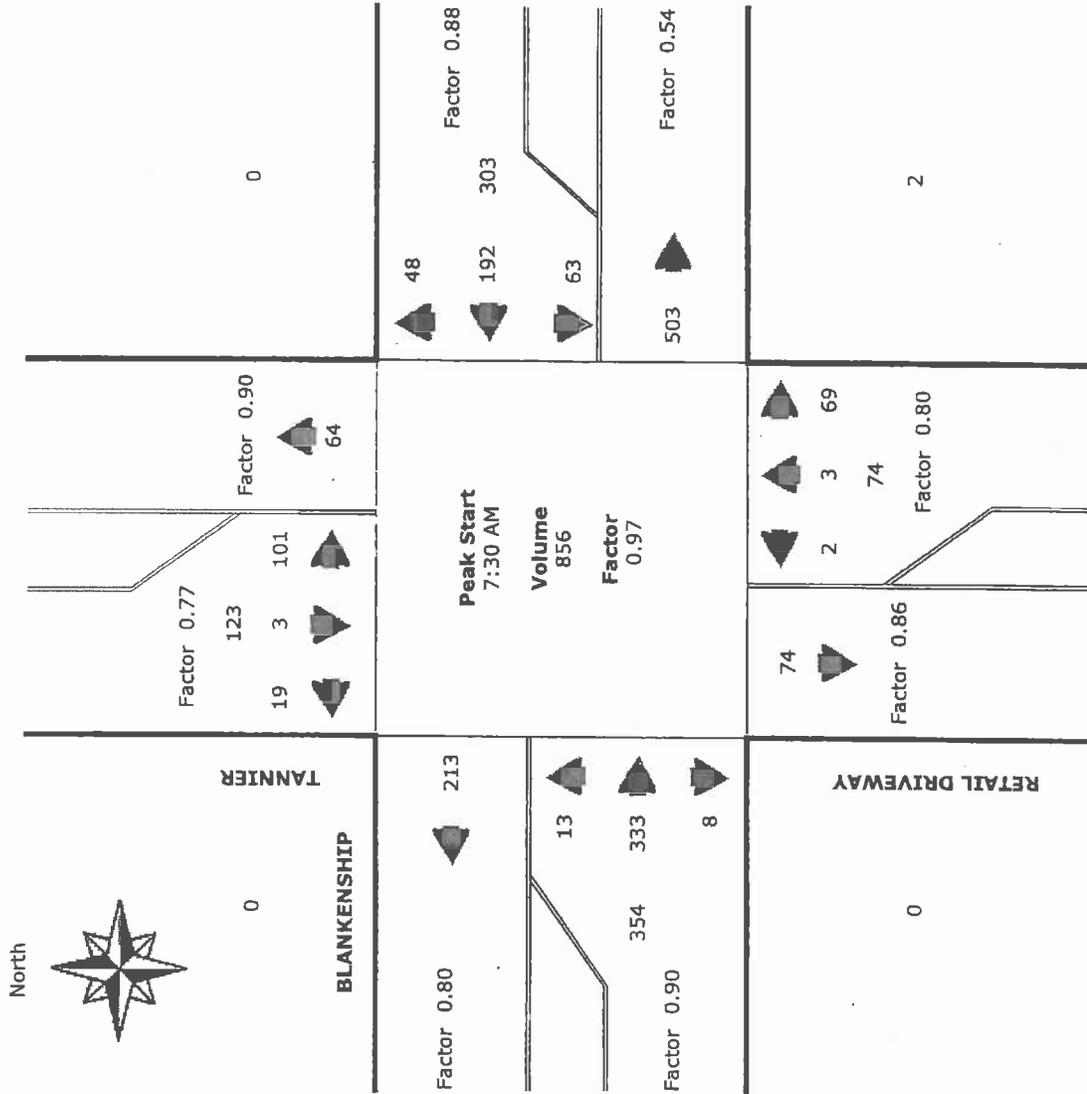
Peak Hour Detail

Peak Hour: 7:30 AM - 8:30 AM

Interval	Southbound TANNIER			Westbound BLANKENSHIP			Northbound RETAIL DRIVEWAY			Eastbound BLANKENSHIP			Total				
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left		Ped4	Right	Thru	Left
Totals	0	19	3	101	0	48	192	63	2	69	3	2	0	8	333	13	856
Factor		0.68	0.38	0.79		0.80	0.84	0.88	0.50	0.78	0.75	0.25		0.67	0.89	0.65	0.97
Entering Factor			123			303				74					354		
Exiting Factor			0.77			0.88				0.80					0.90		
			64			503				74					213		
			0.90			0.54				0.86					0.80		
Peak Vehicles																	
Cars	0	19	3	101	0	45	187	60	2	66	3	2	0	8	324	13	833
		100%	100%	100%		93.8%	97.4%	95.2%	100%	95.7%	100%	100%		100%	97.3%	100%	97.3%
Light	0	0	0	0	0	3	5	2	0	2	0	0	0	0	9	0	21
		0.0%	0.0%	0.0%		6.3%	2.6%	3.2%	0.0%	2.9%	0.0%	0.0%		0.0%	2.7%	0.0%	2.5%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%
Medium	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
		0.0%	0.0%	0.0%		0.0%	0.0%	1.6%	0.0%	1.4%	0.0%	0.0%		0.0%	0.0%	0.0%	0.2%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%

Peak Hour Detail

Peak Hour Diagram



LOCATION: BLANKENSHIP RD @ 10TH 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KH 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Interval Begin	Southbound			Westbound SALAMO RD			Northbound 10TH			Eastbound BLANKENSHIP			Total				
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left		Ped4	Right	Thru	Left
4:00 PM	0	0	0	0	0	0	25	97	0	0	0	92	0	89	18	0	383
4:15 PM	0	0	0	0	0	0	35	85	0	0	1	78	0	91	20	0	387
4:30 PM	0	0	0	0	0	0	18	87	0	0	0	80	0	102	22	0	373
4:45 PM	0	0	0	0	0	0	16	67	0	0	0	86	0	83	20	0	352
5:00 PM	0	0	0	0	0	0	19	79	0	0	0	110	0	117	22	0	433
5:15 PM	0	0	0	0	0	0	22	88	0	0	0	119	0	101	21	0	455
5:30 PM	0	0	0	0	0	0	19	63	0	0	0	101	0	87	26	0	390
5:45 PM	0	0	0	0	0	0	18	66	0	0	1	99	0	81	18	0	393
Totals	0	0	0	0	0	0	172	632	0	0	2	765	0	751	167	0	3166
Entering			0				804				1444			918			918
Exiting			2				844				1383			937			937
Vehicle Totals																	
Cars	0	0	0	0	0	0	171	608	0	0	2	755	0	741	165	0	3114
Light	0	0	0	0	0	0	1	23	0	0	0	10	0	10	2	0	51
Bike	0	0	0	0	0	0	0.6%	3.6%	0	0	0	1.3%	0	1.3%	1.2%	0	1.6%
Medium	0	0	0	0	0	0	0.0%	0.0%	0	0	0	0.0%	0	0.0%	0.0%	0	0.0%
Heavy	0	0	0	0	0	0	0.0%	0.2%	0	0	0	0.0%	0	0.0%	0.0%	0	0.0%

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LOCATION: BLANKENSHIP RD @ 10TH 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KH 10-020

Site: 0015
Date: 5/19/2010
Wednesday

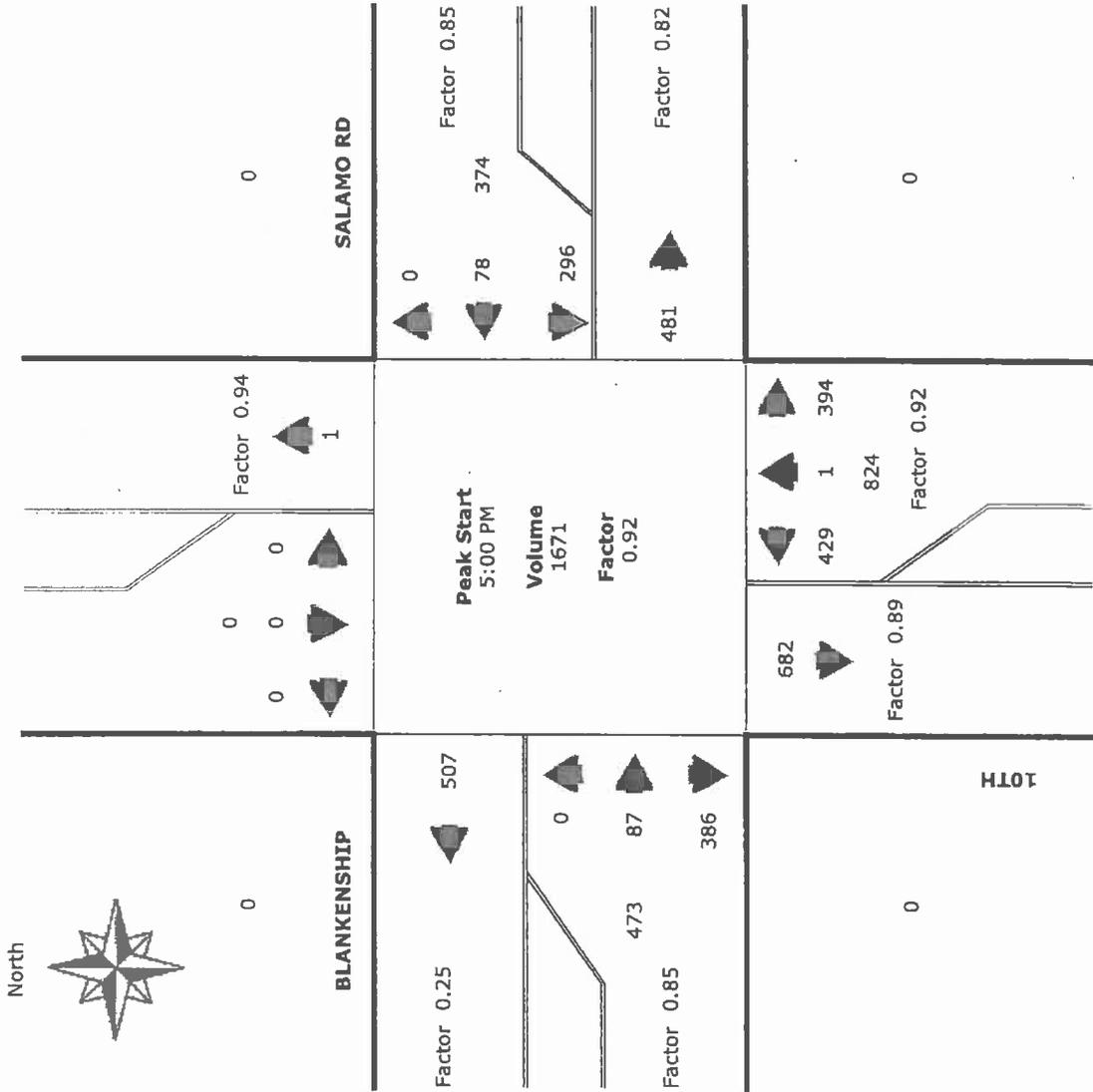
Peak Hour Detail

Peak Hour: 5:00 PM - 6:00 PM

Interval Begin	Southbound			Westbound SALAMO RD			Northbound 10TH			Eastbound BLANKENSHIP			Total			
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left		Ped4	Right	Thru
Totals	0	0	0	0	0	78	296	429	0	394	1	429	0	386	87	1671
Factor						0.89	0.84	0.90		0.90	0.25	0.90		0.82	0.84	0.92
Entering Factor		0				374				824				473		
Exiting Factor		1				481				682				507		
		0.94				0.82				0.89				0.25		
Peak Vehicles																
Cars	0	0	0	0	0	78	288	423	0	393	1	423	0	383	86	1652
Light	0	0	0	0	0	0	7	6	0	1	0	6	0	3	1	18
Blke	0	0	0	0	0	0	2.4%	1.4%	0	0.3%	0.0%	1.4%	0	0.8%	1.1%	1.1%
Medium	0	0	0	0	0	0	0.0%	0.0%	0	0.0%	0.0%	0.0%	0	0.0%	0.0%	0.0%
Heavy	0	0	0	0	0	0	0.3%	0.0%	0	0.0%	0.0%	0.0%	0	0.0%	0.0%	0.1%
						0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%

Peak Hour Detail

Peak Hour Diagram



LOCATION: BLANKENSHIP RD @ TANNIER DR 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KG 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Interval Begin	Southbound TANNIER		Westbound BLANKENSHIP		Northbound RETAIL DRIVEWAY		Eastbound BLANKENSHIP		Total								
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left		Ped3	Right	Thru	Left	Ped4	Right	Thru	Left
4:00 PM	0	6	0	13	0	10	68	38	1	33	2	7	0	3	61	15	257
4:15 PM	0	1	2	7	0	15	66	32	0	32	2	4	0	1	73	11	246
4:30 PM	0	5	0	11	0	13	63	24	1	33	4	3	0	3	80	15	255
4:45 PM	0	9	3	16	0	12	57	29	1	25	1	1	0	5	65	11	235
5:00 PM	0	7	0	11	0	21	63	41	1	34	0	4	1	1	91	20	295
5:15 PM	0	8	2	17	2	19	83	41	0	27	4	6	3	5	86	12	315
5:30 PM	0	8	1	12	0	15	74	29	0	27	4	5	0	0	71	12	258
5:45 PM	0	2	2	14	0	24	76	23	2	26	2	5	0	1	58	9	245
Totals	0	46	10	101	2	129	550	257	6	237	19	35	5	19	585	105	2106
Entering		157				936		291						709			
Exiting		253				923		286						631			

Vehicle Totals

Category	Cars	Light	Bike	Medium	Heavy
Cars	0	46	10	101	2
Light	0	0	0	0	0
Bike	0	0	0	0	0
Medium	0	0	0	0	0
Heavy	0	0	0	0	0
Totals	0	46	10	101	2
Percentage	0.00%	100.00%	0.00%	100.00%	100.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped3	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
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Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
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Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
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Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
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Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
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Thru	0.00%	0.00%	0.00%	0.00%	0.00%
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Left	0.00%	0.00%	0.00%	0.00%	0.00%
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Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
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Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
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Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped4	0.00%	0.00%	0.00%	0.00%	0.00%
Right	0.00%	0.00%	0.00%	0.00%	0.00%
Thru	0.00%	0.00%	0.00%	0.00%	0.00%
Left	0.00%	0.00%	0.00%	0.00%	0.00%
Ped					

LOCATION: BLANKENSHIP RD @ TANNIER DR 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KG 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour: 5:00 PM - 6:00 PM

Interval	Southbound TANNIER		Westbound BLANKENSHIP		Northbound RETAIL DRIVEWAY		Eastbound BLANKENSHIP		Total	
	Ped1	Left	Ped2	Right	Thru	Left	Right	Thru		Left
Totals	0	54	2	79	296	134	114	10	20	53
Factor	0.78	0.79	0.25	0.82	0.89	0.82	0.84	0.63	0.83	0.66
Entering Factor	84				509			144		366
Exiting Factor	0.78				0.89			0.95		0.82
	142				474			146		341
	0.84				0.54			0.87		0.86

Peak Vehicles

	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left	Ped4	Right	Thru	Left	Total
Cats	0	25	5	54	2	79	293	132	3	113	10	20	5	7	304	53	1105
Light	0	100%	100%	100%	100%	100%	99.0%	98.5%	100%	99.1%	100%	100%	100%	100%	99.3%	100%	99.3%
Bike	0	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	1.5%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.7%
Medium	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heavy	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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Peak Hour Detail

Peak Hour Diagram

