



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

Phone: 503-373-0050

Fax: 503-378-5518

www.oregon.gov/LCD



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

Date: March 28, 2016
Jurisdiction: Washington County
Local file no.: 15-298PA
DLCD file no.: 001-16

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 03/23/2016. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office. This amendment was submitted without a signed ordinance.

Notice of the proposed amendment was submitted to DLCD 36 days prior to the first evidentiary hearing.

Appeal Procedures

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

A notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR chapter 661, division 10).

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

DLCD Contact

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



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

FOR DLCD USE

File No.: 001-16 {24271}

Received: 3/23/2016

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: Washington County

Local file no.: **15-298 PA**

Date of adoption: 3/16/2016

Date sent: 3/22/2016

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

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 2/9/2016

Is the adopted change different from what was described in the Notice of Proposed Change? No
If yes, describe how the adoption differs from the proposal:

Local contact (name and title): Sambo Kirkman, Associate Planner

Phone: 503-846-3593

E-mail: sambo_kirkman@co.washington.or.us

Street address: 155 N First Avenue, Suite 350 MS16

City: Hillsboro

Zip: 97124

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

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

For a change to a comprehensive plan map:

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

Change from INST	to R-6	1.99 acres.	A goal exception was NOT required for this change.
Change from	to	acres.	A goal exception was required for this change.
Change from	to	acres.	A goal exception was required for this change.
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address): 1S130DC01600

The subject property is entirely within an urban growth boundary

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

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

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

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

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

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

For a change to a zoning map:

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

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

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

Overlay zone designation:	Acres added:	Acres removed:
---------------------------	--------------	----------------

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

List affected state or federal agencies, local governments and special districts: Tualatin Valley Water District, Clean Water Services, Tualatin Valley Fire & Rescue, Metro, TriMet, Tualatin Hills Park & Recreation District, Beaverton School District

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

1 BEFORE THE PLANNING COMMISSION

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of a Proposed Plan)	
4 Amendment Casefile 15-298-PA)	RESOLUTION AND ORDER
5 for Kemmer Ridge LLC)	No. 2016-01

6 This matter having come before the Washington County Planning Commission
7 (Commission) at its meeting of March 16, 2016; and

8 It appearing to the Commission that the above-named applicant applied to
9 Washington County for a Plan Amendment to change the plan designation for certain
10 real property described in the Notice of Public Hearing ("Exhibit A") from INST
11 (Institutional) to R-6 (Residential 5 to 6 Units per Acre); and

12 It appearing to the Commission that notice of the public hearing was sent to
13 property owners as required by Community Development Code Section 204; and

14 It appearing on March 16, 2016, the Commission heard the staff report and the
15 staff recommendation for approval of Casefile 15-298-PA. The Commission thereafter
16 invited the applicant to offer testimony in support of the request and invited testimony
17 from the public; and

18 It appearing to the Commission that the findings in Exhibit B and in the
19 Application ("Exhibit C") demonstrate that the Plan Amendment request as set forth in
20 Casefile 15-298-PA does meet requirements of the Comprehensive Framework Plan for
21 the Urban Area for such a Plan Amendment and should be adopted by the Commission;
22 it is therefore
23
24
25
26


1 RESOLVED AND ORDERED that Casefile No. 15-298-PA for a Plan
2 Amendment for the portion of the property described in "Exhibit A" is hereby
3 APPROVED.

4 The Commission further adopts the findings in Exhibit B as specifically referenced
5 herein and as summarized in the Summary of Decision ("Exhibit D"), and specifically
6 incorporates attached Exhibits A through D herein.


7 7 VOTES AYE, 0 VOTES NAY.

8 DATED this 16th day of March, 2016.

10 PLANNING COMMISSION
11 FOR WASHINGTON COUNTY,
12 OREGON

13 
14 _____
15 Chairman

14 APPROVED AS TO FORM:

16 
17 _____
18 Sr. County Counsel
19 For Washington County, Oregon

20 
21 _____
22 Recording Secretary



Washington County
Department of Land Use & Transportation
Planning and Development Services
Long Range Planning Section
155 N. First Avenue, Suite 350, MS 14
Hillsboro, OR 97124
503-846-3519 fax: 503-846-4412
www.co.washington.or.us

NOTICE OF PUBLIC HEARING

PROCEDURE TYPE: III

CPO: 6

COMMUNITY PLAN: Aloha - Reedville - Cooper Mountain

EXISTING LAND USE DISTRICT(S):

Institutional (INST)

PROPOSED PLAN AMENDMENT:

Change the current Institutional land use designation to R-6 (Residential - 5 to 6 units per acre), for an 1.99 acre portion of the subject site.

Notice is hereby given that the Planning Commission will review the request for the above stated proposed plan amendment at a meeting on: March 16, 2016 at 6:30 p.m. in the auditorium of the Washington County Public Services Building, 155 N. First Ave., Hillsboro, Oregon.

All interested persons may appear and provide written or oral testimony (written testimony may be submitted prior to a hearing). Only those making an appearance of record shall be entitled to appeal. The public hearings will be conducted in accordance with the rules of procedure as adopted by the Board of County Commissioners. Reasonable time limits will be imposed.

If you need a sign language interpreter, assistive listening device, or a language interpreter, please call 503- 846-3519 (or 7-1-1 for Telecommunications Relay Service) at least 48 hours prior to this event.

Upon request, the county will also endeavor to arrange provision of the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
Qualified bilingual interpreters

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the county of your need by 5:00 p.m. on the Monday preceding the meeting date (same phone number as listed above: 503-846-3519).

CASE FILE NO.: 15-298-PA

APPLICANT:

Kemmer Ridge LLC

3437 Cascade Terrace

West Linn, OR 97068

CONTACT PERSON: Bill McMonagle - 503-649-8577

OWNER:

Tualatin Valley Fire & Rescue (TVF&R)

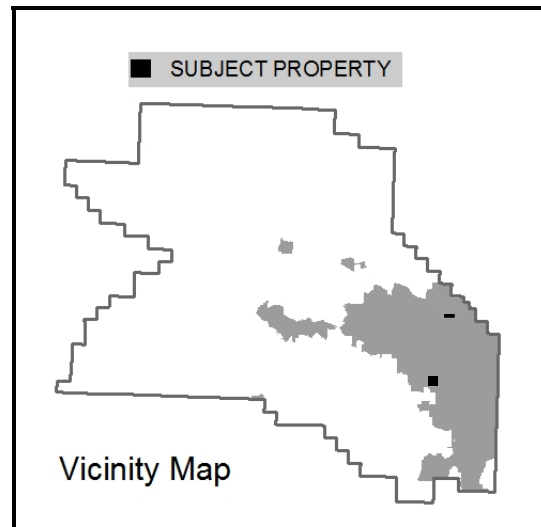
PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 1S130DC01600

SITE SIZE: Approximately 3.5 Acres

ADDRESS: 9940 SW 175th Avenue

LOCATION: On the northeast corner of SW 175th Avenue and SW Weir Road



FOR FURTHER INFORMATION, PLEASE CONTACT:

Sambo Kirkman, Associate Planner

503-846-3593

503-846-3519 fax: 503-846-4412

Email: sambo_kirkman@co.washington.or.us

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER:

ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER.

All interested persons may appear and provide written or oral testimony (written testimony may be submitted prior to the hearing but not after the conclusion of the hearing). Only those making an appearance of record (those presenting oral or written testimony) shall be entitled to appeal. Failure to raise an issue in the hearing, in person or by letter, or failure to provide sufficient specificity to afford the Review Authority (Planning Commission and/or Board of County Commissioners) an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals (LUBA) based on the issue.

The public hearing will be conducted in accordance with the following rules of procedure as adopted by the Board of County Commissioners. Reasonable time limits may be imposed.

RULES OF PROCEDURE

1. The staff will summarize the applicable substantive review criteria.
2. A summary of the staff report is presented.
3. The applicant's presentation is given.
4. Testimony of others in favor of the application is given.
5. Testimony of those opposed to the application is given.
6. Applicant's rebuttal testimony is given.

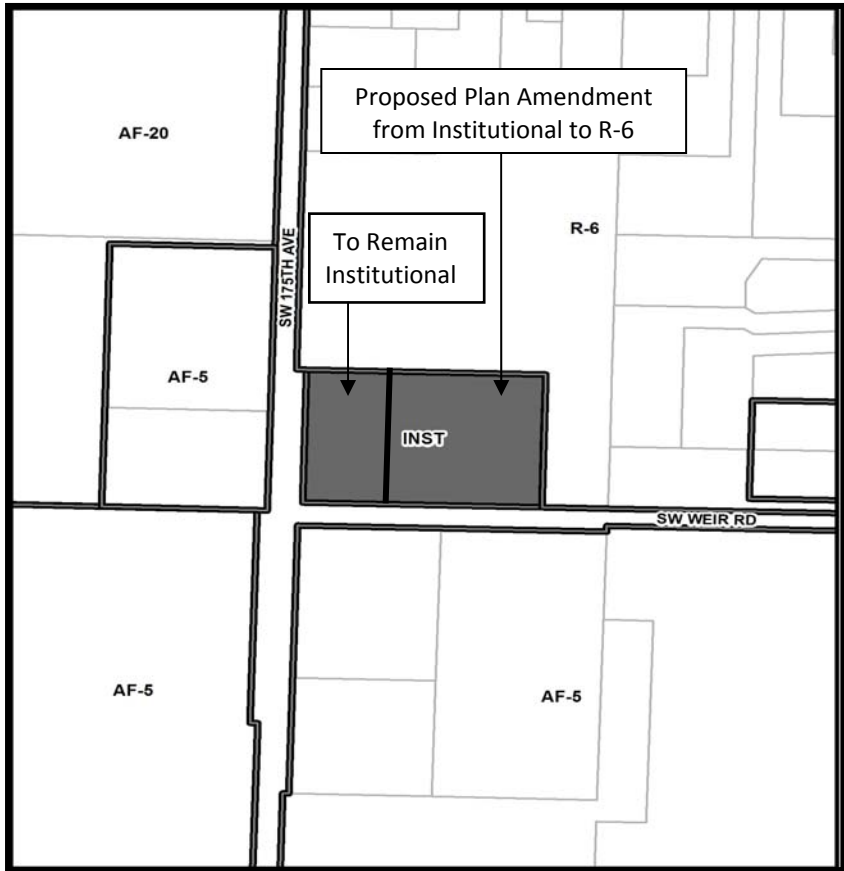
Pursuant to ORS 197.763(6), if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing, such an extension shall be subject to the limitations of ORS 215.427. When the Review Authority reopens a record to admit new evidence or testimony, any person may raise new issues which relate to the new evidence, testimony or criteria for decision-making which apply to the matter at issue.

A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost at the Department of Land Use and Transportation. A copy of this material will be provided at reasonable cost.

A copy of the staff report will be available for inspection at no cost at the Department of Land Use and Transportation at least seven days prior to the hearing. A copy of the staff report will be provided at reasonable cost.

For further information, please contact: Sambo Kirkman, Associate Planner, Department of Land Use & Transportation, at 503- 846-3593.

Tax Map: 1S130DC, Tax Lot 1600
Case File Number: 15-298-PA



Legend:
 Subject Lot

Applicable Land Use Districts:

Applicable Goals, Policies & Regulations:

<p>Institutional</p> <p>R-6 (Residential 5 to 6 units per acre)</p>	<ul style="list-style-type: none"> A. Washington County Comprehensive Framework Plan for the Urban Area, Policies: 1, 2, 8, 13, 14, 18, 21, 22, 23, 30, 31, 32, 33, 39, and 40 B. Washington County Aloha - Reedville - Cooper Mountain Community Plan, Overview, General Design Elements 1, 5, 7, 8, 9, 10, 12, 13, and 15 and the Cooper Mountain Subarea Design Element 4 C. Washington County Community Development Code: Article III, Section 303 (R-6) and 330 (Institutional), 410 (Grading and Drainage), and 423 (Environmental Performance Standards) D. OAR 660-012-0060 – Transportation Planning Rule E. Washington County Transportation Plan Policies 1, 3, 5, 6, 7, 8, 9 and 10 F. Metropolitan Housing Rule – (OAR 660-007) G. Metro Regional Urban Growth Management Functional Plan Policies (Title 1, 8 and 12) H. Statewide Planning Goals: 1, 2, 6, 8, 10, 11, 12, and 14
---	---



Land Use & Transportation
Planning and Development Services
Long Range Planning
155 N First Avenue, Suite 350, MS14
Hillsboro, OR 97124
503-846-3519

**Casefile No. 15-298-PA Kemmer Ridge SW 175th
and SW Weir Plan Amendment**

**Staff Report and Recommendation
For the Planning Commission Hearing on:**

March 16, 2016

PROCEDURE TYPE: III

COMMUNITY

CPO: 6 **PLAN:** Aloha-Reedville-Cooper-Mountain

LAND USE DISTRICTS:

Existing: INST (Institutional)

Proposed: R-6 (Residential 5-6 units per acre)

REQUEST:

The applicant requests a plan amendment to change a portion of a parcel from its existing INST plan designation to match the R-6 designation of neighboring lots. The area under consideration for the plan amendment is 1.99 acres in size.

RECOMMENDATION:

Based upon the facts and findings provided in this report, staff finds that the applicant has adequately demonstrated compliance with applicable LCDC Statewide Planning Goals, the state Transportation Planning Rule (OAR 660-012-0060), the Metropolitan Housing Rule (OAR 660-007), the Urban Growth Management Functional Plan, Washington County Comprehensive Framework Plan Policies and Implementing Strategies, Washington County Transportation System Plan Goals, the Aloha-Reedville-Cooper Mountain Community Plan, and the Washington County Community Development Code as these apply to quasi-judicial plan amendments.

Additionally, the applicant has provided necessary evidence of feasibility for provision of adequate services from Tualatin Valley Fire and Rescue, Tualatin Valley Water District, Clean Water Services, the Washington County Sheriff, Beaverton School District, Tualatin Hills Park & Recreation District (THPRD), and TriMet, subject to compliance with related requirements determined through any future development application.

Staff recommends that the Planning Commission **approve** this plan amendment request.

OWNER:

Tualatin Valley Fire & Rescue (TVF&R)
20665 SW Blanton
Aloha, OR 97007

CONTRACT PURCHASER:

Kemmer Ridge LLC
3437 Cascade Terrace
West Linn, OR 97068

CONTACT PERSON: Bill McMonagle

Phone: 503-649-8577

ASSESSOR MAP NO.: 1S130DC

TAX LOT NO(S): 01600

SITE SIZE: Approximately 3.5 Acre

ADDRESS: 9940 SW 175th Avenue

LOCATION: On the northeast corner of SW 175th Avenue and SW Weir Road.

I. APPLICABLE REGULATIONS:

- A. LCDC Statewide Planning Goals 1, 2, 6, 8, 10, 11, 12, and 14
- B. Transportation Planning Rule (OAR 660-012-0060)
- C. Metropolitan Housing Rule (OAR 660-007)
- D. Metro Urban Growth Management Functional Plan: Titles 1, 8, and 12
- E. Washington County Comprehensive Framework Plan Policies (and Implementing Strategies):
1(f)(6), 2, 8, 13(b), 14, 18(R-6), 21, 22, 23, 30, 31, 32, 33, 39, and 40
- F. Washington County Transportation System Plan Goals: 1, 3, 5, 6, 7, 8, 9, and 10
- G. Aloha - Reedville - Cooper Mountain Community Plan: Overview, General Design Elements 1, 5, 7, 8, 9, 10, 12, 13 and 15; and Cooper Mountain Subarea Design Element 4
- H. Washington County Community Development Code:
 - Section 303 R-6 Residential District
 - Section 330 INST Institutional District
 - Section 410 Grading and Drainage
 - Section 423 Environmental Performance Standards

II. AFFECTED JURISDICTIONS AND AGENCIES:

Washington County Department of Land Use and Transportation
Tualatin Valley Fire and Rescue (TVF&R)
Tualatin Valley Water District
Clean Water Services (CWS)
Washington County Sheriff
Beaverton School District
Tualatin Hills Park & Recreation District (THPRD)
Metro
TriMet
Department of Land Conservation and Development

III. FINDINGS

A. General

Applicant: See page 4 of the applicant's narrative.

Staff: The applicant requests a plan amendment to change the current Institutional (INST) plan designation to R-6 (residential 5 – 6 units per acre). The following is an analysis of the subject property including the current uses and land use history of the subject site and the surrounding area.

Property Description

The subject property is located on the northeast corner of SW 175th Avenue and SW Weir Road (unimproved) in unincorporated Washington County. The applicant is requesting a plan amendment on the eastern portion of the subject property covering 1.99 acres. The subject parcel is specifically identified as map and tax lot 1S130DC01600. The site is within the Cooper Mountain Subarea of the Aloha-Reedville-Cooper Mountain Community Plan. The community plan's Significant Natural and Cultural Resources map identifies a scenic view looking south from the site frontage.



Fig 1: On the subject site looking east from behind the fire station.

The subject parcel is currently designated Institutional (INST). Tualatin Valley Fire & Rescue's (TVF&R) Cooper Mountain Station 69 covers the western portion of the subject parcel fronting SW 175th Avenue and contains a building within paved areas providing adequate turning area for fire engines. The eastern portion of the site is vacant, hilly with trees and grass (See Figure 1). Current access to the parcel is from SW 175th Avenue. SW Weir Road right-of-way is adjacent to the southern property line, but the road is currently not constructed.

Land Use History

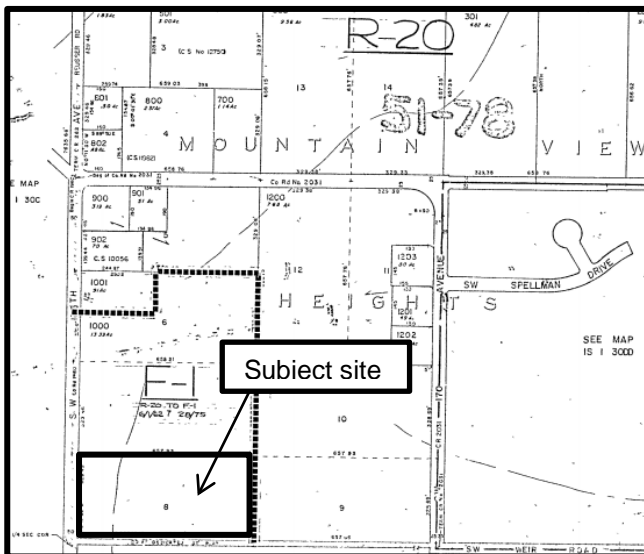


Fig. 2: Prior to 1983, the site was designated F-1 like the lot to the north.

A 1959 tax map (Figure 2) shows past zoning of the site as F-1 (agricultural district) and surrounding parcels as F-1 and R-20 (residential). Per a counsel interpretation adopted by the Board on May 15, 2007, the F-1 district was intended to "encourage the continuation of productive farmlands" but was not an exclusive farm use zone. In the 1959 Zoning Code, the R-20 zone (surrounding the F-1 zone) was intended "to protect medium density residential property..." The principal permitted use in this district was single-family detached dwellings.

In 1983, when the Aloha-Reedville-Cooper Mountain Community Plan was adopted, the Cooper Mountain area was comprised primarily of single family residential uses, with some institutional and commercial areas.

With community plan adoption, the subject site was designated INST since the site was an existing fire station (Station 69 was built in 1981). The abutting parcels to the north and east were designated R-6 (residential up to 6 units per acre), the second lowest density provided at the time. Since the adoption of Ordinance No. 555-A (2000) in response to Metro's minimum density

requirements, the current R-6 (residential 5-6 units per acre) designation requires a minimum density of five units per acre, but remains the second lowest density of all residential districts in urban unincorporated Washington County. Areas to the west and south were located outside the urban growth boundary (UGB) and not part of the Aloha-Reedville-Cooper Mountain Community Plan. Figure 3 shows current land use designations of the site and vicinity.

TVF&R has determined the vacant portion of the site is not needed for their existing fire station and is considering selling off the surplus portion. The applicant, Kemmer Ridge, LLC, is requesting a plan amendment for the vacant portion of the site from INST to R-6, consistent with the land use designation of the abutting parcels, and to provide the opportunity for the applicant, also the contract purchaser, to develop single-family homes consistent with the uses in the area.

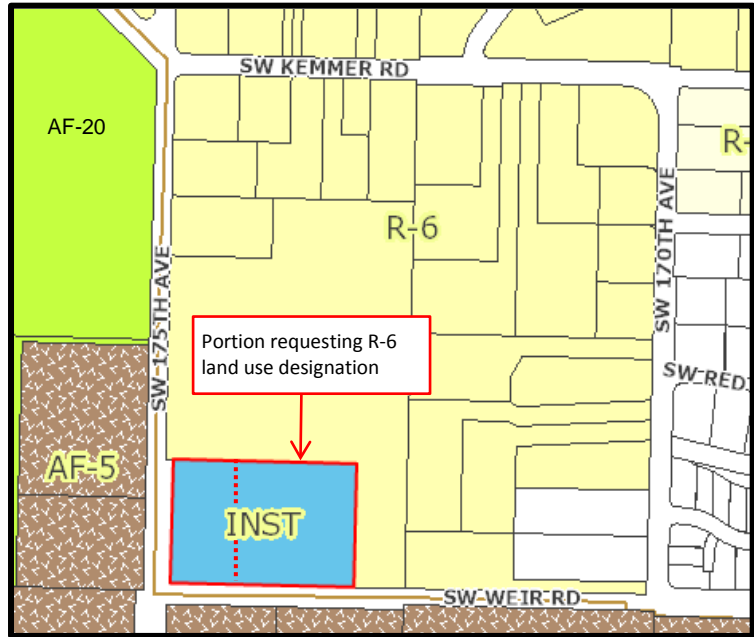


Fig. 3: Existing land use designations.

Neighboring Land & Vicinity

The subject parcel is designated INST, bounded to the north and east by one parcel, approximately 10 acres in size, designated R-6. Washington County is reviewing an application to construct a 55 unit subdivision on the 10-acre parcel abutting the subject site. Access to this adjacent development is proposed east of the subject site from SW Weir Road right-of-way, yet to be constructed. Figure 4 shows the proposed development on the adjacent parcel as well as the portion of the subject lot for which the R-6 land use designation is requested.



Fig. 4: Applicant's site plan showing the proposed development surrounding the subject site and the portion of the subject site requesting the R-6 land use designation.

Other R-6 parcels in the surrounding area have single family detached dwellings with some lots large enough to further divide. Parcels to the south and west of the subject parcel are designated AF-5 and AF-20 and are located outside the UGB.

Testimony

At the time of writing this staff report, no comments were received. Should any additional written testimony be submitted after the completion of this report and preparation of the Planning Commission packet, it will be presented to the Commission for review and for inclusion in the record at the public hearing.

B. Compliance with Statewide Planning Goals

Washington County's Comprehensive Plan includes the adoption of the *Comprehensive Framework Plan for the Urban Area*, which complies with the policies of the Statewide Planning Goals. Goals applicable to this proposal are identified under related policies from the *Comprehensive Framework Plan*.

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

Applicant: See pages 17-19 of the applicant's narrative and the Traffic Impact Statement prepared by the county (TIS #02028494, dated November 23, 2015).

Staff: Per the attached Transportation Report, the proposed plan amendment is consistent with the Transportation Planning Rule and Goals 1, 3, 5, 6, 7, 8, 9 and 10 of the Transportation System Plan, and would not significantly affect the capacity or levels of travel on the nearby transportation network as defined in OAR 660, Division 12. The Transportation Report is included as Attachment A.

(The findings in Attachment A also pertain to Statewide Planning Goals 11, Public Facilities and Services and 12, Transportation).

D. Metropolitan Housing Rule (OAR 660-007)

"The purpose of this division is to ensure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth boundary, to provide greater certainty in the development process and so to reduce housing costs. OAR 660-007-0030 through 660-007-0037 are intended to establish by rule regional residential density and mix standards to measure Goal 10 Housing compliance for cities and counties within the Metro urban growth boundary, and to ensure the efficient use of residential land within the regional UGB consistent with Goal 14 Urbanization.

OAR 660-007-0035 implements the Commission's determination in the Metro UGB acknowledgment proceedings that region wide, planned residential densities must be considerably in excess of the residential density assumed in Metro's 'UGB Findings'. The new construction density and mix standards and the criteria for varying from them in this rule take into consideration and also satisfy the price range and rent level criteria for needed housing as set forth in ORS 197.303."

Staff: OAR 660-007-030 provisions of the Metropolitan Housing Rule (MHR) require new construction of housing in Washington County at an overall average of eight units per acre in urban Washington County to encourage the development of needed housing. This is to be accommodated via a mix of land use designations that provide *opportunity for 50% of total new housing as attached units.*

The site is currently designated INST, which does not encourage the development of new housing. The proposed plan amendment to R-6 would increase housing opportunities for the county since the request would permit underutilized land to be developed. Needed housing in OAR 660 is defined as:

“...housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels, including at least the following housing types:

(a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy...”

The R-6 designation proposed for the 1.99-acre subject area would allow for infill dwellings in the form of detached or attached units on individual lots at 5 to 6 units per acre. While the request would not help the overall countywide average of 8 units per acre, it does create more housing opportunities since the INST designation prohibits new dwellings. The R-6 designation would translate to the potential for development of 12 new units, which would increase the needed housing stock in the county while being consistent with the housing types in the area. By adding additional housing to the area, the request is consistent with goal of the Metropolitan Housing Rule to improve the county’s opportunities to accommodate adequate numbers and types of needed housing units, increase efficient use of urban land, and through these measures potentially reduce housing costs.

Staff finds the proposed plan amendment complies with the Metropolitan Housing Rule.

E. Urban Growth Management Functional Plan

Section 3.07.810.A. of Title 8 of Urban Growth Management Functional Plan (UGMFP) requires that *“After one year following acknowledgement of a Functional Plan requirement, cities and counties that amend their comprehensive plans and land use regulations shall make such amendments in compliance with the new Functional Plan requirement.”* The following are findings for the applicable UGMFP Titles:

1. Title 1, Housing Capacity, states:

THE REGIONAL FRAMEWORK PLAN CALLS FOR A COMPACT URBAN FORM AND A “FAIR-SHARE” APPROACH TO MEETING REGIONAL HOUSING NEEDS. IT IS THE PURPOSE OF TITLE 1 TO ACCOMPLISH THESE POLICIES BY REQUIRING EACH CITY AND COUNTY TO MAINTAIN OR INCREASE ITS HOUSING CAPACITY EXCEPT AS PROVIDED IN SECTION 3.07.120.

Applicant: See page 6 of the applicant’s narrative.

Staff: The applicant states, “*The amendment to change the subject property to R-6 will add 1.99 acres of land to the county’s and region’s residential land supply.*” Approval of the requested R-6 plan designation will add capacity for up to 12 homes in an area, consistent with the existing developing neighborhoods near the site.

The applicant’s findings and those provided by staff in response to Metropolitan Housing Rule requirements, above, suggest that approval of the plan amendment would better address Title 1 provisions for a “fair share” approach to housing needs, compact urban form and increased housing capacity than would retention of the site’s current INST designation.

Staff finds the proposed plan amendment complies with Title 1.

2. Title 8, Compliance Procedures:

Staff: Notice of this proposed plan amendment was sent on February 10, 2016 to Metro, as required by Section 3.07.810 F. of the Metro Code.

Staff finds the proposed plan amendment complies with Title 8.

3. Title 12, Protection of Residential Neighborhoods states:

EXISTING NEIGHBORHOODS ARE ESSENTIAL TO THE SUCCESS OF THE 2040 GROWTH CONCEPT. THE INTENT OF TITLE 12 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN IS TO PROTECT THE REGION’S RESIDENTIAL NEIGHBORHOODS. THE PURPOSE OF TITLE 12 IS TO HELP IMPLEMENT THE POLICY OF THE REGIONAL FRAMEWORK PLAN TO PROTECT EXISTING RESIDENTIAL NEIGHBORHOODS FROM AIR AND WATER POLLUTION, NOISE AND CRIME AND TO PROVIDE ADEQUATE LEVELS OF PUBLIC SERVICES.

Applicant: See Service Provider Letters submitted by the applicant.

Staff: As described in the *Neighboring Land and Vicinity* section of this report, most properties in the immediate vicinity of the site, to the north and east, are designated R-6. A plan amendment to change the subject INST site to R-6 would ensure protection of the existing neighborhood character using a compatible designation. Retention of the INST designation would offer less certainty, potentially resulting in future development of a higher intensity institutional use or leaving the 1.99 acre area vacant and underutilized.

The applicant has submitted service provider letters indicating there are no adverse impacts to public services with the proposed plan amendment. Letters submitted are from:

Clean Water Services, the Washington County Sheriff, Tualatin Valley Fire and Rescue (TVF&R), Beaverton School District, Tualatin Valley Water District, and Tualatin Hills Park & Recreation District (THPRD). The applicant also submitted a Transit Availability Statement indicating nearest provisions for public transit. Service provider letters will again be

required with any development application to ensure adequacy for site development as proposed at that time.

Staff finds the proposed plan amendment complies with Title 12.

F. Washington County Comprehensive Framework Plan for the Urban Area

1. Policy 1, the Planning Process, states:

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

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

Applicable Implementing Strategy:

- f. **Approve a quasi-judicial plan amendment for properties outside of New Urban Areas to the Primary Districts on the Community Plan Maps and/or the Future Development Areas Map, including the implementing tax maps, only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan. Where applicable, the proponent must also establish with the Review Authority compliance and conformance with the following:**

- **The provisions of Policies 40 and 41;**
- **The Community Plan Overview and sub-area description and design elements;**
- **The policies, strategies and systems maps of the Transportation Plan; and**
- **The regional functional planning requirements established by Metro.**

The proponent may also be required to demonstrate to the Review Authority that the potential service impacts of the designation will not impact the built or planned service delivery system in the community. This is a generalized analysis that in no way precludes full application of the Growth Management Policies to development permits as provided in the Code.

Quasi-judicial and legislative plan amendments for property added to the Regional Urban Growth Boundary through an approved Locational or Minor Adjustment, to any plan designation other than the FD-10 or FD-20 Districts, shall include documentation that the land was annexed into the Urban Road Maintenance

District, the Enhanced Sheriff Patrol District and, where applicable, the Tualatin Hills Park and Recreation District. Annexation into these districts shall be completed prior to the County's determination that a quasi-judicial plan amendment application is complete and prior to the County's adoption of a legislative plan amendment.

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

- 6. If removal of an Institutional designation is sought, demonstrate that the subject site conforms to the location criteria of the proposed designation and that the proposed designation conforms with all the applicable plan elements and consideration described above, exclusive of subparts (1) through (4).**

Applicant: See pages 9 and 10 of the applicant's narrative.

Staff: To qualify for plan amendments from one plan designation to another, quasi-judicial plan amendment applicants must successfully demonstrate that the request complies with, satisfies, or otherwise implements each applicable plan policy as noted under Implementing Strategy 1. f.

Figure 5 is a map identifying parcels (shown in green) that are in the Tualatin Hills Park & Recreation District (THPRD), Urban Road Maintenance District (URMD) and Enhanced Sheriff Patrol District (ESPD). The subject property (outlined in red) is in all three service district boundaries. In the service provider letter dated July 13, 2015, THPRD indicated that the subject lot is outside of its district boundaries and that annexation will be required prior to recording of a plat; however, it should be noted that annexation into THPRD's service area was completed for the subject parcel in 2015 (casefile 15-024 LRP/BC). Therefore this requirement has been met. A service provider letter from ESPD has also been submitted showing adequate sheriff services are available.

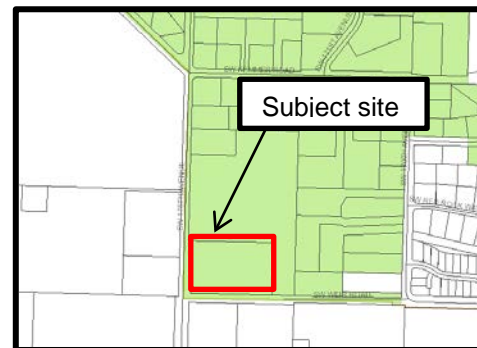


Fig. 5: Special District Boundary Map (areas in green are in THPRD, ESPD and URMD)

As cited above, for removal of an institutional designation an applicant is not required to address provisions of Strategy subparts 1.f (2) through (4), including those regarding alternative site analyses that apply to certain other types of plan amendments. Policy 1 identifies other county and agency requirements that are applicable to this policy that have been addressed in other parts of this report.

Staff cites the findings above and applicable findings elsewhere in the report as providing support that the proposed plan amendment complies with Policy 1.

2. Policy 2, Citizen Involvement, states:

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

Applicant: See page 8 of the applicant's narrative.

Staff: A quasi-judicial plan amendment such as this must be considered through a Type III procedure. In accordance with CDC Section 204-4, the county placed a legal notice of the hearing in The Oregonian at least ten days prior to the March 16, 2016 Planning Commission hearing date (published March 4, 2016), and sent a notice of the public hearing to all owners (of record) of property within 500 feet of the subject site at least 20 days prior to the hearing (mailed February 24, 2015).

A copy of the plan amendment application was also mailed to the representative for the local Citizen Participation Organization (CPO 6) on February 10, 2016. Finally, the staff report was available to all interested parties at least seven days prior to the hearing as required by CDC Section 203-6.2.

Based upon the actions listed above, the requirements of Policy 2 have been met with the proposed plan amendment.

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

3. Policy 8, Natural Hazards, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO PROTECT LIFE AND PROPERTY FROM NATURAL DISASTERS AND HAZARDS.

Applicant: The applicant's narrative does not address this policy.

Staff: The primary focus of this Plan policy is to lower the risks associated with earthquakes or flooding by limiting development in areas subject to these risks and by requiring building designs that appropriately limit such risks. As previously noted, the proposed plan amendment could allow for the addition of up to 12 additional housing units, subject to approval of a separate land use application for such. The subject site is not located within a flood plain or drainage hazard area and does not contain steep slopes. If the subject site is developed, Building Code standards will apply that require all habitable structures to be constructed to resist hazardous damage resulting from earthquake activity.

Staff finds the proposed plan amendment does not preclude future development from complying with Plan Policy 8.

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

4. Policy 13, Reasons For Growth

IT IS THE POLICY OF WASHINGTON COUNTY TO ESTABLISH A GROWTH MANAGEMENT SYSTEM FOR THE UNINCORPORATED AREAS WITHIN THE UGB WHICH PROMOTES:

- (1) Efficient, economic provision of public facilities and services;**
- (2) Infill development in established areas while preserving existing neighborhood character;**
- (3) Development near or contiguous to existing urban development where services are available;**
- (4) Parcelization of land such that future development at urban densities can take place;**
- (5) Development which is compatible with existing land uses;**
- (6) Agriculture use of agricultural land until services are available to allow development;**
- (7) Development in concert with adopted community plans.**

Applicable Implementing Strategy:

- b. Encourage infill development where such development will not adversely affect existing uses and where the capacity of existing public facilities and services will not be exceeded.**

Applicant: See pages 12 to 13 of the applicant's narrative.

Staff: The subject parcel is located in an established residential neighborhood that is currently served by public facilities and services. The subject parcel is 3.5 acres in size of which 1.51 acres of the site contain an active fire station operated by TVF&R. The remaining 1.99 acres is vacant and TVF&R has no plans to expand into this area. This 1.99 acre portion of the lot is underutilized. The proposed plan amendment would provide potential for efficient infill development (through a future land division application) compatible with the surrounding residential lots in the area that have a plan designation of R-6. The proposed plan amendment meets the established growth management provisions for unincorporated areas within the UGB.

As previously noted, the county's Transportation Report (Attachment A) indicates that development of the site as allowed by a change of designation to R-6 would not significantly affect capacity or levels of travel on the nearby transportation system. The applicant has included service provider letters with this application. These letters generally note that there are no impacts to these public services associated with this plan amendment. If this plan amendment is approved and an application is submitted for specific development plans, the applicant will again be required to submit forms from service providers addressing adequacy of services particular to the proposed development. Further, infill development standards of CDC Section 430-72, applicable to R-5 and R-6 developments on underdeveloped sites of less than two acres, would be applied at that time. Consistent with Policy 13, those infill standards serve to buffer neighboring lots and ensure compatibility of incoming development to the extent feasible given allowed density. Additionally, they require evidence that proposed development will not preclude neighboring lots from future development to allowed densities.

Staff finds the proposed plan amendment does not preclude future development from complying with Plan Policy 13.

5. Policy 14, Managing Growth, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO MANAGE GROWTH IN UNINCORPORATED LANDS WITHIN THE UGB SUCH THAT PUBLIC FACILITIES AND SERVICES ARE AVAILABLE TO SUPPORT ORDERLY URBAN DEVELOPMENT. THIS POLICY APPLIES TO URBAN UNINCORPORATED LANDS, EXCEPT IN NEW URBAN AREAS WHICH ARE SUBJECT TO POLICY 44.

Applicant: See pages 13 and 14 of the applicant's narrative and Services Provider Letters submitted with the application.

Staff: As addressed within the findings for Urban Growth Management Functional Plan compliance, Title 12, Service Provider Letters have been received from the following agencies:

- Tualatin Valley Water District (water),
- CWS (sanitary sewer & drainage),
- TVF&R (fire),
- Beaverton School District (schools),
- Washington County Sheriff (police),
- TriMet (transit service), and
- THPRD (parks).

The Service Provider Letters provided by the applicant show the proposed plan amendment does not affect availability of public facilities and services. Future development applications will require new Service Provider Letters to ensure that mitigation needed to address a specific development proposal is adequately provided. THPRD has noted that annexation into their special district will be required prior to approval of a plat for any future land division. This requirement has been addressed by TVF&R through a Minor Boundary Change application (Casefile 15-024 LRP/BC) that was approved in August 2015. Therefore, this requirement has been met for the subject site.

Staff finds the proposed plan amendment does not preclude future development from complying with Plan Policy 14.

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

6. Policy 18, Plan Designations and Location Criteria for Development, states:

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

R-6

Location Criteria: The R-6 district shall be applied to areas in community plans selected for the lowest residential densities which are not zoned RU-2, RU-3, RU-4, or developed under the PR zone, and which are designated Urban Intermediate by the 1973 Washington County Comprehensive Framework Plan, as amended.

Generally, R-6 areas should not be located on major traffic routes. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include detached and attached residences (including manufactured dwellings), retail and office, commercial, industrial and institutional uses.

Applicant: See page 14 of the applicant's narrative.

Staff: The Comprehensive Framework Plan addresses designation of land under the R-6 classification by providing "location criteria" as indicated above.

As required under Policy 18, the above locational criteria have been incorporated into the Aloha-Reedville-Cooper Mountain Community Plan. The subject site abuts an Arterial (SW 175th Avenue) and a future Collector (SW Weir Road) and is not identified as a major intersection. The Community Plan has adopted the R-6 designation for properties north and east of the site, the proposed R-6 designation would be consistent with the designation of these parcels. Properties to the south and west are designated AF-5, but are located outside the UGB. Historic adoption of land use designations for the subject site is addressed in the *Land Use History* section of this report. Compliance with the locational criteria for the proposed R-6 plan designation is further supported in the findings for the Aloha-Reedville-Cooper Mountain Community Plan.

Staff finds the proposed plan amendment is consistent with Policy 18 and the Community Plan.

(These findings also pertain to Statewide Planning Goal 2, Land Use Planning, and the Bethany Community Plan).

7. Policy 21, Housing Affordability. states:

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

- a. **Provide for an average overall density for new housing constructed in the urban unincorporated area of at least 8 units per net buildable acre, and at least 10 units per net buildable acre in New Urban Areas.**
- f. **Encourage compatible development in partially developed residential areas to make optimal use of existing urban service facility capacities and maximize use of the supply of residential land.**

Applicant: See pages 14 and 15 of the applicant's narrative.

Staff: As noted in earlier findings for the Metropolitan Housing Rule, as an INST site the subject lot would not provide opportunities for new housing to contribute towards this county policy. However, consistent with the housing stock in the surrounding area, the proposed plan amendment to R-6 would allow the site to supplement both variety and numbers of needed housing via efficient infill development on urban land in the form of detached or attached units on individual lots, thereby potentially reducing housing costs.

Staff finds that the proposed plan amendment is consistent with Policy 21.

8. Policy 22, Housing Choice and Availability, states:

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

Applicant: See page 11 of the applicant's narrative.

Staff: The proposed plan amendment from INST to R-6 would encourage additional housing choices since the amendment would permit an additional 12 dwelling units in the area as either attached or detached dwellings. The applicant points out that the R-6 designation would also allow for accessory dwelling units, zero lot lines and group homes, increasing the ability to serve varied needs of the population.

Staff finds that this plan amendment is consistent with Policy 22.

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

9. Policy 23, Housing Condition, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE THE MAINTENANCE AND REHABILITATION OF THE EXISTING HOUSING STOCK IN UNINCORPORATED AREAS.

Applicant: See page 11 of the applicant's narrative.

Staff: The subject property is within urban unincorporated Washington County and supports an active fire station. There is no residential dwelling on the subject site; therefore rehabilitation of existing housing stock is not relevant.

Staff finds that Policy 23 is not applicable to the proposed plan amendment.

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

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

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

Applicant: See page 12 of the applicant's narrative.

Staff: The applicant has submitted a service provider letter for the proposed plan amendment from the Beaverton School District. The letter states "*District does not anticipate impacts to the Beaverton School District as a result of this proposal.*" However, when a development application is submitted for the subject site, a new service provider letter from the school district will be required and will address the specific impacts associated with the particular project as well as factor the impacts of school district's current school boundary review. Staff's findings for County Policy 14 and the Urban Growth Management Functional Plan, Title 12 support that there are no adverse impacts to school services from this plan amendment proposal.

Staff finds that the proposed plan amendment does not preclude future development from complying with Policy 30.

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

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

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

Applicant: See Service Provider Letters submitted with the application.

Staff: The service provider letters from Tualatin Valley Fire & Rescue and the Washington County Sheriff's Department state that these providers can adequately serve the property. The proposed plan amendment complies with Policy 31. The findings for County Policy 14, above and the Urban Growth Management Functional Plan, Title 12 are applicable to this policy and show that this proposal will not result in adverse impacts to fire and police protection. Future development applications will warrant new service provider letters to ensure any potential impacts associated with a specific proposal are identified and addressed.

Staff finds the proposed plan amendment does not preclude future development from complying with Policy 31.

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

12. Policy 32, Transportation, states:

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

Applicant: See page 15 of the applicant's narrative.

Staff: Policy 32 directs the development of a Transportation Plan as an element of the overall County Comprehensive Framework Plan. The County has developed a Transportation System Plan (TSP) that meets both the intent of Policy 32 and more recent Regional, State and Federal transportation planning requirements. This TSP is updated as needed to maintain compliance with such requirements. Conformance with applicable standards and requirements of the TSP is discussed within the Transportation Report for this plan amendment (Attachment A). Staff finds that this request complies with Policy 32.

13. Policy 33, Quantity and Quality of Recreation Facilities and Services, states:

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

Applicant: See page 11 of the applicant's narrative.

Staff: In its service provider letter, THPRD stated that the property must annex into the district prior to recording of a plat. The subject site was annexed into THPRD's service boundary in 2015 (See Washington County Casefile 15-024 LRP/BC, therefore this requirement has been met. Additionally, the park district would receive system development charges (SDCs) with future site development. Staff findings for County Policy 14 and the Urban Growth Management Functional Plan, Title 12 are applicable to this policy and show that the proposal does not result in adverse impacts to the development of adequate park and recreational facilities and services in the area.

Staff finds that the proposed plan amendment complies with Policy 33.

(These findings also pertain to Statewide Planning Goal 8, Recreation Needs).

14. Policy 39, Land Use Conservation, states:

IT IS THE POLICY OF WASHINGTON COUNTY TO DEVELOP LAND USE STRATEGIES WHICH TAKE ADVANTAGE OF DENSITY AND LOCATION TO REDUCE THE NEED TO TRAVEL, INCREASE ACCESS TO TRANSIT, INCREASE THE USE OF ALTERNATE MODES OF TRANSPORTATION, INCLUDING TRANSIT, AND PERMIT BUILDING CONFIGURATIONS WHICH INCREASE THE EFFICIENCY OF HEATING AND COOLING RESIDENCES.

Implementing Strategies

The County will:

- a. Limit low-density sprawl development, and create a multi-centered land use pattern in the preparation of Community Plans to decrease travel needs.**
- b. Encourage infilling of passed-over vacant land and revitalization of older areas, especially where a major transportation corridor is close by.**
- g. Support planning for alternative modes of transportation as a means of conserving energy.**

Applicant: See page 12 of the applicant's narrative.

Staff: The site contains an active fire station with 1.99 acres of vacant land. The proposed plan amendment from INST to R-6 would accommodate residential infill, consistent with the housing types in the area. The proposed plan amendment would allow residential development in the underutilized portion of the parcel adjacent to existing neighborhoods. This additional housing would help reduce the need to develop further away from existing services and limit sprawl. Infill development in this area provides access (less than two miles) to employment, shopping, and recreation areas (Murray Scholls Town Center/ Murrayhill Marketplace / Cooper Mountain Nature Park) potentially reducing travel needs. The site is approximately 3/4 of a mile from the BPA Regional Trail, which provides alternative transportation nearby.

Staff finds the proposed plan amendment is consistent with the intent of Policy 39, above.

(These findings also pertain to Statewide Planning Goal 12, Transportation and Goal 14, Urbanization).

15. Policy 40, Regional Planning Implementation, states:

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

Applicant: See page 13 of the applicant's narrative.

Staff: Policy 40 was adopted through Ordinance 561, which applied the 2040 Growth Concept Design Types to all of the unincorporated urban areas of Washington County. There are nine urban design types: Central City, Regional Center, Town Center, Station Communities, Main Streets, Corridors, Employment Land, Parks & Natural Areas, and Neighborhood.

The subject property is located within a "Neighborhood" as shown within the 2040 Growth Concept Plan. The parcel was developed as a fire station, consistent with the existing INST plan designation. However the eastern portion of the site is currently vacant and underutilized and TVF&R has no plans to expand into the remainder of the parcel. A plan amendment of the eastern portion of the site from INST to R-6 would allow infill of the site consistent with other surrounding developments.

Staff finds that designation of the site from INST to R-6 will create consistency with surrounding residential properties and with Metro's "Neighborhood" 2040 Growth Concept design type while efficiently making use of vacant lands. See also, earlier findings under "Urban Growth Management Functional Plan."

Staff finds the proposed plan amendment complies with Policy 40.

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

G. Transportation Planning Rule (OAR 660-012-0060) and Washington County Transportation System Plan

Applicant: See pages 13 through 15 of the applicant's narrative.

Staff: A Transportation Report (Attachment A), incorporated into this staff report by reference, contains discussion on plan amendment compliance with the Transportation System Plan (TSP) and the Transportation Planning Rule. Based on the applicant's written materials and the findings in this report, staff concludes that this proposed plan amendment will not significantly affect the capacity or levels of travel on the nearby transportation network as defined in OAR 660-012-0060. Based on the findings in the Transportation Report, staff finds the proposed plan amendment complies with OAR 660-012-0060.

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

H. Aloha-Reedville-Cooper Mountain-Community Plan

Applicant: See pages 6 through 9 of the applicant's narrative.

COMMUNITY PLAN OVERVIEW

The land use pattern planned for the Aloha-Reedville-Cooper Mountain area focuses most development in corridors along Tualatin Valley Highway and Farmington Road. The highest intensity land uses such as high density residences, stores and industries occur near the major street intersections of 185th and Tualatin Valley Highway, 185th and Farmington, and Kinnaman and Farmington. This land use pattern reflects existing land use commitments, proximity to major employment centers, and the high degree of access to surrounding areas offered by these major traffic routes.

Areas in between and north and south of these corridors are generally planned for lower density residential use, although larger properties on Arterials or Collectors, and properties at major street intersections such as Baseline and 219th, Hart/Bany and 170th, and Scholls Ferry Road, Old Scholls Ferry Road, and Murray Boulevard are planned for higher density residences, because of good accessibility and/or proximity to major employment centers.

Staff: As stated in the Overview section of this Community Plan, "*The application of Plan designations to the Aloha-Reedville-Cooper Mountain Community Plan Map was guided by*

locational criteria in the Comprehensive Framework Plan. These criteria essentially say that the appropriate use for a property is determined by (1) its proximity to major traffic routes, street intersections and transit service; and (2) compatibility with adjacent land uses. .” While the subject parcel abuts an Arterial (SW 175th Avenue) and a future Collector (SW Weir Road), the parcel is located south of major street intersections where lower density residential uses are already located. The parcels to the north and east of the subject parcel are designated R-6 and are consistent with this policy. The proposed plan amendment to R-6 from INST would be compatible with surrounding area.

GENERAL DESIGN ELEMENTS

- 1. In the design of new development, flood plains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:**
 - a. Used to accent, define, or separate areas of differing residential densities and differing planned land uses;**
 - b. Preserved and protected to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and**
 - c. Where appropriate, interconnected as part of a park and open space system.**

Staff: The plan amendment application requests a change to the plan designation for the subject parcel from INST to R-6. While the applicant has identified a potential plan for the subject area, this application does not review nor approve a development proposal on the site. A future development application will need to take into consideration the natural features and the necessary mitigations to address these impacts through the CDC. The proposed plan amendment will not preclude a development from complying with the requirements of the CDC.

Staff finds the proposed plan amendment would not prevent future development from complying with these general design elements.

- 5. Portions of the Planning Area are currently outside the boundaries of the Tualatin Hills Park and Recreation District. Residents and property owners in these areas should seriously consider annexing to the Tualatin Hills Park and Recreation District in order to assure the acquisition, development, and maintenance of a park and recreation system.**

Staff: The subject parcel was annexed in to Tualatin Hills Park & Recreation District in 2015; therefore the subject parcel complies with this policy.

- 7. All new subdivisions, attached unit residential developments, and commercial developments shall provide for pedestrian/bicycle pathways which allow public access through or along the development and connect adjacent developments and/or shopping areas, schools, public transit, and park and recreation sites.**
- 8. Pedestrian/bicycle pathways identified in the county's Transportation System Plan and this Community Plan shall be included in the design of road improvements that are required of new developments to meet the county's growth management policies.**

- 9. The county shall emphasize non-auto (transit, bicycle, and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.**
- 10. Noise reduction measures shall be incorporated into all new developments located adjacent to Arterial or Collector streets or rock quarries. Noise reduction alternatives will include vegetative buffers, berms, walls and other design techniques such as insulation, set backs, and orientation of windows away from the road.**
- 12. New development within the Planning Area shall be connected to public water and sewer service; except as specified in the Community Development Code.**
- 13. New development shall, when determined appropriate through the development review process, dedicate right-of-way for road extensions and alignments indicated on Washington County's Transportation System Plan or the Aloha-Reedville-Cooper Mountain Community Plan. New development shall also be subject to conditions set forth in the county's growth management policies during the development review process.**

Staff: The subject parcel includes an active fire station with no plans for future facility expansion and a vacant unused area measuring 1.99 acres. SW 175th Avenue and SW Weir Road are not currently improved to county standards. The proposed plan amendment would allow residential development on the eastern portion of the parcel currently vacant. If a future residential development were proposed, there is an opportunity to require improvements to the transportation system in the area. The applicant has submitted a Traffic Impact Statement, prepared by the county (TIS #02028494, dated November 23, 2015), indicating public improvements that will likely be required at the time of development. These include, but are not limited to, right-of-way dedication, road and sidewalk improvements, and access meeting county standards with adequate sight distance (CDC Section 501). Transit impacts are not likely to occur since the closest bus line (No. 88) is located north of the subject site on SW Bany Road and SW 170th Avenue. Submission of a neighborhood circulation plan per CDC Section 408, including provisions for any pedestrian and bicycle accessways prescribed by that section, is also required by the TIS. See also, findings in the county's Transportation Report (Attachment A).

Prior to approval of any future development, conditions for public urban services as well as public improvements will be applied as conditions of approval through a land use review specific to a proposed development. Engineering review of plans required in conjunction with a development application will ensure that pedestrian and bike improvements are provided as prescribed by Washington County Road standards, The Transportation System Plan, the Aloha-Reedville-Cooper Mountain Community Plan, and the Community Development Code. Adequate public services, mitigations for impacts such as noise and adequate parking for any future development will be addressed through the Community Development Code (CDC) as part of a land use application once a development is proposed. The proposed plan amendment will not prevent a future development from meeting the requirements of the CDC.

Based on the above, the proposed plan amendment is consistent with the intent of applicable General Design Elements of the Community Plan.

- 15. New access onto Arterial and Collector streets shall be limited. Shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible. T.V. Highway Corridor subarea design elements shall apply in that subarea (as defined in Design Element 1 of that subarea).**

Staff: SW 175th Avenue is identified as an Arterial and SW Weir Road as a future Collector. The proposed plan amendment is to the eastern portion of the site abutting SW Weir Road and does not connect to SW 175th Avenue. The applicant has shown (see Figure 4) that future development of this area could access SW Weir Road from the abutting development to the north and east. Currently the SW Weir Road right-of-way between SW 170th and SW 175th Avenues has not been constructed. As shown in Figure 6, the intersection of SW 175th Avenue and SW Weir Road provides driveway access to residences. Future development of the site and other adjacent parcels will require additional land use review including compliance with county road standards as well as construction of SW Weir Road to county standards.



Fig. 6: Eastern view from the northeast corner of SW 175th/SW Weir

Staff finds the proposed plan amendment will not preclude development from meeting this policy.

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

COOPER MOUNTAIN SUBAREA

The Community Plan map designated most of the area within this Community Plan in 1983 as low density residential development (R-5 or R-6 designations). This was done because the area is some distance from Arterials and employment centers and has steep slopes in some locations which make access and development somewhat difficult.

Specific Design Elements:

- 4. Several outstanding scenic views exist at points along roads traversing Cooper Mountain. To preserve these views, the viewshed of these scenic points shall be determined through the Master Planning Process. The location and design of structures built within this viewshed shall not obscure the scenic view. Additionally, road turn out facilities shall be constructed at the scenic view point in conjunction with improvements to bring the road up to County standards.**

Applicant: See pages 7 and 8 of the applicant's narrative.

303-1 Intent and Purpose

The purpose of the R-6 District is to implement the policies of the Comprehensive Plan for areas designated for residential development at no more than six (6) units per acre and no less than five (5) units per acre, except as specified by Section 300-2, Section 300-5, or Section 303-6. The intent of the R-6 District is to provide the opportunity for more flexibility in development than is allowed in the R-5 District.

330 INSTITUTIONAL DISTRICT (INST)

330-1 Intent and Purpose

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

Applicant: See page 21 of the applicant's narrative.

Staff: In 1983, the Aloha-Reedville-Cooper Mountain Plan designated the subject parcel as INST with the surrounding parcels designated Residential 2-6 acres. The subject parcel contains TVF&R's Station 69, a use that is consistent with the intent of the INST designation. However the station only utilizes 1.51 acres, on the western portion of the 3.5 acres site. The remaining 1.99 acres on the eastern portion of the parcel is vacant. TVF&R has completed development of their site as needed and are interested in selling the unused portion. If no plan amendment occurs, the vacant portion of the site will remain available for institutional use under the INST plan designation. The INST designation does not allow use of the subject property for a residence, except in connection with a permitted institutional use.

The surrounding area is R-6 (Residential 5 to 6 units per acre). At 5 to 6 units per acre, the R-6 designation would allow a maximum of 12 units on the vacant 1.99 acre portion of the site. A change to R-6 would be consistent with the land use designation applied to properties bordering the site to the north, and east. Parcels to the south and west are designated AF-5 and are located outside the UGB.

The Community Development Code and the Community Plan implement the Comprehensive Plan.

R-6 designation of the site would appear consistent with the intent of the Comprehensive Plan and the 1983 Aloha-Reedville-Cooper Mountain Plan for the subject vicinity (see earlier staff findings under Community Plan Overview). Similarly, associated potential for up to 12 residences as infill development on the subject site addresses Policy 39 (Land Use Conservation) of the Comprehensive Plan, which requires the county to develop land use strategies that take advantage of density and location to reduce the need for travel, increase access to transit, and increase use of alternate transportation modes. (See findings under Policy 39).

Staff finds that designation of the site as R-6 is consistent with CDC Section 303-1 and existing designations and development patterns in the immediate vicinity. The proposed plan amendment will not preclude future development from meeting these code requirements.

2. Article IV, Development Standards:

410 GRADING AND DRAINAGE

423 ENVIRONMENTAL PERFORMANCE STANDARDS

Staff: The proposal is to modify the existing land use district on a portion of the subject site and does not include approval of a specific development. At the time of any future development review, potential surface runoff from proposed development will be subject to compliance with CDC Section 410. This section requires compliance with Clean Water Services regulations regarding water quality as the subject area is located within Clean Water Services' district boundary. Additionally future development will be subject to environmental requirements of CDC Section 423.

Staff finds that compliance with above requirements will be addressed with future development applications and is not applicable to this plan amendment.

(These findings also pertain to Statewide Planning Goal 6, Air, Water and Land Resources Quality).

IV. SUMMARY AND CONCLUSIONS

This report and evidence provided by the applicant demonstrate that the proposed plan amendment is consistent with applicable policies and strategies of the Comprehensive Framework Plan for the Urban Area.

Per the attached Transportation Report, the proposed plan amendment is consistent with the Transportation Planning Rule and Goals 1, 3, 5, 6, 7, 8, 9 and 10 of the Transportation System Plan, and would not significantly affect the capacity or levels of travel on the nearby transportation network as defined in OAR 660, Division 12.

Local service providers can currently provide or have the ability to provide an adequate level of public facilities and services to the property. Special District Annexation to the park district has been completed.

V. RECOMMENDATION

Based on the findings in this report, staff recommends that the plan amendment be **APPROVED**.

VI. ATTACHMENTS

Attachment A: Transportation Report

Attachment B: Vicinity Map

February 25, 2016

**TRANSPORTATION REPORT
CASEFILE NO. 15-298-PA**

Applicant: Tualatin Valley Fire & Rescue

Location: 9940 SW 175th Avenue

Tax Map/Lot: 1S1 30DC Tax Lot 1600

Site Size: 3.40 acres

Staff has reviewed this request for compliance with the applicable transportation planning policies and rules and submits the following findings and recommendations.

FINDINGS

A. General:

1. The proposed plan amendment would change the plan designation on a 1.99 acre portion of the subject parcel from Institutional (INST) to R-6 (Residential 6 Units per Acre).
2. The subject property is located on the east side of SW 175th Avenue, at the corner of the SW Weir Road extension identified in the TSP. SW 175th Avenue is designated an Arterial and the Weir Road extension is designated at a future Collector. Both SW 175th Avenue and SW Weir Road are under Washington County jurisdiction. The applicant states that the portion of the property subject to the plan amendment is being sold to an adjacent property owner that intends to develop.
3. The following standards are applicable to this request and are addressed in this staff report:
 - a. OAR 660, Division 12, Oregon Transportation Planning Rule:
Section 060 - Plan and Land Use Regulation Amendments
 - b. Washington County 2014 Transportation System Plan Goals and Objectives:

Goal 1: Safety

Provide a safe transportation system for all users.

Objective 1.3

Review all development proposals, including those within incorporated areas, to continue the safe operation of county roads.

Goal 3: Livability

Preserve and enhance Washington County's quality of life for all residents, workers and visitors.

Objective 3.1

Strive to maintain and enhance the livability of existing and future communities and neighborhoods.

Goal 5: Mobility Promote the efficient and cost-effective movement of people, goods and services by all modes.
Objective 5.3 Utilize the Interim Washington County Motor Vehicle Performance Measures to manage congestion.
Goal 6: Accessibility Provide safe and efficient access to destinations within Washington County.
Objective 6.1 Provide an accessible, multi-modal transportation system that meets the needs of the community.
Goal 7: Connectivity Provide improved and new transportation connections within and between developed and developing areas.
Objective 7.1 Provide an interconnected transportation network that offers multi-modal travel choices and minimizes out-of-direction travel for all modes.
Goal 8: Active Transportation Create a built environment that encourages safe, comfortable and convenient active transportation options that are viable for all users.
Objective 8.1 Provide a network of "complete streets" that safely and comfortably accommodate road users of all ages and abilities, including people walking, cycling, using mobility devices, taking transit and driving.
Goal 9: Coordination Implement the Transportation System Plan by working with the public, community groups, transit providers, cities and other government agencies.
Goal 10: Funding Create a built environment that encourages safe, comfortable and convenient active transportation options that are viable for all users.
Objective 10.2 Promote equitable, sustainable and fiscally responsible transportation system funding.

B. Oregon Transportation Planning Rule

1. The Oregon Transportation Planning Rule, OAR 660-012-0060, requires an analysis of the impact of a proposed plan amendment on the planned transportation system to determine whether the proposal will 'significantly affect' the planned transportation system in the area.
2. Pursuant to the OAR, the proposed plan amendment would 'significantly affect' SW 175th Avenue and/or the surrounding transportation network if it does any of the following as measured at the end of the planning period identified in the adopted TSP (year-2040):
 - Changes the functional classification of an existing or planned transportation facility;
 - Changes the standards implementing a functional classification system;

- Allow types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; or
 - Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the Transportation System Plan or comprehensive plan; or
 - Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the Transportation System Plan or comprehensive plan.
3. Considering the criteria above, in order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the County generally requires a comparative analysis of a reasonable worst-case development of a site under current and proposed land use designations. A 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site over the planning horizon of the adopted Transportation System Plan.
 4. The county evaluates roadway performance based on the volume to capacity ratios (V/C), measured at signalized intersections. Table 3-2 of the Washington County Transportation System Plan (TSP) sets forth the applicable performance criteria for plan amendment requests. For this plan amendment, performance of the nearest stop controlled intersection (SW Kemmer Road and SW 175th Avenue) was considered (see findings below). The SW Kemmer Road and SW 175th Avenue intersection is planned to be signalized, which will improve the operational level-of-service. Evaluation and traffic analysis of unsignalized intersections is not required by the 2035 Transportation System Plan.
 5. The applicant provided an estimate of daily traffic under a reasonable worst-case scenario as compared to existing zoning. The analysis is based on a build-out of the subject site with 12 single-family units (ITE code 210) for the basis of the reasonable worst case scenario. The existing zoning analysis is based on single tenant office building (ITE code 715). A total of 106 additional daily trips and 10 peak hour trips are anticipated as a result of the proposed zoning.
 6. Considering the findings above, staff concludes that the proposed amendment will not significantly affect the capacity or levels of travel on the nearby transportation network as defined in the Transportation Planning Rule.
 7. No changes in functional classification are proposed or required in order to accommodate the proposed plan amendment. Furthermore, the plan amendment will not affect the standards implementing the functional classification system as set forth in Objective 5.3 of the County's 2014 Transportation System Plan nor will it significantly affect the capacity of the surrounding transportation network. Based upon these facts, staff concludes that the proposal is consistent with the identified function, capacity, and level-of-service for affected transportation facilities, consistent with Section 060 of the Oregon Transportation Planning Rule.

C. Washington County Comprehensive Framework Plan For The Urban Area

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

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

STAFF: As it pertains to transportation, this policy requires the County to analyze the existing transportation system as well as the planned system. With the proposed plan amendment, the future performance of nearby transportation facilities will comply with the adopted performance thresholds of the 2014 Transportation System Plan. Based on this, the plan amendment will be consistent with Policy 1.f. with regard to transportation.

D. Washington County 2014 Transportation System Plan

The proposed plan amendment is subject to ten policies from the County's 2014 Transportation System Plan, which are listed and addressed below.

Goal 1: Safety

Provide a safe transportation system for all users.

Objective 1.3

Review all development proposals, including those within incorporated areas, to continue the safe operation of county roads.

STAFF: Significant impacts on capacity or roadway safety are not anticipated under the proposed plan designation. Any traffic safety impacts associated with potential future development on the subject property will be subject to the traffic safety regulations set forth in the Community Development Code and Resolution and Order 86-95 which implement Objective 1.3. As explained above in this report, the proposed plan amendment is not expected to have a detrimental impact on the capacity or level of service on any of the transportation facilities in the impact area. Redevelopment of the lot will result in frontage improvements on SW 175th Avenue and SW Weir Road including the installation of sidewalks. The proposal therefore does not conflict with Goal 1.

Goal 3: Livability

Preserve and enhance Washington County's quality of life for all residents, workers and visitors.

Objective 3.1

Strive to maintain and enhance the livability of existing and future communities and neighborhoods.

STAFF: Any future development on the subject property will be subject to the regulations set forth in the Community Development Code. The proposal therefore does not conflict with Goal 3.

Goal 5: Mobility

Promote the efficient and cost-effective movement of people, goods and services by all modes.

Objective 5.3

Utilize the Interim Washington County Motor Vehicle Performance Measures to manage congestion.

STAFF: The proposed plan amendment will not result in significant degradation of the planned motor vehicle system nor will it affect the Functional Classification of any nearby street or highway, nor result in land uses that are inconsistent with those identified in the Transportation System Plan. Therefore, the amendment will be consistent with the performance measures set forth in the strategies for implementation of Goal 5.

Goal 6: Accessibility

Provide safe and efficient access to destinations within Washington County.

Objective 6.1

Provide an accessible, multi-modal transportation system that meets the needs of the community.

STAFF: Any future development on the subject property will be subject to the regulations for neighborhood circulation set forth in the Community Development Code. Redevelopment of the two parcels will result in frontage improvements on SW 175th Avenue and SW Weir Road including the installation of sidewalks improving accessibility. Table 3-12 of the Transportation System Plan indicates that bike lanes are not required on local streets. The proposal therefore does not conflict with Goal 6.

Goal 7: Connectivity

Provide improved and new transportation connections within and between developed and developing areas.

Objective 7.1

Provide an interconnected transportation network that offers multi-modal travel choices and minimizes out-of-direction travel for all modes.

STAFF: Any future development on the subject property will be subject to the regulations for neighborhood circulation set forth in the Community Development Code. Redevelopment of the two parcels will result in frontage improvements on SW 175th Avenue and SW Weir Road including the installation of sidewalks improving connectivity. Functional Classification Design Parameters (Table 3-12) of the Transportation System Plan indicates that bike lanes are not required on local streets. The proposal therefore does not conflict with Goal 7.

Goal 8: Active Transportation

Create a built environment that encourages safe, comfortable and convenient active transportation options that are viable for all users.

Objective 8.1

Provide a network of "complete streets" that safely and comfortably accommodate road users of all ages and abilities, including people walking, cycling, using mobility devices, taking transit and driving.

STAFF: Any future development on the subject property will be subject to the regulations for neighborhood circulation set forth in the Community Development Code. Redevelopment of the two parcels will result in frontage improvements on SW 175th Avenue and SW Weir Road including the installation of sidewalks improving accessibility and connectivity. No impact to the existing transit service is expected. Functional Classification Design Parameters (Table 3-12) of the Transportation System Plan indicates that bike lanes are not required on local streets. The proposal therefore does not conflict with Goal 8.

Goal 9: Coordination

Implement the Transportation System Plan by working with the public, community groups, transit providers, cities and other government agencies.

STAFF: Goal 9 provides that all plan amendments be reviewed for consistency with the applicable provisions of the Transportation Planning Rule (OAR 660-012-0060). This request has been reviewed and determined to be consistent with the applicable provisions of the Transportation Planning Rule (see findings in Section B., above). Notification has been provided to affected local, regional and state agencies. The plan amendment request is therefore consistent with Goal 9.

Goal 10: Funding

Create a built environment that encourages safe, comfortable and convenient active transportation options that are viable for all users.

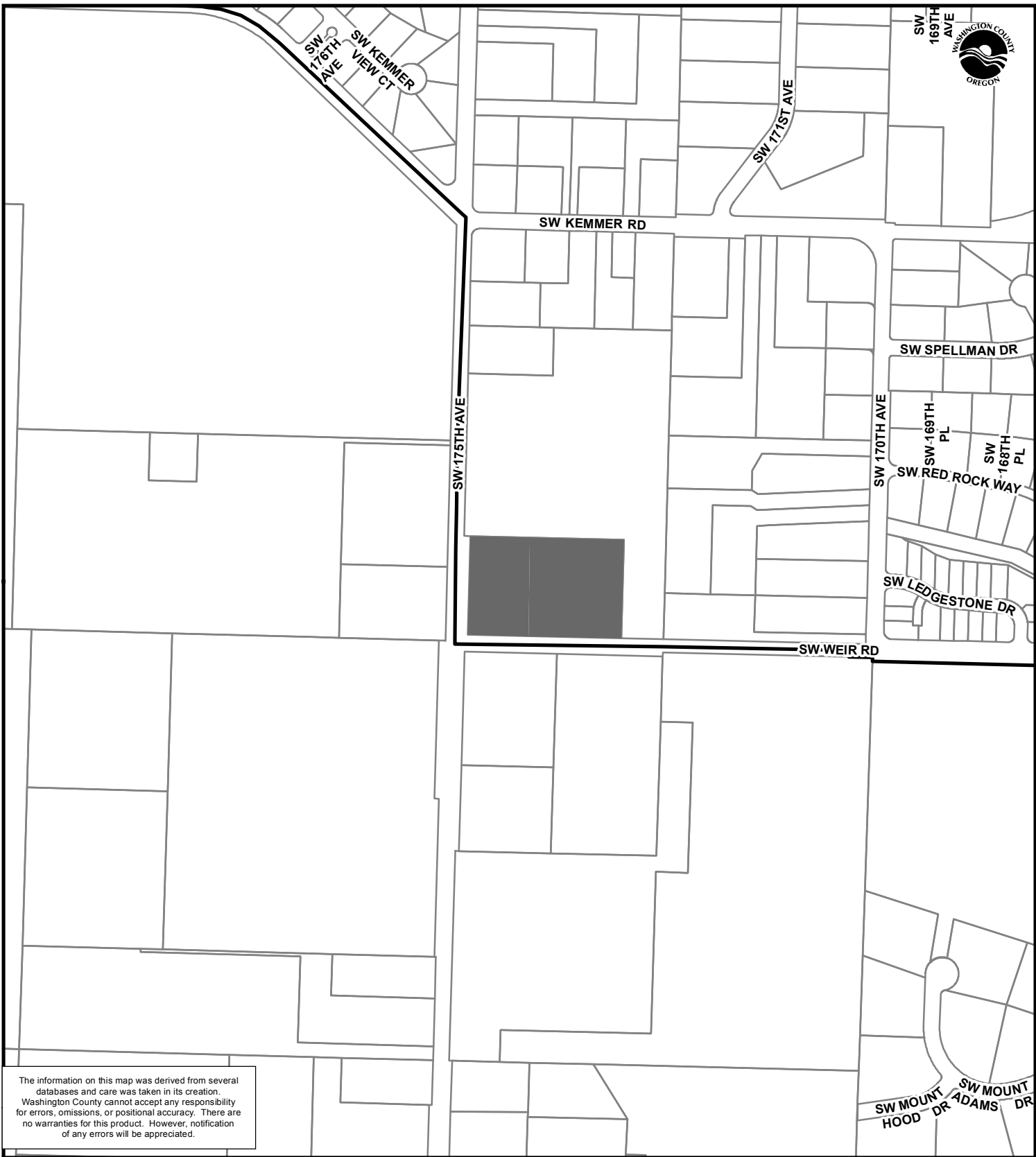
Objective 10.2

Promote equitable, sustainable and fiscally responsible transportation system funding.

STAFF: If development occurs on the affected property, it will be subject to payment of the appropriate Transportation Development Tax toward future capacity improvements. Payment of the Transportation Development Tax is consistent with the objectives included under Goal 10.

CONCLUSION

Based on the findings in this report, staff concludes that this plan amendment proposal will not “significantly affect” a transportation facility as defined in OAR 660, Division 12.





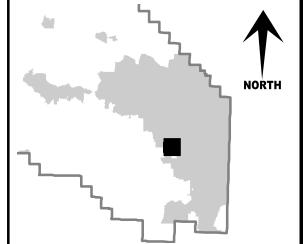
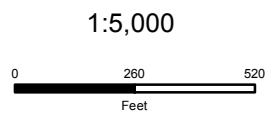
The information on this map was derived from several databases and care was taken in its creation. Washington County cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties for this product. However, notification of any errors will be appreciated.

Washington County- Planning and Development Services

15-298-PA

Vicinity Map
Attachment B

-  Subject Property
-  Urban Growth Boundary





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

CASEFILE NO. _____

PLAN AMENDMENT APPLICATION

PROCEDURE TYPE III (QUASI-JUDICIAL PUBLIC HEARING)

CPO: 6

COMMUNITY PLAN: ALPHA - REEDVILLE - COOPER MT.

EXISTING LAND USE DISTRICT(S): INSTITUTIONAL

APPLICANT NAME AND ADDRESS:
KEMMER RIDGE LLC
3437 CASCADE TERRACE
WEST LINN, OR 97068
503. 784. 3366

APPLICANT'S REPRESENTATIVE AND ADDRESS:
HARRIS MCCOMMAGLE ASSOC. INC.
12555 SW HALL BLVD.
TIGARD, OR 97223
BILL MCCOMMAGLE 503.639.3453

OWNER'S NAME AND ADDRESS:
TWANTIN VALLEY FIRE RESCUE
11945 SW 70TH AVE.
TIGARD, OR 97223

APPLICANT PHONE: 503.639.3453

OWNER PHONE: _____

ALSO NOTIFY: _____

PROPERTY DESCRIPTION
ASSESSOR MAP NO(S): 15130DC
TAX LOT NO(S): 01600
SITE SIZE: 3.40 AC.
ADDRESS: 9940 SW 175TH AVENUE
LOCATION: NE CORNER OF THE INTERSECTION
OF SW WEIR ROAD (RIGHT OF WAY) AND
SW 175TH AVENUE

PROPOSED PLAN AMENDMENT: REPLACE THE INST (INSTITUTIONAL) PLAN DESIGNATION
ON A PORTION OF THE LOT WITH THE R6 (RESIDENTIAL S-6 UNITS PER ACRE)
DESIGNATION.

DATE OF PRE-APPLICATION CONFERENCE:
(Attach copy of summary) 4.17.2015

STAFF MEMBER: JOAN KELLY

EXISTING USE OF THE SITE: FIRE STATION NO. 69

LIST ASSESSOR MAP AND TAX LOT NUMBERS OF ALL CONTIGUOUS LOTS OR PARCELS UNDER IDENTICAL OWNERSHIP:
NONE

LIST ALL PREVIOUS DEVELOPMENT REQUESTS, LAND USE ACTIONS AND DATES OR PREVIOUS ACTIONS RELATING TO THE SUBJECT PROPERTY:
NONE

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

Melissa Van ASST. CHIEF TVFAR
 OWNER CONTRACT PURCHASER DATE 10/27/15

Sharon Colton Member Kemmer Ridge, LLC
 OWNER CONTRACT PURCHASER DATE 10/26/15
APPLICANT

OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

NOTES:

- THIS APPLICATION MUST BE SIGNED BY ALL THE OWNERS OR ALL THE CONTRACT PURCHASERS OF THE SUBJECT PROPERTY, AS DEFINED BY THE COMMUNITY DEVELOPMENT CODE, SECTION 105-149.
- IF THIS APPLICATION IS SIGNED BY THE CONTRACT PURCHASER(S), THE CONTRACT PURCHASER(S) IS (ARE) CERTIFYING THAT THE CONTRACT VENDOR HAS BEEN NOTIFIED OF THE APPLICATION.
- THE APPLICANT OR A REPRESENTATIVE SHOULD BE PRESENT AT ALL PUBLIC HEARINGS.
- NO APPROVAL WILL BE EFFECTIVE UNTIL THE APPEAL PERIOD HAS EXPIRED.
- AN APPROVAL OR DENIAL OF THIS REQUEST MAY BE OVERTURNED ON APPEAL.



WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 155 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

**Transit Availability Statement
 (Applicant to Complete)**

Please Note: In accordance with a letter dated January 15, 2013, from the Director of TriMet Policy & Planning, this Transit Availability Statement shall serve as a functional replacement to the Service Provider Letter required from TriMet pursuant to Section 501-8.2.A.(1).

Transit information shall be obtained from TriMet's web site. Maps can be found at www.trimet.org (click on "Maps & Schedules" and then "Interactive System Map") or directly at <http://ride.trimet.org/?tool=routes#/>. The interactive map will display any transit routes and stops near the site. **Please print the map and attach it to this form.**

PRE-APPLICATION DATE: _____

***** Applicant: Please complete this form yourself using the links listed at the left. Submit the completed form with your land use application. Please do not send this in prior to application submittal.**

OWNER(S): _____

NAME: T.V.F. & R

ADDRESS: 9840 SW 175TH AVE

BEAVERTON OR 97007

PHONE: _____

Property Desc.: Tax Map(s): Lot Number(s):

15-1-30 DC 1600

Site Size: 3.40

Site Address: SAME

Nearest cross street (or directions to site):

S.W. BEAVER RD.

PROPOSED PROJECT NAME: N/A

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

COMP. PLAN CHANGE

EXISTING USE: FIRE STATION

PROPOSED USE: HOUSING

IF RESIDENTIAL: _____ IF INDUSTRIAL/COMMERCIAL: _____ IF INSTITUTIONAL: _____

NO. OF DWELLING UNITS: 12 TYPE OF USE: _____ NO. SQ. FT. _____

SINGLE FAM. _____ MULTI-FAM. _____ NO. OF SQ. FT. (GROSS FLOOR AREA) _____ NO. STUDENTS/EMPLOYEES/MEMBERS: _____

TRANSIT AVAILABILITY/IMPROVEMENTS:

a) Name/number of nearest transit line(s): _____ and stop(s): _____

b) Are any transit stops located within 300 feet of the development site?: _____

c) Please describe improvements proposed, if any, to new or existing transit stops, or proposed improvements to access to existing transit facilities: _____

Please Note: If the development is located within 300 feet of a transit stop and/or any improvements are proposed per c) above, Current Planning Services will forward a copy of the application to TriMet for review upon application acceptance for processing.

TRIMET Trip Planner

Plan 0 Trip: Southwest 175th / 9658 SW 175th / 51 mins

4:21 pm - 5:12 pm
 0 transfers
 51 mins

4:51 pm - 5:42 pm
 0 transfers
 51 mins

5:21 pm - 6:12 pm
 0 transfers
 51 mins

Start at 9658 SW 175TH AVE
 Step ID: 5879
 About 29 minutes - 1.4 mi

Walk to SW Bary & Tallac Way
 Step ID: 5879

Bus 88-Hart/198th to Beaverton TC
 Depart SW Bary & Tallac Way
 Step ID: 5879
 21 minutes

5:12pm
 Arrive Beaverton Transit Center
 Step ID: 5883

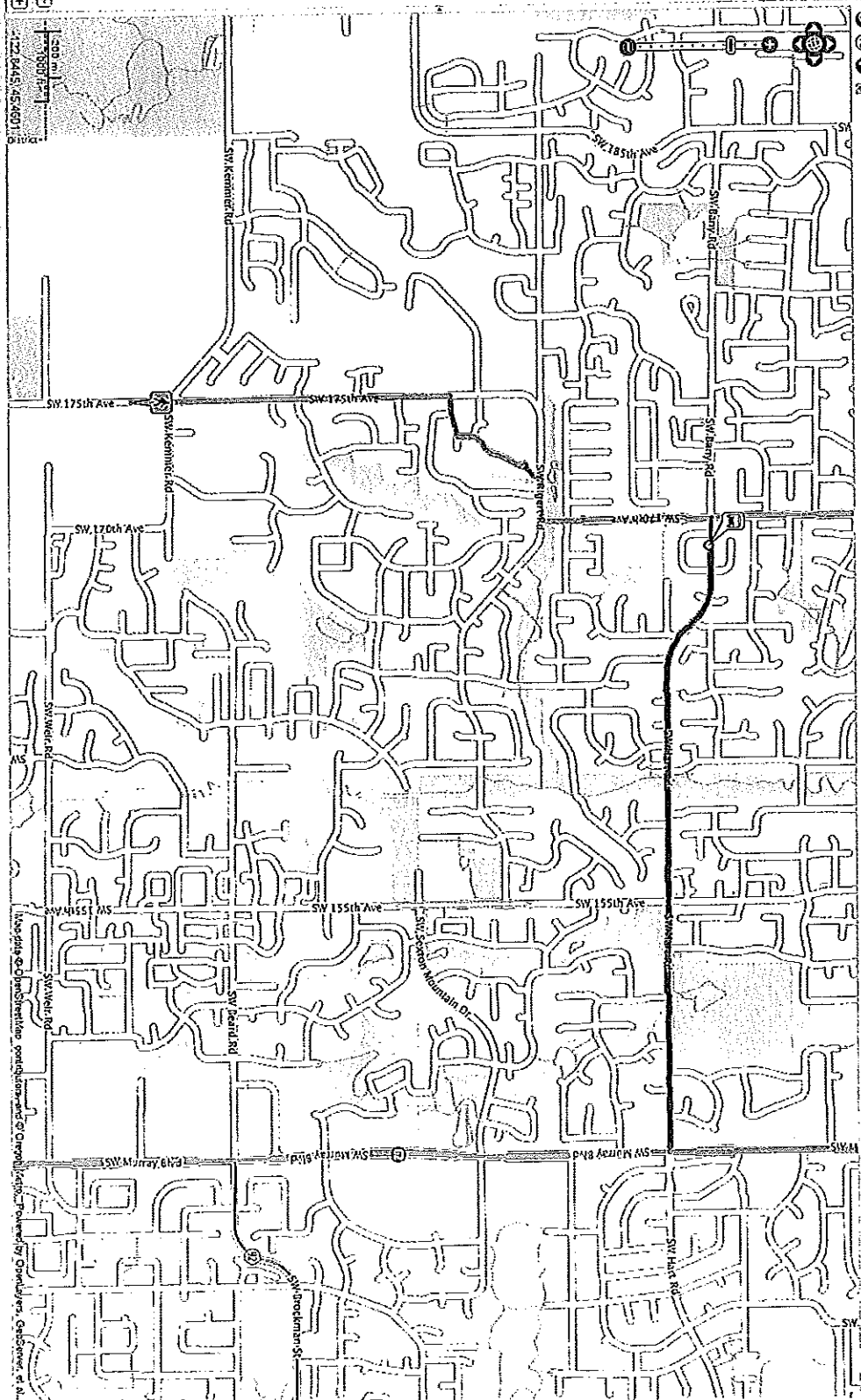
Walk to Beaverton Transit Center
 Show details 1
 End at Beaverton Transit Center

Travel
 July 7th, 2015 @ 4:21pm
 Time: 51 mins
 Transfers: 0
 Fare: Adult \$2.50
 Valid: July 7th, 2015 @ 4:05pm

Reverse Edit Print

Location Search

Map





WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 155 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

**Request For Statement Of Service
 Availability For Sheriff / Police Services**

PRE-APPLICATION DATE: _____

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

COMPANY: HARRIS-MONAGLE INC.

CONTACT: BILL MONAGLE

ADDRESS: 12555 SW HAN BLVD
 TIGARD OR 97223

PHONE: _____

OWNER(S):

NAME: T.V.F. ER

ADDRESS: _____

PHONE: _____

Property Desc.: Tax Map(s): 15-1-30 DC Lot Number(s): 1600

Site Size: 3.40 AC

Site Address: 9840 SW 175th AVE

Nearest cross street (or directions to site):
SW WEIR RD

PROPOSED PROJECT NAME: N/A

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

EXISTING USE: FIRE STATION PROPOSED USE: HOUSING

IF RESIDENTIAL: NO. OF DWELLING UNITS: <u>12</u> SINGLE FAM. _____ MULTI-FAM. _____	IF INDUSTRIAL/COMMERCIAL: TYPE OF USE: _____ NO. OF SQ. FT. (GROSS FLOOR AREA) _____	IF INSTITUTIONAL: NO. SQ. FT. _____ NO. STUDENTS/EMPLOYEES/MEMBERS: _____
---	--	---

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

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

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: [Signature] POSITION: Warrant DATE: 8-4-15

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

SIGNATURE: _____ POSITION: _____ DATE: _____



WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 155 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

**Request For Statement Of Service
 Availability For Schools**

PRE-APPLICATION DATE: _____

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

COMPANY: HARRIS-MEMONAGLE F.N.C.
 CONTACT: BILL MEMONAGLE
 ADDRESS: 12555 SW HAHN BLVD.
TIGARD OR 97223
 PHONE: 503 639 3453

SCHOOL DISTRICT NO.: 48

OWNER(S):
 NAME: J.V. FER
 ADDRESS: _____

PHONE: _____
 Property Desc.: Tax Map(s): Lot Number(s):
15-1-30-06 1600

Site Size: 3.40
 Site Address: 2840 SW 175th AVE
 Nearest cross street (or directions to site):
SW WEIR RD.

PROPOSED PROJECT NAME: N/A

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
COMP. PLAN CHANGE

EXISTING USE: FIRE STATION PROPOSED USE: HOUSING

IF RESIDENTIAL: NO. OF DWELLING UNITS: 12 IF INDUSTRIAL/COMMERCIAL: TYPE OF USE: _____ IF INSTITUTIONAL: NO. SQ. FT. _____
 SINGLE FAM. _____ MULTI-FAM. _____ NO. OF SQ. FT. (GROSS FLOOR AREA) _____ NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

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

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

District does not anticipate impacts to the Beaverton School District as a result of this proposal.

SIGNATURE: _____ POSITION: Facilities Planning Coordinator DATE: 9/21/2015

SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT.
 If the present or future service level is inadequate, please provide information documenting your inability to provide an adequate level of service. Additionally, provide information regarding whether the use of alternative means can be employed to provide an adequate service level. Documentation of adequacy and alternatives to provide an adequate service level may include but not be limited to the following:

1. Amount of bonded indebtedness; 2. Use of double shifting; 3. Extended school periods; 4. Bussing to underutilized facilities; 5. Year-around school; 6. Construction of new facilities; 7. Portable Classrooms; 8. Impact Fees; 9. Any combination of these or other alternatives.

SIGNATURE: _____ POSITION: _____ DATE: _____



WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 165 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

DECEIVED
 JUL 09 2015

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:

APPLICANT:

COMPANY: HARRIS-MEMONAGLE INC.

CONTACT: BILL MEMONAGLE

ADDRESS: 12535 SW HALL BLVD.
TIGARD OR 97223

PHONE: 503 639 3453

OWNER(S):

NAME: TV F&R

ADDRESS: _____

PHONE: _____

Property Desc.: Tax Map(s): 15-1-30DC Lot Number(s): 1600

Site Size: 3.40 AC

Site Address: 9945 9840 SW 175TH AVE.

Nearest cross street (or directions to site):
SW BEIR RD.

Request For Statement Of Design Considerations For Surface Water Management. (Clean Water Services)

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

OTHER _____

PROPOSED PROJECT NAME: N/A

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

COMP. PLAN CHANGE

EXISTING USE: FIRE STATION

PROPOSED USE: HOUSING

IF RESIDENTIAL:

NO. OF DWELLING UNITS: 12
 SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

NO. SQ. FT. _____
 NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

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

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

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

ATTACH THE FOLLOWING INFORMATION TO THIS APPLICATION:

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

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

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

Water Quantity Facility required Y N
 Vegetated corridor required Y N

COMMENTS/EXPLANATION:

The zone change does not require surface water management. Future development applications will be subject to additional review and approval by Clean Water Services.

SIGNATURE: Jaurie Harris POSITION: ET 3

DATE: 07/14/15



WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 155 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

PRE-APPLICATION DATE: _____

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

RECEIVED
 JUL 09 2015
 By _____

COMPANY: HARRIS-McMONAGLE INC.
 CONTACT: BILL McMONAGLE
 ADDRESS: 12535 SW HALL BLVD
TIGARD OR 97223
 PHONE: 503 639 3453

**Request For Statement Of Service
 Availability (Service Provider Letter)**

- WATER DISTRICT: _____
- FIRE DISTRICT: _____
- CITY OF: _____
- CLEAN WATER SERVICES (Sanitary Sewer)

OWNER(S):
 NAME: _____
 ADDRESS: _____
 PHONE: _____

Additionally, you'll need our separate, individual request forms titled:

- ◆ Clean Water Services (Surface Water Mgmt.)
- ◆ Tri-Met
- ◆ School.
- ◆ Sheriff / Police
- ◆ Tualatin Hills Park & Recreation District

Property Desc.: Tax Map(s): 15-1-30DC Lot Number(s): 7111600

Site Size: 3.40 AC
 Site Address: 9840 SW 175th AVE.
 Nearest cross street (or directions to site): SW WEIR ROAD

PROPOSED PROJECT NAME: N/A

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

COMPREHENSIVE PLAN REVIEW

EXISTING USE: FIRE STATION PROPOSED USE: HOUSING

IF RESIDENTIAL: NO. OF DWELLING UNITS: 12 IF INDUSTRIAL/COMMERCIAL: TYPE OF USE: _____ IF INSTITUTIONAL: NO. SQ. FT. _____
 SINGLE FAM. _____ MULTI-FAM. _____ NO. OF SQ. FT. (GROSS FLOOR AREA) _____ NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
 RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

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

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.
Applicant shall extend public sanitary sewer. Each lot must have direct access by gravity to public sanitary sewer. Future development will be subject to additional review and approval by Clean Water Services.

SIGNATURE: Saurie Harris POSITION: ET3 DATE: 07/14/15

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

SIGNATURE: _____ POSITION: _____ DATE: _____



WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 155 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

Request For Statement Of Service Availability (Service Provider Letter)

- WATER DISTRICT: TVWD
- FIRE DISTRICT: _____
- CITY OF: _____
- CLEAN WATER SERVICES (Sanitary Sewer)

Additionally, you'll need our separate, individual request forms titled:

- ◆ Clean Water Services (Surface Water Mgmt.)
- ◆ Tri-Met
- ◆ School
- ◆ Sheriff / Police
- ◆ Tualatin Hills Park & Recreation District

PROPOSED PROJECT NAME: N/A

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

COMPREHENSIVE PLAN REVIEW

EXISTING USE: FARE STATION

PROPOSED USE: HOUSING DEVELOPMENT

IF RESIDENTIAL:

NO. OF DWELLING UNITS: 12
 SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

NO. SQ. FT. _____
 NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

PLEASE INDICATE THE LEVEL OF SERVICE AVAILABLE TO THE SITE (ADEQUATE OR INADEQUATE).
 RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

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

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

SIGNATURE: [Signature] POSITION: ENGINEERING ASSOCIATE DATE: 7/10/2015

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

SIGNATURE: _____ POSITION: _____ DATE: _____

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
 APPLICANT:

COMPANY: HARRIS-McMONAGLE INC.

CONTACT: BILL McMONAGLE

ADDRESS: 12555 SW HAWK BLVD,
 TIGARD OR 97223

PHONE: 503 639 3453

OWNER(S):

NAME: _____

ADDRESS: _____

PHONE: _____

Property Desc.: Tax Map(s): 157130DC Lot Number(s): 71L1600

Site Size: 3.40 AC

Site Address: 9840 SW 175TH AVE.
 Nearest cross street (or directions to site):
SW WEIR ROAD



WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 155 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

Request For Statement Of Service Availability THPRD

TUALATIN HILLS PARK & REC. DISTRICT

PRE-APPLICATION DATE: _____

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

COMPANY: HARRIS-McMONAGLE INC.
 CONTACT: BILL McMONAGLE
 ADDRESS: 12555 SW HAWK BLVD.
TIGARD OR 97223
 PHONE: 503 639 3453

OWNER(S):

NAME: T. V. F. & R.
 ADDRESS: _____

PHONE: _____

Property Desc.: Tax Map(s): 1E-1-30 DC Lot Number(s): 1600

Site Size: 3.4A

Site Address: 9840 SW 175TH AVE.

Nearest cross street (or directions to site):
SW WEIR RD

PROPOSED PROJECT NAME: N/A

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

COMP. PLAN CHANGE

EXISTING USE: FIRE STATION PROPOSED USE: HOUSING

IF RESIDENTIAL:
 NO. OF DWELLING UNITS: 12
 SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:
 TYPE OF USE: _____
 NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:
 NO. SQ. FT. _____
 NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

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

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
 Please indicate what Improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

This project is IN the THPRD.

This project is OUT of the THPRD.

This project IS required to annex into the THPRD service district prior to plat recordation.

This project IS NOT required to annex.

SIGNATURE: [Signature] POSITION: Urban Planner DATE: 7/13/15

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

SIGNATURE: _____ POSITION: _____ DATE: _____



WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 155 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

**Request For Statement Of Service
 Availability (Service Provider Letter)**

- WATER DISTRICT: _____
- FIRE DISTRICT: T.V.F. & R
- CITY OF: _____
- CLEAN WATER SERVICES (Sanitary Sewer)

Additionally, you'll need our separate, individual request forms titled:

- ◆ Clean Water Services (Surface Water Mgmt.)
- ◆ Tri-Met
- ◆ School.
- ◆ Sheriff / Police
- ◆ Tualatin Hills Park & Recreation District

PROPOSED PROJECT NAME: N/A

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

COMPREHENSIVE PLAN REVIEW

EXISTING USE: FIRE STATION

PROPOSED USE: HOUSING DEVELOPMENT

IF RESIDENTIAL:

NO. OF DWELLING UNITS: 12
 SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

NO. SQ. FT. _____
 NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

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

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: _____ POSITION: _____ DATE: _____

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

SIGNATURE: _____ POSITION: _____ DATE: _____

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
 APPLICANT:

COMPANY: HARRIS-McMONAGLE INC.

CONTACT: BILL McMONAGLE

ADDRESS: 12555 SW HALL BLVD.
TIGARD OR 97223

PHONE: 503 639 3453

OWNER(S):

NAME: _____

ADDRESS: _____

PHONE: _____

Property Desc.: Tax Map(s): 154-30DC Lot Number(s): 711606

Site Size: 3.40 AC

Site Address: 9840 SW 175TH AVE.

Nearest cross street (or directions to site):
SW WEIR ROAD



WASHINGTON COUNTY
 Dept. of Land Use & Transportation
 Planning and Development Services Division
 Current Planning Section
 155 N. 1st Avenue, #350-13
 Hillsboro, OR 97124
 Ph. (503) 846-8761 Fax (503) 846-2908
 http://www.co.washington.or.us

Request For Statement Of Service Availability (Service Provider Letter)

- WATER DISTRICT: _____
- FIRE DISTRICT: T.V.F. & IR
- CITY OF: _____
- CLEAN WATER SERVICES (Sanitary Sewer)

Additionally, you'll need our separate, individual request forms titled:

- ◆ Clean Water Services (Surface Water Mgmt.)
- ◆ Tri-Met
- ◆ School.
- ◆ Sheriff / Police
- ◆ Tualatin Hills Park & Recreation District

PROPOSED PROJECT NAME: N/A

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

COMPREHENSIVE PLAN REVIEW

EXISTING USE: FIRE STATION

PROPOSED USE: HOUSING

IF RESIDENTIAL:
 NO. OF DWELLING UNITS: 12
 SINGLE FAM. _____ MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:
 TYPE OF USE: _____
 NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:
 NO. SQ. FT. _____
 NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

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

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

SIGNATURE: [Signature] POSITION: ASST. CHIEF DATE: 3/7/16

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

SIGNATURE: _____ POSITION: _____ DATE: _____

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO: APPLICANT:
 COMPANY: HARRIS-McMONAGLE INC.
 CONTACT: BILL McMONAGLE
 ADDRESS: 12555 SW HALL BLVD
TIGARD OR 97223
 PHONE: 503 639 3453

OWNER(S):
 NAME: _____
 ADDRESS: _____
 PHONE: _____

Property Desc.: Tax Map(s): 154-30DC Lot Number(s): 711600

Site Size: 3.40 AC

Site Address: 9840 SW 175TH AVE.
 Nearest cross street (or directions to site):
SW WEIR ROAD

Application for
Comprehensive Plan Amendment
PROPERTY at 9940 SW 175th AVENUE

Submitted to:
Washington County Department of
Land Use and Transportation Long Range Planning

Submitted on Behalf of:
KEMMER RIDGE LLC
3437 Cascade Terrace
West Linn, Oregon 97068

Prepared by:
**HARRIS – McMONAGLE
& ASSOCIATES, INC.**
12555 SW Hall Boulevard
Tigard, Oregon 97223
phone: 503.639.3452
email: bill@h-mc.com

Updated: December 8, 2015

**Property at 9940 SW 175th Avenue
Comprehensive Plan Amendment**

Contacts

APPLICANT:	KEMMER RIDGE LLC 3437 Cascade Terrace West Linn, Oregon 97068
APPLICANT'S REPRESENTATIVE PLANNER/SURVEYOR/ENGINEER:	HARRIS – McMONAGLE Attention: Bill McMonagle 12555 SW Hall Boulevard Tigard, Oregon 97223 Office phone: 503.639.3452 email: bill@h-mc.com
PROPERTY OWNER:	TUALATIN VALLEY FIRE & RESCUE 20665 SW Blanton Avenue Aloha, Oregon 97007

Application Summary

SUBJECT PROPERTY:	Tax Lot 1600, Assessor's Map 1S1 30DC, Washington County, Oregon
SITE ADDRESS:	9940 SW 175 th Avenue
SITE SIZE:	3.4 Acres Total
CURRENT COMPREHENSIVE PLAN DESIGNATION:	Institutional (INST)
REQUESTED COMPREHENSIVE PLAN DESIGNATION:	R-6 (for the east portion of the site)

Table of Contents

Section 1: Project Description & Background	4
Property at 9940 SW 175th Avenue	4
Comprehensive Plan Amendment Request	4
Section 2: Comprehensive Plan Amendment Decision Criteria	5
Consistency with Metro Functional Plan	6
Consistency with Aloha – Reedville - Cooper Mountain Community Plan	6
Consistency with Urban Comprehensive Framework Plan	9
Consistency with Washington County Transportation Plan	17
Consistency with Statewide Planning Goal 12: Transportation	20
Consistency with Community Development Code	21
Appendix	
Pre Application Conference Summary	
Service Provider Letters	
Washington County Tax Map	
Application Form	
Traffic Impact Statement	

Section 1: Project Description & Background

9940 SW 175th Avenue

9940 SW 175th Avenue is the location of this proposed Comprehensive Plan Amendment. TVF&R currently operates a Fire Station on the western portion of the site.

The TVF&R Board of Directors has determined a portion of the site that is the subject of this request to be surplus property, and not needed for future emergency and fire uses. It has been declared surplus in an effort to cooperate with an interested developer; Kemmer Ridge LLC. A change in Washington County's comprehensive plan map from the existing Institutional (INST) designation to Residential (R-6) is necessary to support this action.

Comprehensive Plan Amendment Request

Kemmer Ridge LLC, with TVF&R as a consenting property owner, is requesting that the Aloha - Reedville - Cooper Mountain Community Plan Land Use Map be amended to re-designate a portion of the subject property (the east 1.99 acres) from Institutional (INST) to Residential (R-6).

The entirety of the subject property had a plan designation of residential in the past (AF5), before the property was brought into the UGB and current Comprehensive Plan was implemented. At that time, because the Fire Station was already on the property and necessary for community investments in fire and emergency services, it received the Institutional designation, in order to be in compliance with the Comprehensive Plan. The Residential designation was changed to Institutional (INST) with the adoption of the Aloha - Reedville - Cooper Mountain Community Plan in 1984 due to its use as a fire station.

TVF&R board has declared the property surplus and authorized its sale.

TVF&R has declared the eastern portion of the property as surplus. The developer, Kemmer Ridge LLC (the applicant) intends to use the property as it was originally designated before 1984. There is no longer a Residential Suburban designation; however the R-6 designation is considered an acceptable designation to match the surrounding residential properties and integrate it into the neighborhood.

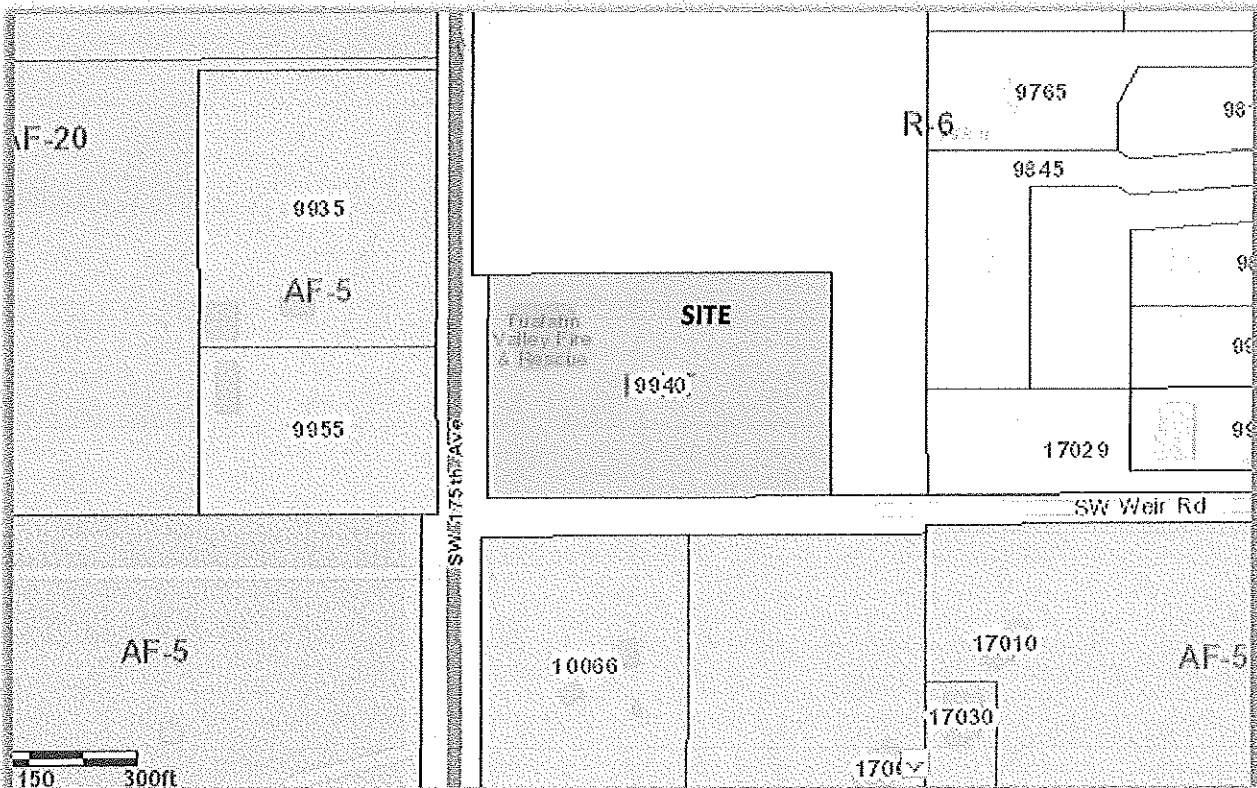
Section 2: Comprehensive Plan Amendment Decision Criteria

This section provides findings to demonstrate compliance with the decision criteria for a quasi-judicial plan amendment. Applicable policies and regulations include:

- Metro Functional Plan
- Aloha - Reedville - Cooper Mountain Community Plan
- Urban Comprehensive Framework Plan
- Washington County Transportation Plan
- Statewide Planning Goal 12: Transportation
- Washington County Community Development Code

Each of the above policies and regulations are addressed in more detail below.

Figure 1 - Existing Zoning



Consistency with Metro Functional Plan

Title 1: Housing Capacity

3.07.100 Purpose and Intent

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

3.07.120 Housing Capacity

B. Each city and county shall adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed-use as defined in section 3.07.1010(hh). If a city or county has not adopted a minimum density for such a zone prior to March 16, 2011, the city or county shall adopt a minimum density that is at least 80 percent of the maximum density.

Response: The amendment to change the subject property to R-6 will add approximately 1.99 acres of land to the County’s and Region’s residential land supply. This will increase the County’s housing capacity by up to 11 homes. The potential for the site is shown in the Demonstration Plan included in this application. Please see Figure 4 on page 21. Approval of the requested R-6 plan designation will not only add capacity consistent with the Functional Plan, but it will do so within a soon to be newly built neighborhood (Kemmer Ridge and Kemmer Ridge No. 2), which supports compact urban form and efficient use of existing infrastructure.

Consistency with Aloha – Reedville – Cooper Mountain Community Plan

The Aloha - Reedville - Cooper Mountain Community Plan is an element of the Washington County Comprehensive Plan and is an area and site-specific application of planning policy and community vision.

The following General Design Elements and Subarea Design Elements are applicable to the subject property.

- Aloha - Reedville - Cooper Mountain Community Plan Overview
- Cooper Mountain Area Design Elements

Plan Overview

The Aloha - Reedville - Cooper Mountain Community Plan establishes two main land use focal points for future development in the planning area. The intent is twofold: first, to focus the more intensive land use types to activity areas along the main corridors such as SW Farmington Road and SW 170th Avenue, and by doing so, establish identifiable neighborhoods; and second, to protect the character of existing residential neighborhoods from conflicting land uses.

Response: The proposed re-designation to R-6 will increase the likelihood of long term residential use, which is consistent with the Community Plans goal protecting the character of existing residential neighborhoods from conflicting land uses. The re-designation will zone the site the same as the neighboring residential properties.

The fire station has always been a good neighbor on SW 175th Avenue, however, there is no guarantee that a different Institutional use would fit in as well.

Design Elements:

1. There are several large forested areas on the north slope of Cooper Mountain which are traversed by small streams and have significance as wildlife habitat. These are also outstanding scenic features, as viewed from the valley floor to the north. The natural character of these forested areas shall be retained through careful development of properties which include them. Open space created in these forested areas through the Master Planning Process should be contiguous. Streams and adjacent riparian land in these forested areas shall be retained in their natural condition in keeping with the provisions of the Community Development Code. Exceptions may be allowed for the establishment of regional stormwater detention facilities.

Response: The subject site is located adjacent to new development on the north and east sides. There are existing wetlands to the northwest of the subject portion of the Fire Station, which have been formally delineated and concurred with by Clean Water Services. There are only a few existing trees on the subject site; it was cleared many years ago and planted with field grass, which has been regularly mowed and maintained over the years. No significant forested areas or views exist on the site.

2. The portion of the Johnson Creek drainageway and the adjacent riparian zone running northerly from Davis Road to the Beaverton City Limits shall be retained in its natural condition in keeping with the provisions of the Community Development Code.

Response: The subject site is located far to the south of Johnson Creek, this Design Element is not applicable to this site.

3. The forested hill south of Davis Road between 170th and 155th Avenues is an outstanding scenic feature, as viewed from the surrounding area, and also offers outstanding views of the surrounding area from the power line right-of-way which traverses the top of the hill. To preserve the scenic attributes, the following shall apply to the area:

Response: The subject site is located to the west of SW 170th Avenue, this Design Element is not applicable to this site.

4. Several outstanding scenic views exist at points along roads traversing Cooper Mountain. To preserve these views, the viewshed of these scenic points shall be determined through the Master Planning Process. The location and design of structures built within this viewshed shall not obscure the scenic view. Additionally, road turn out facilities shall be constructed at the scenic view point in conjunction with improvements to bring the road up to County standards.

Response: The property is mapped with a Significant Natural Resource, specifically a designated "Scenic View-Shed" within the Aloha – Reedville – Cooper Mountain Community Plan, at the site's frontage to SW 175th Avenue. The view shed is to accommodate the public's access to the scenic views toward the south adjacent to SW 175th Avenue. The portion of the site that is the subject of this request is east of the intersection of SW 175th Avenue and SW Weir Road. The location of the mapped viewshed is upon the frontage and the access to the current TVF&R Station No. 69. Due to the fact that emergency vehicles need clear ingress and egress from

Response continued:

the station, and cannot be obstructed by stopped vehicles and pedestrians enjoying views, this is not a plausible or logical location for a vehicle turn-out.

Furthermore, and upon investigation in the field, and by google.com/maps, (see Figure 2. A & B), it is easy to see that there are in fact no significant views from or even adjacent to the subject site. These factors make the subject portion of the site an unlikely location for a road-side pull off to allow public enjoyment of the view.

Figure 2



Figure 2.A.
Looking south along SW 175th Avenue at the southwest corner of TVFR Fire Station No. 69.



Figure 2.B

The first glimpse of a view toward the southeast along SW 175th Avenue, approximately 0.3 miles south of the subject property.

5. *The outstanding scenic view offered from the 2.5 acre parcel located at the northwest corner of the intersection of Gassner Road and 185th Avenue (1S2 25 T.L. 102) should be preserved. Prior to the approval of any development permit for the site, the County will work with the Tualatin Hills Park and Recreation District to explore possible acquisition of the site for a park.*
6. *Master Planning - Planned Development shall be required on land located at the northwest corner of the intersection of 175th Ave. (Reusser Rd.) and Kemmer Road (1S1 30C T.L. 100). Emphasis shall be placed on preservation of the scenic views from the southeast corner of the site through establishment and dedication of a minimum of 15% of the site as public open space.*

Response: Design Elements 5 and 6 above are in reference to specific parcels of land and are not applicable to this site.

7. *The character of the wildlife habitat located at the northwest corner of Weir Road and 155th Avenue shall be preserved to the maximum extent feasible, while allowing for its development. Open space established through the Master Planning Process should be offered for dedication as a park and wildlife preserve. Public open spaces created through the Development Process should be contiguous wherever feasible.*

Response: The subject site is located to the northeast corner of the intersection of SW 175th Avenue and SW Weir Road, this Design Element is not applicable to this site.

8. *To ensure compatibility between new development and surrounding existing residential development, developers of the Neighborhood Commercial site designated at the southeast corner of 165th Avenue and Hart Road (tax lot 200 on map 1S1 20CC) shall be required to prepare a master plan-site analysis prior to any land division or issuance of development permits. Development planned for the site shall meet the following criteria:*

Response: Design Element 8 above is in reference to a specific parcel of land and is not applicable to this site.

Consistency with Urban Comprehensive Framework Plan

Policy 1: The Planning Process

Policy 1.f.6 provides the decision criteria for a quasi-judicial comprehensive plan amendment.

The County will:

- f. *Approve a quasi-judicial plan amendment to the Primary Districts on the Community Plan Map, including the implementing tax maps, only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan, the Community Plan Overview and sub-area description and design elements, complies with the applicable policies, strategies and systems maps of the Transportation Plan, complies with the applicable regional functional planning requirements established by Metro, and demonstrates that the potential service impacts of the designation will not impact the built or planned*

service delivery system in the community. This is a generalized analysis that in no way precludes full application of the Growth Management Policies to development permits as provided in the Code.

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

6.If removal of an Institutional designation is sought, demonstrate that the subject site conforms to the location criteria of the proposed designation and that the proposed designation conforms with all the applicable plan elements and consideration described above, exclusive of subparts (1) through (4).R-6 Locational Criteria.

Location Criteria

The locational criteria in the Comprehensive Plan (Policy 18, Plan Designations and Locational Criteria for Development) indicate the following for the requested R-6 designation:

Characterization: This class of uses primarily includes detached residences and, with notice to surrounding property owners, attached dwellings and manufactured dwellings in manufactured dwelling parks and manufactured dwelling subdivisions. The R-6 district is intended to provide the opportunity for innovative design at relatively low densities in developing residential areas in which no predominant urban character has been established. Residences in this district shall occur at a density of five to six units per acre. The Infill policy (19) of the Comprehensive Framework Plan shall apply in this district.

Location Criteria: The R-6 district shall be applied to areas in community plans selected for the lowest residential densities which are not zoned RU-2, RU-3, RU-4, or developed under the PR zone, and which are designated Urban Intermediate by the 1973 Washington County Comprehensive Framework Plan, as amended.

Response: The subject property will be surrounded with new single family detached homes with the anticipated development of adjacent properties that are designated R6 adjacent to the site to the north and east, Kemmer Ridge and Kemmer Ridge No. 2. This is consistent with the character of the surrounding R-6 properties that exist beyond those new developments to the north and northwest of SW Kemmer Road and the R5 lands to the east of SW 170th Avenue east of the site. It is an oversized lot – 1.98 acres in total – which provides the opportunity for innovative design and diverse housing at R-6 densities. There is an opportunity, if chosen by a future owner, for infill at five to six units per acre (see demonstration plan, Figure 4 on page 21). As noted in the Introduction, TVFR intends to sell the property, not develop it. The area does not include RU-2, RU-3, RU-4 zoning.

Aloha - Reedville - Cooper Mountain Community Plan Overview, Design Elements and Sub-Area

Please see text above for citations from the Aloha - Reedville - Cooper Mountain Community Plan.

Response: The requested R-6 designation will help protect the character of the existing neighborhood, add customer base for local mixed use and commercial centers, set the stage for annexation into the Tualatin Hills Park and Recreation district, and support the Cooper Mountain Area Sub-area objectives for primarily low density residential uses. Please see the text above under Consistency with Aloha - Reedville - Cooper Mountain Community Plan for additional findings.

Transportation Plan

Response: Please see findings beginning on page 17 of this application.

Metro Regional Functional Plan

Please see text above for citations from the Metro Functional Plan.

Response: The amendment to change the subject property to R-6 will add 1.99 acres of land to the County's and Region's residential land supply. This will increase the County's housing capacity by up to 12 homes. The potential for the site is shown in the Demonstration Plan included in this application - please see Figure 4 on page 21. Approval of the requested R-6 plan designation will not only add capacity consistent with the Functional Plan, but it will do so within a soon to be built neighborhood, which supports compact urban form and efficient use of existing infrastructure.

Potential Service Impacts

Service Provider letters were requested from Tri-Met, Tualatin Hills Park and Recreation District (THPRD), Washington County Sheriff, Clean Water Services (CWS - storm water and sanitary sewer), Tualatin Valley Water District, and Beaverton School District, and Tualatin Valley Fire and Rescue (TVF&R). Responses were received from each service provider (except Tri-Met) and are attached within the Appendix. The following findings summarize the response received and demonstrate the potential service impacts:

Transit – Line 88 runs on Bany and 170th, with the closest stops being number 9669. There are no transit stops within 300 feet of the subject property.

Parks and Recreation – The site is current out of the THPRD district. The property is required to annex into the THPRD service district prior to a future plat recordation (no land divisions are currently proposed).

Law Enforcement – The services level is adequate to serve the proposed change in designation.

Surface Water Management and Sensitive Area Pre-Screen - Future residential development applications will be subject to surface water management standards. Water quality facilities, hydraulic analyses, water quantity facilities, and vegetated corridors are not required at this time. For sensitive area pre-screening, the proposed re-designation does not meet the definition of development under the applicable CWS Resolution and Orders, so there are no requirements at this time – future development will require review and approval.

Sanitary Sewer – A public sanitary sewer line will need to be extended to the site for future residential dwellings. Each lot must have access by gravity to a public sanitary sewer.

Water – Service levels are adequate.

Schools – The school districts response states that there is no student impact to elementary, middle and high school levels from the requested re-designation, and “District does not anticipate impacts to the Beaverton School District as a result of this proposal”

Fire Protection and Emergency Response – TVF&R responded: “The fire district has personnel and equipment in the area that can respond to an emergency incident and implement such actions as may be necessary for fire and/or rescue operations.”

Policy 2: Citizen Involvement

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

Response: Kemmer Ridge LLC is committed to being a good neighbor with the surrounding community. As a part of the process for the Comprehensive Plan Amendment, the surrounding property owners will be notified through the Public Notice process by Washington County of the proposed Amendment, allowing the surrounding citizens to have participation and communication as a part of the change.

Policy 13.b: Reason for Growth

It is the policy of Washington County to establish a growth management system for the unincorporated areas within the UGB which promotes:

- (1) Efficient, economic provision of public facilities and services;*
- (2) Infill development in established areas while preserving existing neighborhood character;*
- (3) Development near or contiguous to existing urban development where services are available;*
- (4) Parcelization of land such that future development at urban densities can take place;*
- (5) Development which is compatible with existing land uses;*
- (6) Agriculture use of agricultural land until services are available to allow development;*
- (7) Development in concert with adopted community plans.*

Implementation Strategy (b) states:

b. Encourage infill development where such development will not adversely affect existing uses and where the capacity of existing public facilities and services will not be exceeded.

Response: The proposed plan amendment supports infill development by providing the potential for 1.99 acres of land that could be subdivided with future development to meet R-6 density requirements – as many as 12 new homes. A demonstration plan (Figure 4, page 21) is included in this application to illustrate the potential for additional infill development. The demonstration plan is conceptual. No development is proposed by TVF&R, rather, the intent of the district is to facilitate a sale with Kemmer Ridge LLC and make the property available for residential use. There is adequate capacity for public facilities and services – please see findings on page 11 of this application.

Figure 3 – Aerial



Policy 14: Managing Growth

It is the policy of Washington County to manage growth on unincorporated lands within the UGB such that public facilities and services are available to support orderly urban development. This policy applies to urban unincorporated lands, except in New Urban Areas which are subject to Policy 44.

Response: This policy is met, as the Comprehensive Plan amendment will allow for a new residential use that is compatible with existing land uses in an area where existing public services are or will be available. For specific findings on the adequacy of public services, please see Potential Service Impacts beginning on page 11 of this application and the service provider letters in the Appendix.

Policy 18 (R-6): Plan Designations and Local Criteria for Development

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

Characterization (of R-6): This class of uses primarily includes detached residences and, with notice to surrounding property owners, attached dwellings and manufactured dwellings in manufactured dwelling parks and manufactured dwelling subdivisions. The R-6 district is intended to provide the opportunity for innovative design at relatively low densities in developing residential areas in which no predominant urban character has been established. Residences in this district shall occur at a density of five to six units per acre. The Infill policy (19) of the Comprehensive Framework Plan shall apply in this district.

Location Criteria: The R-6 district shall be applied to areas in community plans selected for the lowest residential densities which are not zoned RU-2, RU-3, RU-4, or developed under the PR zone, and which are designated Urban Intermediate by the 1973 Washington County Comprehensive Framework Plan, as amended.

Response: The subject property is an oversized lot – 1.98 acres in total – which provides the opportunity for innovative design and diverse housing at R-6 densities. There is an opportunity, if chosen by a future owner, for infill at five to six units per acre (see Figure 4 on page 21). As noted in the Introduction, TVFR intends to sell the property, not develop it. The area does not include RU-2, RU-3, RU-4 zoning.

Policy 21: Housing Affordability

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

a. Provide for an average overall density for new housing constructed in the urban unincorporated area of at least 8 units per net buildable acre, and at least 10 units per net buildable acre in New Urban Areas.

f. Encourage compatible development in partially developed residential areas to make optimal use of existing urban service facility capacities and maximize use of the supply of residential land.

Response: Policy 21 is met because the change to R-6 designation will make optimal use of existing or new public facilities due to its location within an existing developing residential area. No additional facilities or services will be required to make the dwelling unit available to the market (See Appendix).

Figure 4 displays a Demonstration Site Plan for the property. This plan is conceptual and submitted solely for the purpose of review of the re-designation to R-6. The plan demonstrates several characteristics:

- The ability to provide up to 12 single family homes, using R-6 standards under Section 303 of the Community Development Code. This complies with the minimum and maximum densities permitted in the R-6 zone.

- The overall ability to provide additional housing and maximize residential land supply within the existing urban growth boundary, utilizing existing public facilities.

As noted above, no development is proposed by the applicant.

Policy 22: Housing Choice and Availability

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

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

e. Allow by right in all residential districts housing projects designed to meet the needs of special groups (the elderly, handicapped and migrant workers), as long as all development standards are complied with.

Response: The requested R-6 designation will enable all of the housing types in the R-6 to potentially be provided, which is not the case under the existing Institutional designation. Varied housing types potentially include: detached dwellings, attached dwellings, accessory dwelling units, zero lot lines and group homes. The requested R-6 designation will increase the provision of affordable housing choices, help meet the County's target of at least 50% attached units, and provide the ability to serve the needs of special populations (e.g. residents of group homes).

Policy 23: Housing Condition

It is the policy of Washington County to encourage the maintenance and rehabilitation of the existing housing stock in unincorporated areas.

Response: The subject property is within unincorporated, urban Washington County. There are no existing structures on the subject portion of the site, therefore the preservation of existing housing is not applicable to this site.

Policy 32: Transportation

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

Response: At the request of the County, the applicant has requested that the County prepare a Traffic Impact Statement (TIS) on July 16, 2015, Activity #02028494. As of the preparation of this application, the completion of the TIS is pending. For additional information on transportation, please see the findings on page 17 of this application.

Policy 39: Land Use Conservation

It is the policy of Washington County to develop land use strategies which take advantage of density and location to reduce the need to travel, increase access to transit, increase the use of alternate modes of transportations, including transit, and permit building configurations which increase the efficiency of heating and cooling residences.

The County will:

- a. Limit low-density sprawl development, and create a multi-centered land use pattern in the preparation of Community Plans to decrease travel needs.*
- b. Encourage infilling of passed-over vacant land and revitalization of older areas, especially where a major transportation corridor is close by.*
- g. Support planning for alternative modes of transportation as a means of conserving energy.*

Response: The proposed plan amendment is consistent with Policy 39 because it will provide new residential supply and has the potential to offset sprawl, accommodate infill development, and increase access to alternative modes of transportation. A future property owner will potentially be allowed to add additional homes to the site, taking advantage of new and existing infrastructure and increasing the net residential density within an existing developed and newly developing area. The amendment will encourage close locational relationships between living, working, shopping, and recreation by reducing the need for new residential and accompanying commercial and public services in outlying Washington County areas. Conversion of a portion of the site from Institutional to Residential is in keeping with the requirement of the best use for the site with infill residential development.

Policy 40: Regional Planning Implementation

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

- e. Require applicant proposing plan map amendments to demonstrate that their proposal is consistent with the applicable 2040 Growth Concept Type.*
- f. Plan amendment approvals may be conditioned by the Review Authority in a manner that will promote excellence of urban design. Good design involves both building and site design and their relationship to neighboring uses in order to: ensure a sense of place and personal safety; create a development pattern conducive to face to face community interaction; and, encourage multi-modal means of transportation.*

Design Type Characteristic

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

Neighborhood 2040 Growth Concept Design Type

Under the 2040 Growth Concept, most existing neighborhoods will remain largely the same. Some redevelopment can occur so that vacant land or under-used buildings could be put to better use. New neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types including row houses and accessory dwelling units. The growth concept distinguishes between slightly more compact inner neighborhoods, and outer neighborhoods, with slightly larger lots and fewer street connections.

Response: The comprehensive plan amendment to change the designation similar to the surrounding residential properties will make the subject property consistent with Washington County’s “Neighborhood” design type and Metro’s “Neighborhood” 2040 Growth Concept design type. The subject property was originally designated AF5 before 1984, which “is intended to retain an area’s rural character and conserve the natural resources while providing for rural residential use in areas so designated by the Comprehensive Plan”. Allowing the subject property to be reused as a residential property will ensure a sense of place and match the existing development pattern.

The subject property has the potential as “infill” development due to its oversized lot. There is an opportunity, if chosen by a future owner, for infill at five to six units per acre (see Figure 4). Future infill development would be taking advantage of existing and developing infrastructure and increasing the net residential density within an existing developed area. As noted in the Introduction, TVFR intends to sell the property, not develop it.

Consistency with Washington County Transportation Plan

The following Goals found in the recently adopted Washington County Transportation System Plan 2014 are applicable to this request

- Goal 1: Safety
- Goal 3: Livability
- Goal 5: Mobility
- Goal 6: Accessibility
- Goal 7: Connectivity
- Goal 8: Active Transportation
- Goal 9: Coordination
- Goal 10: Funding

Goal 1: Safety

Provide a safe transportation system for all users

Response: The subject property, as well as several surrounding properties on SW 175th Avenue, was developed without sidewalks. SW Weir Road is an existing right of way, but is not built or developed. The comprehensive plan amendment will allow any future development to be subject to review for safety improvements and provide opportunities for completing gaps in the roadway, pedestrian and bicycle network.

In addition, the subject property is not near an identified intersection or road segment listed in Safety Priority Index System.

Goal 3: Livability

Preserve and enhance the Washington County's quality of life for all residents, workers, and visitors.

Response: The comprehensive plan amendment will help maintain and enhance the livability of the existing neighborhood. The recommendation is to change the designation to Residential (R-6). The designation change to R-6 will match the zoning of the surrounding residential properties on two sides of the subject property. Adjacent property on the west side of the subject property will maintain the current Institutional designation.

Goal 5: Mobility & Goal 7: Connectivity

Goal 5: Promote the efficient and cost-effective movement of people, goods, and services by all modes.

Goal 7: Provide improved and new transportation connections within and between developed and developing areas.

Response: The subject property will be able to provide effective mobility and connectivity to the Washington County's transportation network. There will be direct access to the property via SW 173rd (Street A) within the new development "Kemmer Ridge" (see figure 4). In the future as adjacent lands develop, SW Weir Road will have a direct connection to SW 175th Avenue. SW 175th Avenue connects to SW 170th and SW Scholls Ferry Road to the south, where the new high school is currently under construction. SW Kemmer Road connects to SW 170th Avenue and to SW Murray Boulevard to the east.

Goal 6: Accessibility

Provide safe and efficient access to destinations within Washington County.

Response: The interior public streets within the new development (that is currently underway) adjacent to the subject property, known as "Kemmer Ridge" and "Kemmer Ridge No. 2", will provide immediate access for future development; connectivity to transportation links will occur through development of SW Weir Road as a collector

(to the Washington County Engineering road L3 standards) and its connection to SW 175th Avenue (an Arterial, A3 standard).

Goal 8: Active Transportation

Create a built environment that encourages safe, comfortable and convenient active transportation options that are viable for all users.

Response: Future development will be subject to review for safety improvements and completing gaps in the pedestrian and bicycle network for an interconnected multi-modal network.

Goal 9: Coordination

Implement the Transportation System Plan by working with the public, community groups, transit providers, cities and other government agencies.

Response: Construction of SW Weir Road - from the “Kemmer Ridge” development to SW 175th Avenue - will complete a portion of the collector status of the transportation link, as defined in Washington County’s Transportation Plan. The applicant’s development team has worked with the SW 175th Avenue/Cooper Mountain Neighborhood group regarding the existing traffic safety issues of SW 175th Avenue, and will continue to do so with the future development of the subject site. The primary traffic and safety issues have been identified and worked through with the Washington County Engineering Department to eliminate traffic hazards and traffic backups at the intersection of SW Kemmer Road and SW 175th Avenue. The Washington County Transportation Department recognizes the traffic congestion problem at this intersection, and is taking measures to design a traffic movement plan to mitigate them.

Goal 10: Funding

Seek adequate and reliable funding for transportation.

Response: SW Weir Road abutting the “Kemmer Ridge” development will be provided by the developer (Kemmer Ridge LLC) for the staged completion of SW Weir Road to connect to SW 175th Avenue. For the portion of SW Weir Road not abutting the “Kemmer Ridge” developments, a Transportation Development Tax (TDT) special assessment will be provided, and paid back to Kemmer Ridge LLC with the Building Permits - at the time of each permit issuance; the left turn lane refuge and necessary widening of SW 175th Avenue will be paid for by Kemmer Ridge LLC and reimbursed in the same manner. Safety and traffic movement implemented along SW 175th Avenue will need to be funded by Washington County transportation department to benefit the overall traveling public.

Consistency with Statewide Planning Goal 12: Transportation

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section

(2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

The Transportation Planning Rule stipulates that a local government must evaluate if a proposed zone change or plan amendment would significantly affect the transportation system. The manner by which a significant affect is determined is dependent on whether the proposed amendment increases the number of trips that could be generated by the subject property as a result of the modification. In the case of the subject property, the number of trips generated by the proposed zoning would not increase enough to have a significant effect on SW 175th Avenue or SW Weir Road because of the small number of trip generated by residential land uses.

The subject portion of the property is currently an un-used and determined to not be needed for the safe operations of the current station, effectively generating zero daily trips. The property could theoretically be partitioned and the subject land be used as a Single Tenant Office Building under the current Institutional (INST) designation. The assumption of 4 employees is based the number of employees at the current station. Applying the ITE trip rates to office building use, it could generate approximately 14 daily trips, 2 of which would be in the PM peak hour.

Under the proposed R-6 designation, the site could accommodate a maximum of 12 dwelling units, assuming the R-6 maximum of 5-6 units per acre and a combination of attached and detached single-family housing. Each single-family dwelling unit generates approximately 10 daily trips and 1 PM peak hour trip per day. An apartment use approximates the trips generated from an attached dwelling unit, each with approximately 7 daily trips and half of a PM peak hour trip per day. The estimated total would be 120 average daily trips, 12 of which would be in the PM peak hour. No development (including apartment use) is proposed. The housing types cited here are solely for use as assumptions for trip generation. The maximum theoretical trip generation would be higher with the R-6 designation compared to its potential use with the INST designation. The increased difference is not enough to have a significant effect on the capacity of SW 175th Avenue. Currently, Washington County is gathering data for safety improvements to the intersection of SW Kemmer Road and SW 175th Avenue, anticipated to happen in 2018.

Consistency with Community Development Code

330 Intuitional District (INST)

330-1 Intent and Purpose This District is intended to implement the policies of the Comprehensive Plan by providing standards and procedures for reviewing proposed institutional facilities necessary for support of community development. The purpose of the District is to provide for identification of existing and proposed institutional facilities on the Community Plan maps. This District is intended to allow the public service providers and governmental agencies the assurance that future sites identified through long range and capital improvement planning will be available for the uses specifically identified when they are needed.

Response: The proposal will amend the Comprehensive Plan to change the eastern portion of the property from Institutional to R-6. Fire protection services provided by TVF&R will continue from Station No. 69 after it is partitioned and that portion of the site will retain the INST designation. The designation change will allow the subject portion of the site to be integrated back into the surrounding neighborhood.

303 R-6 District (Residential 6 Units per Acre)

303-1 Intent and Purpose

The purpose of the R-6 District is to implement the policies of the Comprehensive Plan for areas designated for residential development at no more than six (6) units per acre and no less than five (5) units per acre, except as specified by Section 300- 2, Section 300-5, or Section 303-6. The intent of the R-6 District is to provide the opportunity for more flexibility in development than is allowed in the R-5 District.

303-3 Uses Permitted Through Type II Procedure

303-3.2 Attached Dwelling Unit – Section 430-13

430-13 Attached Dwelling Units

430-13.2 In the R-5 and R-6 Districts

A. Buffering shall be pursuant to Section 411-6.1 when attached units are adjacent to a detached R-5 development; and

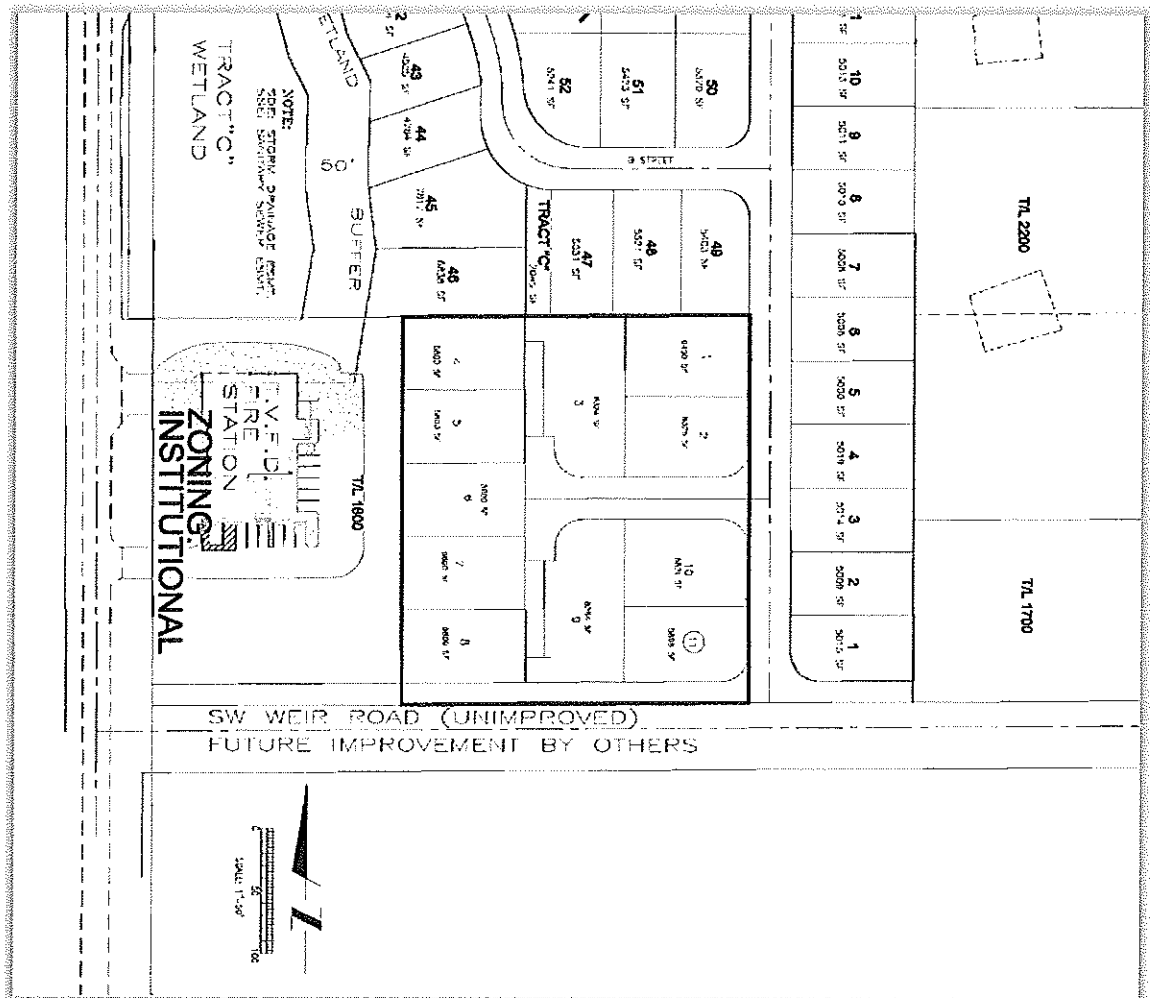
B. In developments with attached units, the perimeter setbacks shall be no less than fifteen (15) feet

Response: The amendment to change the subject property to R-6 will match the zoning of the surrounding residential properties on two sides (north and east) of the subject property. Adjacent property on the west side of the subject property will retain the existing Institutional designation. The right of way of SW Weir Road is to the south of the site.

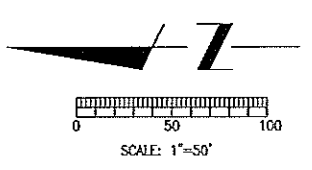
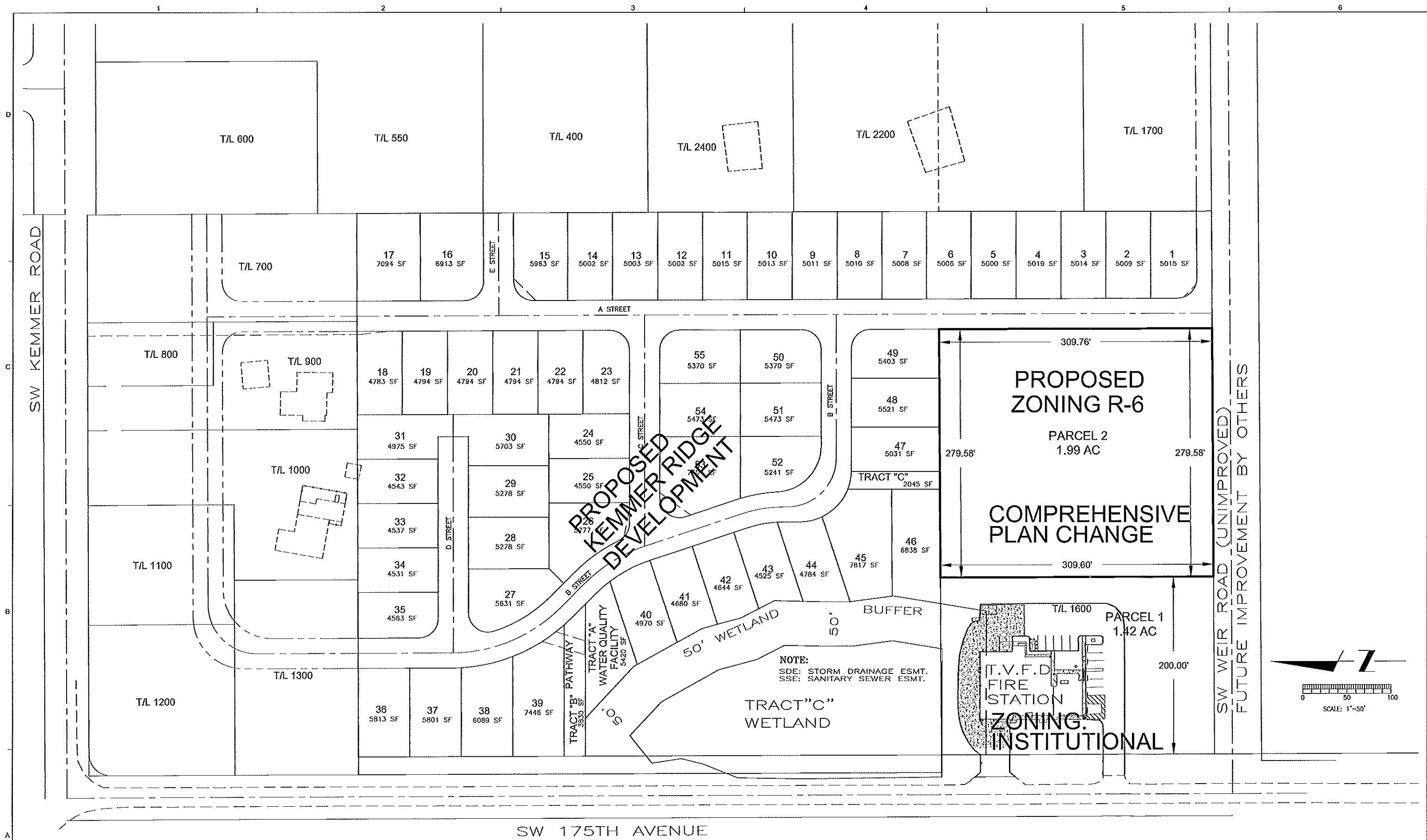
The subject property has the capacity to meet minimum required densities if additional development occurs. Detached dwellings through a Type II Review pursuant to 303-3, and 10% of 1.99 acres is dedicated to right-of-way, the subject property is capable meeting both density and minimum lot dimension requirements as set forth in Section 303-1 (Figure 4).

It should be noted that Figure 4 is intended to illustrate the nature of development that could occur through development review following a Plan Amendment, not necessarily what will occur.

Figure 4



Demonstration Plan – Shows how the property could be developed with 11 single family detached dwelling units in the future under R6 designation.



REV.	DESCRIPTION	APPR.	DATE

REFERENCE INFORMATION

KEMMER RIDGE, LLC
 3437 CASCADE TERRACE
 WEST LINN, OR 97068
 CONTACT: GRAHAM COLTON
 PHONE: 503-784-3366

DESIGN	WLMC
DRAFTED	WLMC
CHECKED	DB
DATE	07/15/15

HMC Harris-McMonagle Associates, Inc.
 Since 1968
 ENGINEERING - SURVEYING - PLANNING
 12555 SW Hall Blvd. Tigard, Oregon 97223
 Tel. (503) 639-3453 Fax (503) 639-1232


COMPREHENSIVE PLAN AMENDMENT
 9940 SW 175TH AVE

SCALE	DESIGN
DRAWING NAME	DWG. NAME
SHEET	1
OF	2



REVISIONS		REV.	DESCRIPTION	APPR.	DATE

REFERENCE INFORMATION



NOT TO SCALE

KEMMER RIDGE, LLC
 3437 CASCADE TERRACE
 WEST LINN, OR 97068
 CONTACT: GRAHAM COLTON
 PHONE: 503-784-3366

DESIGN	WJMC
DRAFTED	WJMC
CHECKED	DB
DATE	07/15/15

HMC Harris-McMonagle Associates, Inc.
Since 1968
 ENGINEERING - SURVEYING - PLANNING
 12555 SW Hall Blvd. Tigard, Oregon 97223
 Tel. (503) 639-3453 Fax (503) 639-1232

SCALE: NTS
 DRAWING NAME: COMPREHENSIVE PLAN AMENDMENT
 SHEET: 2 OF 2
 9840 SW 175TH AVE



WASHINGTON COUNTY

Dept. of Land Use & Transportation
Planning & Development Services
Current Planning Section
155 N. 1st Avenue, #350-13
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2908
http://www.co.washington.or.us

TRAFFIC IMPACT STATEMENT #02028494

THIS TRAFFIC IMPACT STATEMENT PROVIDES AN OVERVIEW OF TRANSPORTATION ISSUES AND MAY SERVE AS THE BASIS FOR TRANSPORTATION-RELATED FINDINGS AND/OR RECOMMENDATIONS TO THE REVIEW AUTHORITY REGARDING THE PROPOSED LAND USE APPLICATION. ADDITIONAL TRANSPORTATION IMPACTS MAY BE IDENTIFIED DURING THE APPLICATION REVIEW PROCESS. *THIS TRAFFIC IMPACT STATEMENT IS VALID FOR ONE YEAR FROM THE ISSUANCE DATE; HOWEVER, THE PROPERTY WILL BE SUBJECT TO CHANGES IN COUNTY REGULATIONS THAT BECOME EFFECTIVE AFTER THE ISSUANCE DATE BUT PRIOR TO LAND USE APPLICATION SUBMITTAL.*

DATE ISSUED: 11/23/15

COMMUNITY PLAN:

Aloha-Reedville-Cooper Mountain
Subarea: Cooper Mtn.
A.S.C.: none

EXISTING LAND USE DISTRICT(S):

INST (Institutional)

ASSESSOR MAP: TAX LOT NUMBER(S):

1S1 30 DC 01600

SITE SIZE: 3.4 acres

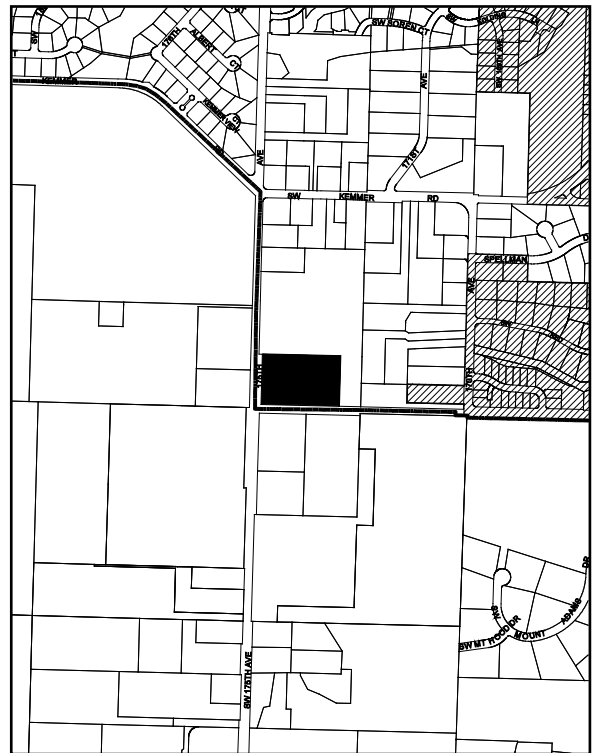
SITE ADDRESS: 9940 SW 175th Avenue

LOCATION: On the northeast side of SW 175th Avenue and SW Weir Road (paper street) approximately 1200 feet south of its intersection with SW Kemmer Road.

EXISTING USE: A 6000 square foot fire station (with recent land use approval for an additional 1997 square feet, per casefile 15-229-SU/D(INS)).

PROPOSED DEVELOPMENT: Preliminary review of An 11-lot single-family detached subdivision.

STAFF CONTACT: Ryan Marquardt,
Transportation Planner, 503-846-3872



ITEM I OUTLINES APPLICABLE REVIEW CRITERIA FOR THE PROPOSED PLAN AMENDMENT. IF THE PLAN AMENDMENT IS APPROVED, ITEMS II THROUGH XI OUTLINE CRITERIA AND FINDINGS FOR ANY SUBSEQUENT LAND USE APPLICATIONS.

I. PLAN AMENDMENT CRITERIA:

- A. Pursuant to Oregon Administrative Rule (OAR) 660-012-0060, the following comments are intended to address the overall transportation system impacts of this plan amendment

proposal. These comments should not be used in conjunction with the actual, immediate, traffic impacts that may be associated with a request for development approval of a specific use on this site. Questions regarding these Long Range Transportation Planning Section comments should be directed to Dyami Valentine, Senior Planner, at (503) 846-3821.

1. If approved, this proposal would re-designate a portion of tax lot 1600 (approximately 1.87 acres) on Map 1S1 30DC from INST to R-6.
2. Tax lot 1600 currently supports a fire station owned by Tualatin Valley Fire & Rescue. According to the applicant's Traffic Impact Statement request, future subdivision of the parcel into eleven lots is anticipated if the proposed plan amendment is approved.
3. The Oregon Transportation Planning Rule, OAR 660-012-0060 requires an analysis of the impact of a proposed plan amendment on the planned transportation system. To address this requirement, the county requires a comparative analysis of a reasonable 'worst case' development of the site under current and proposed land use designations.
4. The county's intersection performance standards are found in Table 3-2 of the Washington County Transportation System Plan (TSP). For the purposes of addressing the TPR requirements, a 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site under the existing and proposed plan designations, even if the site is not currently or planned to be developed at the maximum reasonably allowed (considering the plan designations) intensities. The analysis shall be prepared by a traffic engineer licensed in Oregon and evaluate forecast conditions in year-2035.
5. Traffic from potential future development that contributes less than 10% to total intersection volumes is typically considered 'not significant' in evaluating plan amendments. The applicant should provide sufficient information to substantiate the lack of significant traffic impacts (or evaluate the significant impacts should they exist) for both the near-term and at the end of the planning period (year-2035) under both existing and proposed plan designations.
6. The applicant is responsible for providing appropriate findings of fact that are responsive to the relevant provisions of the Oregon Transportation Planning Rule as well as the County Plan provisions (see below).
7. The Washington County Comprehensive Framework Plan for the Urban Area, Policy 1.f states:

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

As it pertains to transportation, this policy requires the County to analyze the existing transportation system as well as the planned system. The applicant must provide sufficient information regarding reasonable worst case development on the subject property under the existing and proposed plan designations (see above) in order for the county to make adequate findings under this policy.

8. In addition to Policy 1.f., the applicant is required to address all relevant Goals and Objectives in the Washington County 2014 Transportation System Plan, effective on December 1, 2014. Transportation planning staff finds that the following Goals and Objectives are particularly relevant to this request, and should be addressed in the plan amendment application:

<p>Goal 1: Safety Provide a safe transportation system for all users.</p>
<p>Objective 1.3 Review all development proposals, including those within incorporated areas, to continue the safe operation of county roads.</p>
<p>Goal 3: Livability Preserve and enhance Washington County’s quality of life for all residents, workers and visitors.</p>
<p>Objective 3.1 Strive to maintain and enhance the livability of existing and future communities and neighborhoods.</p>
<p>Goal 5: Mobility Promote the efficient and cost–effective movement of people, goods and services by all modes.</p>
<p>Objective 5.3 Utilize the Interim Washington County Motor Vehicle Performance Measures to manage congestion.</p>
<p>Goal 6: Accessibility Provide safe and efficient access to destinations within Washington County.</p>
<p>Objective 6.1 Provide an accessible, multi-modal transportation system that meets the needs of the community.</p>
<p>Goal 7: Connectivity Provide improved and new transportation connections within and between developed and developing areas.</p>
<p>Objective 7.1 Provide an interconnected transportation network that offers multi-modal travel choices and minimizes out-of-direction travel for all modes.</p>
<p>Goal 8: Active Transportation Create a built environment that encourages safe, comfortable and convenient active transportation options that are viable for all users.</p>
<p>Objective 8.1 Provide a network of “complete streets” that safely and comfortably accommodate road users of all ages and abilities, including people walking, cycling, using mobility devices, taking transit and driving.</p>
<p>Goal 9: Coordination Implement the Transportation System Plan by working with the public, community groups, transit providers, cities and other government agencies.</p>

Goal 10: Funding

Seek adequate and reliable funding for transportation.

Objective 10.2

Promote equitable, sustainable and fiscally responsible transportation system funding.

TRANSPORTATION PLANNING RULE PLAN AMENDMENT REQUIREMENTS

660-012-0060 Plan and Land Use Regulation Amendments

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
 - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.
- (2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that

other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
 - (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
 - (c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
 - (d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.
 - (e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.
- (3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:
- (a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;
 - (b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;
 - (c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and
 - (d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT

regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

- (4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
 - (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.
 - (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:
 - (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
 - (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
 - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
 - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
 - (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

- (c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:
 - (A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or
 - (B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.
- (d) As used in this section and section (3):
 - (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
 - (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
 - (C) Interstate interchange area means:
 - (i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or
 - (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
- (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)–(C) to determine whether there is a significant effect that requires application of the remedies in section (2).
- (5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.
- (6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;
 - (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly

center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

- (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;
 - (c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and
 - (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.
- (7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):
- (a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

- (b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and
 - (c) The proposed amendment would significantly affect a transportation facility as provided in section (1).
- (8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:
- (a) Any one of the following:
 - (A) An existing central business district or downtown;
 - (B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;
 - (C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or
 - (D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.
 - (b) An area other than those listed in subsection (a) above which includes or is planned to include the following characteristics:
 - (A) A concentration of a variety of land uses in a well-defined area, including the following:
 - (i) Medium to high density residential development (12 or more units per acre);
 - (ii) Offices or office buildings;
 - (iii) Retail stores and services;
 - (iv) Restaurants; and
 - (v) Public open space or private open space which is available for public use, such as a park or plaza.
 - (B) Generally include civic or cultural uses;
 - (C) A core commercial area where multi-story buildings are permitted;
 - (D) Buildings and building entrances oriented to streets;
 - (E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

- (F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;
 - (G) One or more transit stops (in urban areas with fixed route transit service); and
 - (H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.
- (9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.
- (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;
 - (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and
 - (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.
- (10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.
- (a) A proposed amendment qualifies for this section if it:
 - (A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and
 - (B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.
 - (b) For the purpose of this rule, “multimodal mixed-use area” or “MMA” means an area:
 - (A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;

- (B) Entirely within an urban growth boundary;
 - (C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;
 - (D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and
 - (E) Located in one or more of the categories below:
 - (i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;
 - (ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or
 - (iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.
- (c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.
- (A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:
 - (i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;
 - (ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and
 - (iii) Whether existing or potential future traffic queues on the interchange exit ramps extend onto the mainline highway or the portion of the ramp needed to safely accommodate deceleration.
 - (B) If there are operational or safety effects as described in paragraph (A) of this subsection, the effects may be addressed by an agreement between the local government and the facility provider regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps.

- (d) A local government may designate an MMA by adopting an amendment to the comprehensive plan or land use regulations to delineate the boundary following an existing zone, multiple existing zones, an urban renewal area, other existing boundary, or establishing a new boundary. The designation must be accompanied by findings showing how the area meets the definition of an MMA. Designation of an MMA is not subject to the requirements in sections (1) and (2) of this rule.
 - (e) A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.
- (11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.
- (a) The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection.
 - (A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.
 - (B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.
 - (C) For the purpose of this section:
 - (i) “Industrial” means employment activities generating income from the production, handling or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment and research and development.
 - (ii) “Traded-sector” means industries in which member firms sell their goods or services into markets for which national or international competition exists.
 - (D) Notwithstanding paragraphs (A) and (B) of this subsection, an amendment complies with subsection (a) if all of the following conditions are met:
 - (i) The amendment is within a city with a population less than 10,000 and outside of a Metropolitan Planning Organization.
 - (ii) The amendment would provide land for “Other Employment Use” or “Prime Industrial Land” as those terms are defined in OAR 660-009-0005.

(iii) The amendment is located outside of the Willamette Valley as defined in ORS 215.010.

(E) The provisions of paragraph (D) of this subsection are repealed on January 1, 2017.

(b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within forty-five days.

(c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:

(A) Proposed amendment.

(B) Proposed mitigating actions from section (2) of this rule.

(C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the function, capacity, and performance standards of transportation facilities.

(D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.

(E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

II. PREVIOUS LAND USE REVIEW:

A. Conditions of Approval of casefile 15-229-SU/D(INS) may continue to apply to this site.

III. TRIP GENERATION:

- A. Based on ITE Code 210 (Single Family Detached):
 - 1. The proposed development of 11 single family dwellings will generate a total of 104.72 ADT.
 - 2. Staff assumes the existing fire station will remain in place, with no additional development related to that use. The ITE does not have a land use category with which to calculate trip generation for this use.

IV. TRANSPORTATION SYSTEM DESIGNATIONS/REQUIREMENTS:

- A. SW 175th Avenue (County Road #1960) is designated as a 3-lane arterial per the 2035 Washington County Transportation System Plan, requiring 90 feet of right-of-way (45 feet from centerline) and 50 feet of paving.
- B. SW Weir Road is a 3-lane Collector street, typically requiring a maximum of 74 feet of right-of-way (37 feet from centerline) and 50 feet of paving.
- C. The Urban Road Maintenance District (URMD) is a special assessment district that collects revenues used to maintain public roads within the Urban Growth Boundary. This site is already in the URMD, as required by Community Development Code (CDC) Section 501-8.1 D.
- D. The Transportation Development Tax (TDT) is a system development charge, which will be assessed at issuance of a building permit when the permit will result in the addition of vehicle trips. Please refer to the TDT Ordinance (Washington County A-Engrossed Ordinance No. 691, modified by Ordinance No. 729) for additional information.
- E. Improvement of SW 175th Avenue to 3 lanes between SW Rigert Road and SW Weir Road is on the Transportation Development Tax (TDT) Project List; therefore certain improvements to SW 175th Avenue constructed by the property owner *may* be eligible for credits against the TDT, as permitted in the TDT A-Engrossed Ordinance No. 691, modified by Ordinance No. 729).
- F. Improvement of SW Weir Road with turn lanes, bike lanes and sidewalks between SW 155th Avenue and SW 175th Avenue is on the Transportation Development Tax (TDT) Project List; therefore certain improvements to SW Weir Road constructed by the property owner *may* be eligible for credits against the TDT, as permitted in the TDT A-Engrossed Ordinance No. 691, modified by Ordinance No. 729). Staff notes that this project description may be in error since SW Weir Road is not improved for public travel west of SW 170th Avenue.

V. RIGHT-OF-WAY DEDICATION:

- A. A review of the tax map/available public survey records for the subject property indicates that 45 feet (from centerline) of right-of-way currently exists along the site's frontage of SW 175th Avenue. No additional right-of-way dedication is required.
- B. A review of the tax map/available public survey records for the subject property indicates that 20 feet (from centerline) of right-of-way currently exists along the site's frontage of SW Weir Road. Therefore, the applicant will be required to dedicate additional right-of-way to provide a total of 37 feet from centerline of SW Weir Road adjacent to the site, including adequate corner radius.

VI. TRANSPORTATION SYSTEM IMPROVEMENTS:

- A. No near-term future County-funded transportation projects have been identified which would affect the subject property.

- B. SW 175th Avenue and SW Weir Road are not currently improved to County standards.
- C. CDC Section 501-8.2 G. requires the construction a half-street improvement (as defined in CDC 501-8.8 A.) to County A-4 standard along the site's frontage of SW 175th Avenue. A portion of the required improvements on SW 175th Avenue may be eligible for credits under the Transportation Development Tax (TDT) Ordinance.
- D. CDC Section 501-8.2 G. requires the construction a half-street improvement (as defined in CDC 501-8.8 A.) to County C-1 standard along the site's frontage of SW Weir Road. A portion of the required improvements on SW Weir Road may be eligible for credits under the Transportation Development Tax (TDT) Ordinance.
- E. CDC Section 501-8.1 B.(2) requires the applicant to improve substandard roadways providing access to the site (between the subject site and the nearest adequate collector or arterial roadway likely to attract the highest traffic volume from the proposed development), to provide a minimum 5-year paved wearing surface and structural life to a 22-foot width. Following discussions with the applicant, staff believes that the majority of trips to and from the subject site will be from the east via SW Weir Road. SW Weir Road shall be improved to this standard from the subject site frontage to SW 170th Avenue. Per CDC Section 501-6, a Type III Exception for Critical Services would be required to reduce to the 5-year paved wearing surface and structural life/22-foot width standard.
- F. Per Resolution & Order 86-95, provide adequate illumination at the site's access to SW 175th Avenue.
- G. Any new internal public streets shall be constructed to County standard, including roadway pavement, curb and gutter, and sidewalks. Prior to a development application being deemed complete by the County, the applicant must provide documentation that intersections created by new public streets in the subdivision will meet County standards. This includes turning templates to demonstrate that the intersections can accommodate turning movements for emergency vehicles and other larger vehicles that typically access a local street.
- H. CDC Sections 501-7.1 B., 501-8.2 C., 605-2.3 C., and 605-2.4 D. require design and installation of street lighting in accordance with the Washington County Roadway Illumination Standards on public roads. Formation of a Service District for Lighting (SDL) will be required for any illumination required on public Local or Neighborhood Route roads (and may be required for improvements to Collector or Arterial roads).
- I. Formation of a Road Maintenance Local Improvement District (MLID) will be required for any newly established public street(s) within the development.
- J. Any proposed Private Street, if approved, must meet the standards of CDC Section 409 and must have Fire Marshal approval. For nine or more units ultimately served by a private street, a minimum 24-foot wide street with curbs and sidewalk on both sides is required.
- K. Provide on-street parking as required by CDC Section 413-6.
- L. NOTE: All private signage and improvements are required to be located outside of the dedicated ROW (refer to R&O 77-76 & 78-29 for exceptions).

VII. ACCESS:

- A. Based on a site plan provided by the applicant, the following proposed access point(s) were identified and evaluated:

1. The proposed point of access to the site is dependent on a public street to be constructed along the site's east property line as part of Kemmer Ridge (Casefile #15-279-S/AMP), a proposed 54 lot subdivision adjacent to the site.
 2. The fire station is assumed to retain its existing access onto SW 175th Avenue.
- B. SW Weir Road is currently designated as a Collector road. Per CDC Section 501-8.5 B.(3), the minimum access spacing standards are:
1. No residential uses, and no other uses with less than one hundred-fifty (150) feet of frontage, shall be permitted direct access to a Collector.
 2. Access will not be permitted within one hundred (100) feet of an intersecting street or existing or approved access, measured on both sides of the road.
 3. Access points near an intersection with a Collector or Arterial road shall be located beyond the influence of standing queues of the intersection, which may result in an access spacing greater than that specified above.
- C. SW 175th Avenue is currently designated as an Arterial road. Per CDC Section 501-8.5 B.(4), the minimum access spacing standards are:
1. Access to Arterial roads shall be from Collector roads. Exceptions for Local roads or private accesses may be allowed through a Type II process when Collector access is found to be unavailable and impracticable by the Director.
 2. Access to Arterials shall also comply with the following standards:
 - (a) Arterials

Access will not be permitted within six hundred (600) feet of an intersecting street or existing or approved access, measured on both sides of the road.
 - (b) Principal Arterials

Access to a Principal Arterial is subject to approval by ODOT through the State's Access Management Policy and its implementing measures. Access to Tualatin Valley Highway between SW 170th Avenue and SW Cornelius Pass Road is subject to the provisions of the TV Highway Access Management Plan contained in the Aloha-Reedville-Cooper Mountain Community Plan.
- D. Proposed Access Spacing findings:
1. The applicant is not requesting direct access to SW 175th Avenue or to SW Weir Road for the residential subdivision lots, therefore access spacing standards will be met.
 2. Direct access onto an Arterial Street is not allowed. Per CDC Section 440-10, an existing access does not need to be brought into conformance unless changes are proposed that would increase the average daily trips by 25% or more. No additional development is proposed for the fire station, therefore the existing access is allowed to remain.
- E. If SW Weir Road is constructed at SW 175th Avenue, and the proposed development is unable to obtain access in conformance with the applicable access spacing standards, the applicant may request an exception to the spacing standard(s) by submitting an Access Management Plan (AMP) for review as part of a complete land development application in accordance with CDC Section 501-8.5 C.

- F. If the AMP is approved, the County Traffic Engineer may establish requirements for developer-provided safety improvements, potentially including off-site improvements. **All required improvements must be completed prior to occupancy of any proposed building.** The County may limit any access approved by the AMP to 'Interim Access', per CDC Section 501-8.5 E.
- G. All existing access, except any access approved or specifically allowed to be retained through the development review process, must be closed.
- H. Per CDC Section 501-8.5 G., record a vehicular access restriction along the entire frontage of SW 175th Avenue and SW Weir Road, except at any access point approved through the land use application review process.

VIII. SIGHT DISTANCE:

- A. CDC Section 501-8.5. F. and Washington County Road Design and Construction Standards Section 130.080 require adequate intersection sight distance at a site's access to a County or public road and at all intersections of County or public roads, in accordance with the standards of CDC 501-8.5. F. **Note: The applicant must demonstrate that adequate sight distance is feasible prior to a development application being deemed complete by the County. A completed "Traffic Impact Statement" or "Sight Distance Evaluation" (prepared by county Staff) or a "Preliminary Certification of Sight Distance" (prepared by a licensed Oregon Professional Engineer) are available options to demonstrate that adequate sight distance is feasible.**
- B. CDC Section 501-8.5 F.(4) establishes that the required sight distance for an access to a County road and at all intersections of County or public roads is equal to ten times the vehicular speed of the road.
- C. SW Weir Road is not speed controlled; and therefore subject to the 'Oregon Basic Rule' of 55 MPH for unposted roads, requiring 550 feet of sight distance in each direction at all proposed access points.
- D. Per CDC Section 418-4.7, Residential lots or parcels shall maintain a clear vision area with no sight obscuring fence or wall (does not include retaining wall) more than three (3) feet in height, measured from finished grade, within a fifteen (15) by fifteen (15) foot triangle along a driveway. A clear vision area shall be measured from the property line, sidewalk, or easement for public travel, whichever is closest to the fence line.
- E. Preliminary Certification of sight distance at the intersection of SW Weir Road and SW 170th Avenue, and for all newly created or modified internal intersections within the subdivision, in accordance with CDC 501-8.5.F.(2) through (7), must be prepared by a licensed Oregon professional engineer in the format prescribed by the County, and be submitted with a land development application. The Preliminary Certification shall identify any improvements on-site or within public right-of-way that are necessary to achieve adequate sight distance. **Note: If the preliminary certification relies upon the use of a vehicular speed other than posted speed (or Basic Rule speed for unposted roads) or proposes any deviation from the standards of CDC 501-8.5 F. (2) or (3), the applicant will be required to obtain approval of a Design Exception to the Road Standards from the County Engineer prior to approval of the certification. No application will be deemed complete unless the applicant has demonstrated that adequate sight distance will be available at all intersections on and abutting the**

development site in accordance with the Washington County Community Development Code.

- F. Upon completion of the of the subdivision, including any improvements identified in the Preliminary Sight Distance Certification, the applicant will be required to provide Final Certification of Sight Distance at the intersection of SW Weir Road and SW 170th Avenue and for all newly created or modified internal intersections within the subdivision to confirm that adequate intersection sight distance has been achieved. Certification must be prepared by a licensed Oregon professional engineer in accordance with CDC 501-8.5 F. **Note: No development will be finalized until adequate sight distance is available at all intersections on and abutting the development site in accordance with the Washington County Community Development Code.**
- G. Periodic trimming of vegetation will be required to maintain adequate sight distance.

IX. TRANSPORTATION SAFETY REVIEW AND IMPROVEMENTS:

- A. The County Traffic Engineer will perform a Traffic Safety Review and may establish requirements for additional developer-provided safety improvements, potentially including off-site improvements. **All required improvements must be completed prior to occupancy of any proposed development.**

X. NEIGHBORHOOD CIRCULATION:

- A. The Community Plan does not identify the subject property as a “Street Connectivity” area.
- A. Submit a neighborhood circulation and redevelopment plan with the development application as required by CDC Sections 408 and 605-2.3 A (6).

XI. TRANSPORTATION IMPROVEMENT PERMITS:

- A. If land use approval is granted for the subject development proposal, obtain a Facility Permit from the Department of Land Use and Transportation Current Planning Section (Assurances) for construction of all required public improvements.

Refer to the following link to access Washington County Road Design/Construction Standards:
www.co.washington.or.us/LUT/Divisions/Engineering/ConsultantResources/road-design-standards.cfm



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

PLAN AMENDMENT PRE-APPLICATION CONFERENCE NOTES

PRE-APPLICANT:

TVF&R
Siobhan Kirk

Phone:

PRE-APPLICANT'S REPRESENTATIVE:

Harris - McMonagle
Bill McMonagle

Phone: 503-639-3453
bill@h-mc.com

OWNER: Tualatin Valley Fire & Rescue
20665 SW Blanton
Aloha, OR 97007

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 1S130DC0

TAX LOT NO(S): 1600

SITE SIZE: 3.4 ac.

ADDRESS: 9940 SW 175th Ave.

LOCATION: Northeast corner of SW 175th Ave. and SW Weir Rd.

PROCEDURE TYPE III

CPO: 6

COMMUNITY PLAN: Aloha – Reedville – Cooper Mountain

EXISTING LAND USE DISTRICT(S): INST

PROPOSED PLAN AMENDMENT: R-6

DATE OF PRE-APPLICATION CONFERENCE(S): 4/17/2015

LONG RANGE PLANNING DIVISION STAFF: Anne Kelly, Associate Planner

APPLICATION SUBMITTAL DEADLINES AND OTHER APPLICABLE REQUIREMENTS: **FEBRUARY 15th and AUGUST 15th**

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

APPLICABLE POLICIES AND REGULATIONS (Cite applicable criteria, provide responses and evidence demonstrating compliance)
URBAN COMPREHENSIVE FRAMEWORK PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES
UNDER **POLICIES:** **1.f** [Planning Process: Initial paragraphs and bullet points + 1.f.6], **2** [Citizen Involvement], **13.b.** [Reasons for Growth: encourage compatible infill development near contiguous urban dev, parcelization, etc.], **14** [Managing Growth w/public facilities & services], **18 (R-6)** [Plan Designations – why is R-6 better than INST for site?], **21** [Housing Affordability – potential opportunity for], **22** [Housing choice & availability (detached + opportunity via R-6 standards for attached)], **23** [CWS sanitary], **32** [Transportation], **39** [Land Use Conservation – locational efficiency, infill, discourage sprawl], and **40** [Regional Planning: Neighborhoods Criteria, Infill].

TRANSPORTATION PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES
UNDER **POLICIES:** *Goals 1 (Safety), 3 (Livability), 5 (Mobility – local street), 7 (Local Street Connectivity), and 8 (Active Transportation), as well as the Implementation section at the end – the part about quasi-judicial Plan Amendments.*

ADDITIONAL TRANSPORTATION CONSIDERATIONS:

APPLICATION FOR THE PLAN AMENDMENT MUST INCLUDE A **TRAFFIC IMPACT STATEMENT** (OBTAINED FROM THE COUNTY) AND A **TRANSPORTATION ANALYSIS** DEMONSTRATING COMPLIANCE WITH THE OREGON TRANSPORTATION PLANNING RULE (**OAR 660-012-0060**).

COMMUNITY PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE **Aloha – Reedville – Cooper Mountain Community Plan** OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S) **1** [Community Plan shows Scenic Viewshed] **5** [Parks – this property is outside THPRD boundary], **7** [Bike and Ped access], **8** [Road impvmts w/ bike/ped], **9** [Facilitate non-auto travel], **10** [noise reduction along arterial (175th) and collector (Weir)], **12** [Public water and sewer], **13** [Road extension, r/w], **15** [Arterial and collector access restrictions], THE DESCRIPTION OF THE **Cooper Mountain Area Subarea** and **Subarea** Design Element Number(s) **4** [Scenic view, road turnout for], PRESCRIPTIONS FOR AREA OF SPECIAL CONCERN n/a, AND SIGNIFICANT NATURAL AND HISTORIC & CULTURAL RESOURCE(S) DESIGNATION(S) OF n/a ON THE PROPERTY.

COMMUNITY DEVELOPMENT CODE CONSIDERATIONS:

APPLICABLE LAND USE DISTRICTS (PURPOSE & PERMITTED USES): Community Development Code Sections **303 (R-6)** [Make sure to address housing types allowed by 303 + density range as it translates to area proposed for new land use designation, include basic site plan showing feasibility to accommodate density].

OTHER CONSIDERATIONS:

Metro Urban Growth Management Functional Plan Title: 1 [Housing Capacity]

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

REVIEW AUTHORITY:

Planning Commission

Board of County Commissioners**

***For plan amendments involving the three resource districts (EFU, EFC and AF-20), the Planning Commission will hold an initial hearing to provide the Board of County Commissioners with a recommendation for approval or denial of the request.*

GENERAL INFORMATION

PREVIOUS CASE FILES: 80-52-D, 80-288-C, 80-289-V

OUTSTANDING CONDITIONS AND VIOLATIONS: n/a

OTHER INTERESTED AGENCIES AND ORGANIZATIONS: _____

HANDOUTS DISTRIBUTED

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

DOCUMENTS TO BE SUBMITTED WITH APPLICATION

(NUMBER OF COMPLETED APPLICATIONS CONTAINING THE FOLLOWING DOCUMENTATION TO BE SUBMITTED UPON DETERMINATION BY STAFF THAT THE APPLICATION IS COMPLETE)

- 18 PRE-APPLICATION NOTES (Prepared by staff)
- 18 PLAN AMENDMENT APPLICATION FORM (with original owner / contract purchaser signature)
- 18 WRITTEN EXPLANATION, JUSTIFICATION (Applicant may submit **one copy** for initial completeness review)
- 18 SERVICE PROVIDER LETTERS (complete sets -- see below)
- 18 TRAFFIC IMPACT STATEMENT (completed by the county)
- 1 SIGNED FEE AGREEMENT CONTRACT
- 1 WASHINGTON COUNTY TAX MAP(S) (must be obtained from Assessment & Taxation Department) for: 1N1 29AD
- 1 DIGITAL VERSION OF APPLICATION (submitted after the application has been deemed complete)

SERVICE PROVIDER LETTERS

- | | | | |
|----|---------------------|----|--------------|
| 18 | SHERIFF | 18 | PARKS |
| 18 | FIRE | 18 | SCHOOL |
| 18 | SEWER (CWS) | 18 | TRI-MET |
| 18 | SURFACE WATER (CWS) | 18 | PUBLIC WATER |

FEE DEPOSIT OF \$3,500 (this is an initial deposit towards payment of the true cost to process the application)

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

SUMMARY OF DECISION – CASEFILE 15-298-PA

At its hearing on March 16, 2016, the Washington County Planning Commission voted to approve the plan amendment application (Washington County Casefile 15-298-PA) based upon the evidence in the record.